

MERRY CHRISTMAS



CLASSIC COURIER



DEC 15 - FEB 16

THE CLASSIC OWNERS MCC (INC) CELEBRATES 50 YEARS

CLASSIC COURIER
SEPTEMBER - NOVEMBER 2012

CLASSIC COURIER
DECEMBER 2012 - FEBRUARY 2013

TT KIRKMICHAEL DOUGLAS

15 JUNE Log Book Day

23 JULY A.G.M

CLASSIC COURIER
JUNE - AUGUST

MEMBERSHIP INFORMATION UP DATE- do we have your current details? form inside

CLASSIC COURIER
SEPTEMBER - NOVEMBER 2013

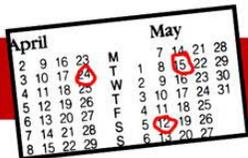
CLASSIC COURIER
SEPTEMBER - NOVEMBER 2013

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

YOU'RE NICKED! YOUR COMCC RENEWAL WAS DUE ON THE 30TH JUNE!

CLASSIC COURIER
MARCH - MAY 2014

EVENTS CALENDAR



Check www.classicowners.org for updates or ring Run / Event organiser

Members interested in swap meets, this is a good starting point- <http://swapmeets.wordpress.com/sa-swap-meets/>

13 Dec MRA Toy Run, departs Victoria Park V8 track for Callington 11am
COMCC Xmas BBQ (see opposite page)
2016

14 Feb All British Day Echunga Recreation Ground see page 5

16-17 April McLaren Vale Vintage & Classic Car Event

www.vintageandclassic.com.au/

17- 22 Sept 2016 V.V.M.C.C. SA 60th Anniversary Tour
<http://vvmccsa.org.au/60th-anniversary-rally/>

MIDWEEK RUN DATES

Meet at Hazelwood Park , Hawthorn Cres.

Hazelwood Park - all types and makes of motorcycles welcome

Meet at 9.30am for a 10am start

1st Wednesday of the month

3rd Tuesday of the month

Ride destination decided on the day

MOPED RUN DATES

6 December Adelaide Beach Run Start/Finish Birkenhead Tavern, Pt. Adelaide Over the bridge, right turn at lights – tavern on right
Meet 9.30 for 10.00am start.

Calendar 2016

- 7 Feb** Tagra Hindmarsh- Start/Finish Old Goolwa Caravan Park, Liverpool Rd. Meet 10.00am for 10.30am start
- 3 April** Annual Moped Marathon Start/Finish Totness Inn Mt.Pleasant Meet 9.00am for 9.30am start
- 5 June** Strathalbyn Run Start/Finish Goodyear Tyre Depot Rankine St. Strath Meet 10.00am for 10.30am start
- 7 Aug** Williamstown Wander Start/Finish Williamstown Oval Meet 10.00am for 10.30am start
- 9 Oct** Mt Barker Burble Start/Finish Lion's Club Car Park Flaxley Rd. Mt.Baker Meet 9.30am for 10.00 am start
- 4 Dec** Adelaide Beach Run Start/Finish Birkenhead Tavern Pt Adelaide Meet 9.30am for 10.00 am start

All Members Welcome to...

COMCC
Christmas BBQ
Sunday

13 December
12am – 2pm

James A Nelson Hall
98-100 Woodville Rd
B.Y.O. Chairs & alcoholic drinks



"GET YOUR MOTOR RUNNING..."

Organised weekend runs are
Back!



WEEKEND RUN DATES

20th December

Meet at the Cudlee Ck cafe 8:30 for 9am start. Travel to Walker Flat and wind your way down the River Murray by bike and punt/bridge to Wellington. Lunch in Mannum. Please note the earlier start as this one is the longest run on the calendar. Not to be missed.

31st January 2016 South East Hills Run.

Meet at the Caltex servo at the top of O'Halloran Hill at 9:30 for 10am start. Very scenic, very pastoral. Shortish run at about 140 kms. Morning tea in Meadows, lunch in Hahndorf and the ride finishes on Belair Rd in Mitcham.

20 Dec (a week earlier)
2016

31 Jan (a day earlier)

28 Feb

24 Mar

(the day before Good Friday)

1 May

3 July

Charles will give route and destination details at the General Meeting before the run and on

www.classicowners.org



MILANG VINTAGE MACHINERY CLUB
20th YESTERDAY'S POWER RALLY

MILANG OVAL
16th & 17th 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



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 **UNREGISTRED**

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

20th 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




February General Meeting
 Barry Young is hoping to have **TT rider Dave Johnson** give a talk at the Feb General meeting on his 130mph lap of the Mountain circuit, keep an eye out for details...

Over 900 vehicles on display



All British Day Sunday Feb 14th 2016
 Echunga Recreation Ground



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 08 8297 1653.

Secretary David Baird bairds@micronet.net.au 08 8338 1746.

FROM THE CHAIR



Hi members: We have had a good start to the 2015-2016 year. Barry Young is organising features to make meetings more interesting and Bob Finnie organised the excellent trip to Peterborough and Jamestown, thanks again Bob. The Secretary has sent a thank you letter to all parties involved.

Weekday rides when the weather is OK have been well attended. Charles our Club Captain is getting a good rollup on the Sunday rides but he would like to see more old bikes.

The X-MAS BBQ is on Dec. 13th and I hope all members can attend. We will be trying to have an Email system set up where we can contact all members regarding Club matters.

Last but not least I would like to wish all members and their families a Merry Xmas and Happy New Year.

Bob Cole **President**

EDITOR'S COMMENTS



Spring seems to have revved up the club and the *Courier* has expanded to a staple busting 32 pages to record it all in this Christmas edition. Tina wraps up her restoration and registration tale, an International report from Barry Young, Rosco writes up the Peterborough-Jamestown ride, the regular ride reports (welcome to the *Courier* to our new Club Captain Charles Oliver who has contributed Weekend ride reports), plus photos and even a book review, adding up I hope to a good holiday read.

Remember those cameras and note books when you are out and about- the *Courier* always needs your contributions.

Merry Christmas and Happy New Year to members and their families.

Trevor Jones **Editor**

MOPEDS PLUS

Enquiries: Warren 8388 1770
Alan 8295 5097



RIDE REPORT : Mt. Barker Burble - 11th October 2015

Motorcycles

Alan Wallis	1950	Tilbrook	197cc	Don Jennings	1982	BMW	1000cc
Vic Bollen	1968	Suzuki	197cc	Peter Arriola	1974	James	150cc
Roger O'Loughlin	1978	Suzuki	650cc	Tony Ershaw	1972	Honda	250cc
David Saint	1976	Yamaha	400cc	Clayton Bollen	1968	Suzuki	197cc
Warren Duncan	2002	Honda	250cc	Paul Knapp	1951	AJS	500cc
Adrian Jennings	2015	Yamaha	650cc	Mick Hayes	2004	Suzuki	400cc

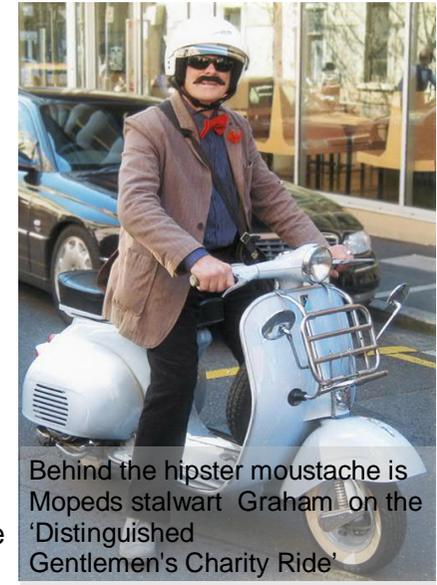
Chris Harris 1967 Yamaha 70cc stepthru
Graham Riley 1956 Vespa 125cc scooter
Rob Smyth 1970 Motobecane 50cc moped
Ian Vosey 1948 Malvern Star 98cc autobyk

The above group of riders departed Mt. Barker at 10.00am bound initially for Echunga and Meadows. Unfortunately the Malvern Star Autobyk managed only about 2kms from the start and withdrew from the day's proceedings. The weather was cloudy and cool at the start but a surprise was in store. Approaching Meadows the group encountered heavy fog and light drizzle which enveloped the entire town for the duration of the morning tea break at the bakery.

The second surprise was in fact the highlight of the day. Our arrival at Meadows bakery coincided with a visit by at least two other motorcycle Clubs, providing a very interesting variety of bikes to inspect and enjoy. Soon after leaving Meadows the fog cleared and the weather continually improved for the return trip to Mt. Barker. After lunch the group travelled through Balhannah and Oakbank for the traditional visit to Melba's Chocolate Factory at Woodside. Our return to Mt Barker then took us through Nairne and Bald Hills Road to provide an opportunity to observe the progress of construction of the second Mt. Barker Freeway Interchange scheduled for completion in 2016.

Many thanks to those who marshalled the corners throughout the day and to Alan Wallis for his usual tail-end Charlie performance.

REMEMBER: These runs cater for the slower rider, backup trailer always provided. **2016 Moped Plus Calendar page 2 of this Issue**



Behind the hipster moustache is Mopeds stalwart Graham on the 'Distinguished Gentlemen's Charity Ride'

A STORY THAT HAD TO BE TOLD

This is the conclusion 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.

Last issue Tina had restored her Kawasaki but had been knocked back by Regency for registration as her bike appeared to be an unrecorded import. She now attempts to track down the vendor of her bike, and ask him a few questions...

I left a message a message on 'Joe's' number.

Gavin had also begun making a few calls to people we know, but no one could give us any advice simply because they didn't know what to do either except to contact a shop that deals in imports.

I called one bike shop in particular and went to speak with the owner, but again it was a difficult situation with no immediate answer, was willing to talk to a few of his contacts to see if they could help out. He did however send me a copy of an import certificate to help me verify the authenticity of a certificate that was to be offered to me at a later stage.

I made a few more phone calls to Joe only to hear Kevin's recorded voice, so I kept leaving messages.

That night I went to bed exhausted, feeling hopeless and trying not to consider the best advice given to me which was to get a few of Gav's mates to go knock on Joe's door. It was then I decided I wasn't going to end the day on this note. It was time to find Joe with the help of my well acquainted friend, google.

If I could find inner crankshaft seals I could find anything, so I turned my laptop on and typed in Joe's name and address...nothing came up except some early real estate ads for his house.

I thought a little more about Joe who was rather chatty, fond of motor racing and told us of a particular car rally that he participated in every year. I searched through the entries and results for the past few and looked for his name but still nothing came up. All this was starting to seem rather odd! His number wasn't correct and I couldn't find his name listed in an event that he had shown me photos of. It was as if Joe didn't exist or he had given me a false name... Now this really got me thinking so I began to check the rally listing for all the SA entries and then cross referenced them with Joe's address in the White Pages online. This took a little while and then bingo, I had a match and sure enough Joe had given me a false name.

This is when the alarm bells really started to ring and my stomach churned, could it be possible that Joe knew all along that this bike couldn't be registered? All of a sudden things weren't looking too good for Joe or me.

So, now I knew his real name and the possibilities, it was time to get as much info as I could but mostly proof that this person was the one who sold me this bike. I didn't know what was going to happen to my bike and if the outcome wasn't good, I was sure the person responsible wasn't going to get away with it. So I then logged onto Facebook and found hundreds of people with Joe's real name, but I made my way through them one at a time and sure enough I hit the jackpot. Joe had two Facebook profiles both with no security.

One of the profiles indicated a secondhand dealership, the other was his personal profile. I was able to go to the time I bought the bike and sure enough there it was one S3400 resto in great detail and comments about selling it to the new owner. I copied all these pictures to my computer.

Thank you Joe, I now had everything I needed.

Imagine Gavin's surprise when I went into the shed with my laptop and showed him what I found?

The next morning I still felt miserable as I did the grocery shopping, hoping I wasn't going to run into anyone I knew because I would have just cried.

Gavin however had decided while I was out it was time to have a chat with our friend Joe so he gave his home phone a call. His son answered and unfortunately Joe wasn't home so Gav left a message... "Can you tell him my name's Bob and I have a bike for sale that he may be interested in". Surprisingly Joe was home as his son handed him the phone.

After Gavin announced who he was, mentioned the problems we were having with the triple, the false name and our theory about him being an unlicensed second hand bike dealer, there was a long pause on the other end of the phone then he began to deny everything. He did however quickly offer to help us out by promising us he would acquire an import certificate and then told us the history of my bike.

He had bought my bike and another only a year earlier from a local guy who had bought them both 20 years earlier from a Queensland farmer with the hope of restoring them both. Joe said the other bike had a sticker on the frame that read exactly the same as my bike and he had no problem registering it at Regency. Makes you wonder how these things happen? Anyway, he gave us the previous owner's name and number so we gave him a call. This guy said he had no idea the bike was imported but was interested in receiving Joe's phone number because Joe had some of his tools that he failed to return after borrowing. We were happy to hand that number over. How Joe was going to produce an import certificate we had no idea, but he claimed to have connections who imported cars on a regular basis. We were immediately suspicious and weren't prepared to touch anything that wasn't authentic. As I mentioned earlier, I was lucky enough to have been given a copy of a certificate. If Joe's didn't match the authenticity we were prepared to call the police immediately.



As it turned out Joe found it too difficult to get that certificate and we heard no more from him.

So here I was after all that still no closer to having my bike legally registered and our Broadford weekend was now only weeks away. Keeping in mind that the bike hasn't been ridden for any length of time, not only did it need to be run in there would be teething problems to sort out before it went on the track...I was running out of time and if I didn't figure something out soon I was never going to get it to Broadford.

I'd been looking at other options and one was to put the bike on a boat and send it to New Zealand, then it would be returned to Australia all for a fee of \$1,800...um, no thank you. The only other option was to buy a frame from overseas and have it imported then put all my parts on. One of the problems with that was the frame could sit in customs for months longer than a bike would because apparently you can hide more illegal substances in a frame as opposed to an entire motorcycle(?).

Now what? I had exhausted all my avenues, I couldn't think of any way around this, and still had no idea of what would happen to my bike once Dotars were aware that it may have been illegally imported. Just the thought

of having to surrender it made me feel sick so I had a safe shed lined up just in case.

By the end of January 2014 I'd finally had enough, I'd given it my best shot, time was no longer on my side, so I decided it was time to send an email to the Department of Planning, Transport and Infrastructure, the contact for Dotars. I told the story simply and truthfully as I knew it, then closed my eyes, took a deep breath and pressed send...then I told Gavin who said "you did WHAT...?"

One week went by and I had no answer, I was beginning to feel nervous so I sent another email as a prompt. Two days later I finally received a reply with an attached letter of approval and the important part read:

'If the vehicle was imported prior to August 1989 then it would not be subject to the act as the Motor Vehicle Standards Act 1989 did not come in to affect until August 1989. Our electronic records did not commence until 1991.'

Therefore, the vehicle may also have fallen into this time period.

That's all I needed to know. Finally I got my green light and the next day I arrived once again at the Regency Park vehicle inspection center with all the documents I needed. I handed them over for what seemed like an eternity then finally someone came out to speak to me.

They had to accept the fact that there was a period of exemption and that the bike could have fallen into that period but they remained firm by saying there was still no way of telling when the bike was imported and for all they knew it may have arrived only a few months ago. Really they were right, none of us had any idea when the bike arrived into the country but I trusted the bike's history and refused that for an answer. I strongly pointed out that they were correct and that they had absolutely no idea of the import date so there was no reason not to believe what I was telling them and if they weren't prepared to approve the bike for registration I would return within two hours with a statutory declaration and then they would be legally bound to go ahead with the approval.

The truth was I wasn't quite sure I could pull that off but I was prepared to give it a shot.

Surprisingly my little outburst did the trick and it was approved immediately and I couldn't get to Service SA quick enough to register it. The real icing on the cake was my new number plate began with S3 (the model of my bike) what are the chances of that? I'm sure the guy behind the counter hadn't seen anyone that excited to receive a number plate.

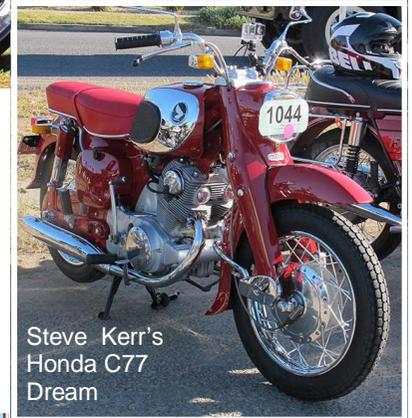
Everything after that couldn't have gone better and the bike was superb. We made it to Broadford and the Triple made its debut. Its handling exceeded my expectations for a 40 year old bike and it felt right at home on the track. So my story has a happy ending as you can see by the picture attached but just as importantly I hope it can assist anyone else out there who has the misfortune of unknowingly falling into the same trap as I did.

Perfect conditions greeted the 2015 Bay to Birdwood Classics entrants; a bright sunny spring morning and the promise of a warm day. The Bay to Birdwood has always been a predominantly car affair (two members of the COMCC drove cars but they were Alfas so I think we can be excused!) but about fifty bikes fronted the start at West Beach including a contingent from the COMCC. Credit to the organisers who have responded to participants suggestions for improvements and this year's was very smoothly marshalled and even in four wheels we were only down to walking pace in a couple of spots in the city. The reinstatement of the one way through the hills was a rare opportunity and I'm sure the bikes revelled in it.

At Birdwood I was disappointed to see the bikes had been relegated to the grass again after last year's run when we were assigned a sealed area of the museum's parking area. Bikes may have been in the minority but there were some choice examples on display. 1955 to 1978 was the period when the centre of the motorcycle industry shifted east to Japan and the entrants reflected this change. Single Velocettes and Triumph Twins lined up with easy to live with Honda CB77s and Suzuki 500 Twins, Kawaski and Honda Fours parked alongside the Norton Commandos and Triumph Triples still flying the Union flag.



Roger O'Loughlin
 & Honda CB 500T



Steve Kerr's
 Honda C77
 Dream



Dominic Brown with his
 Velo Venom



Kym Miller Suzuki SP 370
 Ron Ritter Yamaha R5

Goodwood Revival

This year, while visiting the UK, I went to the Goodwood revival. This is a four day event featuring vintage, veteran and classic cars and motorcycles as well as an air show on each day, this year including Spitfires, Hurricanes, and Mustangs to celebrate the 75th Anniversary of the Battle of Britain.

There was so much to see- 425 static displays, period bands and stalls. I didn't get around to see it all in the four days I attended and there was racing going on all the time!

Many spectators dress in the fashions of the 1920s to 1950s to add to the atmosphere.

Barry Young



Manx



Paddock



Spitfire takes off



Hornets Vintage Harley MCC



Start of the Barry Sheene Trophy Race





2015 AUSTRALIAN HISTORIC ROAD RACING Championships



Sunday's weather was excellent and the Historic Register organised a great meeting. Unfortunately the two 'star' riders couldn't make it but the array of machinery and the racing didn't disappoint. The photos show some of the racing and the lunch break demonstration of a very noisy Honda 4.

WEEKEND RUNS



August 30th Southern Run - Club Captain's Report

A good turnout with 14 bikes meeting at Hazelwood Park and a further 3 joining us at McLaren Vale. Of the 17 bikes, 8 were historically registered and included a couple of Triumphs, a Norton, a Ducati, a Moto Guzzi, two BMWs and a Honda. Three of the riders were non-members.

Full list follows:-

Bob Cole	1983 Honda CB1100F	Pud Freeman	2003 Kawasaki ER5 500cc
Frans Keuning	1989 BMW R80	Rob Smyth	1976 Ducati 900SS
David Byford	1973 BMW R60/5	Martin Mace	2007 Suzuki M109 1800cc
Julie Mace	2002 Suzuki 1200cc	Gail Yates	2000 Yamaha VStar 650cc
Gary Priest	1971 Honda 750-4	Daniel Mau	2005 SuzukiGSX1400
Charles Oliver	1967 Triumph 650cc	Brian Mau	1994 Yamaha Virago 535cc
Darrell Langridge	2011 Suzuki 1800cc	Graeme Bartlett	55 Triumph Tbird650cc
Rae & Cameron Mighal	73 BMW 75/5	Phil Allen	1966 Norton Special
Philippe Reeves	74 Moto Guzzi 850GT		

We were blessed with fine sunny weather as we made our way up Mt Lofty down to Stirling through Ironbank, Cherry Gardens, Clarendon and onto The Cottage Bakery at McLaren Vale for morning tea. After which we headed up Old Willunga Hill and joined the main road to Victor Harbor.

At Victor it was soon apparent that the sticker lickers were operating, so we parked the bikes 3 or 4 in each car parking spot buying one ticket having all agreed that that was the right and just way. Riders pleased themselves for lunch most opting for fish & chips and a sit on the grass by the sea front.

After lunch we continued on our way towards Cape Jervis turned right at Delamere through Yankalilla and Myponga and onto Pages Flat Rd then back onto Victor Harbor Rd and turned right to Meadows.

At this point we had a marshalling issue. The group was fairly strung out by this point and a dodgy marshalling position on Victor Harbor road combined with the

lengthy delay for the tail to catch up, led to half the group not knowing where the leaders had turned off! Subsequently, half the riders were waiting at the Meadows service station whilst the other half continued down Victor Harbor Rd or was it South Rd(?) towards Adelaide. The Meadows crew then rode to Echunga and Stirling and back home. Thankfully Martin Mace, our tail-end Charlie, saved the day and guided the stragglers home with only a 750-4 gearbox problem and low fuel as further incidents.



I need to think about marshalling positioning and maybe better inform riders of the route and refuelling opportunities. Although the smarter riders (Rob Smyth & myself) did take the option of refuelling as we left Victor. Other than that, someone dropped their bike at McLaren Vale (no names) and I broke a spoke and bent another. My vote for best turned out bikes - Phil Allen's 1966 Norton Special and the Mighals' BMW 75/5.



September 27th Strathalbyn Run - Club Captain's Report

An impressive turnout with 24+ bikes meeting at Hazelwood Park. Seven were historically registered and included my Triumph, a Velocette Venom, a pair of Suzuki T500s, a Kawasaki KH400, and a couple of Honda 750-4s. Several of the riders were non-members. Full list (some riders didn't sign the register) as follows:-

The pre-ride instructions were simple – “.. we ride all the way down Montacute Rd, at the bottom of the hill when we meet suburbia, we will turn right and then right again onto Gorge Rd and stop at the Cudlee Creek cafe”. At no point did I mention Corkscrew Rd. Three riders made it to the bottom of Montacute Rd and the 4th decided to turn right at Corkscrew Rd! Of course, the remainder of the ride followed him.

By this time the 3 riders who went the correct route were wondering where

Charles Oliver	67 Triumph T120R	Rod Stoneman	74 Suzuki T500
John Mikutta	71 Suzuki T500	Neville Gray	75 Kawasaki KH400
Alan Wallis	85 Kawasaki 250	Gary Priest	71 Honda 750-4
Trev McDonald	15 Yamaha MT-09	Gail Yates	00 Yamaha V-Star 650
Don Jennings	82 BMW R100RT	Bevan Payne	12 ZX-14R
Adrian Jennings	15 Yamaha MT-07	Kyle Murphy	09 Suzuki GS500F
John Draper	82 Triumph T140E	Ashley Milne	07 Suzuki GS500F
Daniel Squire	07 Suzuki M50	Rickie Foreman	09 Hyosung G650S
Aaron Squire	96 Honda CBR250RR	Julie Mace	02 Suzuki 1200 Bandit
Ray Barker	59 Velocette Venom	Martin Mace	07 Suzuki M109
Mike Ryan	96 BMW R850R		83 VF Honda
Aaron Squire	96 Honda CBR250RR	Canadian Steve	Honda 750-4



the other 20+ bikes were. Sensing that there could have been an accident on the ridge, 2 of us backtracked to a previous marshalling spot – no one there! I figured that they had all turned down Corkscrew Rd.

The 3 leaders then continued on the prescribed ride up Gorge Rd to the Cudlee

Creek cafe only to see tail-end Charlie Martin Mace, pulling out of the car park. We decided to have a coffee anyway and would meet up with the rest in Strathalbyn.

The leading (now back) trio continued on the planned route through Lobethal, the back of Woodside, detouring through Brukunga, onto the Old Princes Hwy through Kanmantoo, right at Callington and headed to Strathalbyn. We met up with the rest of the ride at the railway station and discovered the field had halved, there being only about a dozen bikes there. I learnt the sorry tale that someone had stuffed their bright yellow cruiser under the crash barrier at the top of Corkscrew Rd. At this point the non-members on the ride got cold feet no doubt in sympathy for their mate's bent up bike.

Several members bailed out at Strathalbyn leaving 7 of us to complete the ride. We continued down Ashbourne Rd, turning right onto Bull Creek Rd, right just before Meadows to Macclesfield, Echunga, Hahndorf and along Greenhill Rd to the start/finish point. Well done to Martin & Julie Mace, Alan Wallis, John Draper, the Foremans and (Canadian) Steve (750-4).

Oddly enough the only 2 bikes to complete the planned ride correctly were a brace of Meriden Triumph twins. The legend lives on... Alan Wallis proved that you do not need a big bike to complete and enjoy the ride. He rode a 1980s Kawasaki 250 and had no problem keeping up.

Otherwise, Ray Barker's 1959 Velocette Venom caught my eye, as did a Kawasaki ZX-14R rocket ship! Both failed to make it as far as Strathalbyn. On reflection, the Corkscrew Rd debacle occurred partly because there were many other motorcycles on the road that day. Groups of riders were congregated here and there along the route, it being a magnificent day for riding. These riders were probably mistaken for our marshals. Still, it's worth paying attention and listening to the captain's address at the beginning of the ride!

Ride 'em, don't hide 'em.

November 1st Birdwood Run- Club Captain's Report

18 bikes met at Civic Park, Modbury, sadly only 3 of them were historically

registered. As I wrote in my last report, "... if members can't bring out their old bikes for this run, they never will". I guess that they'll continue to hide them in their sheds gathering dust. Meanwhile, the ride resembled a Suzuki Owners Club outing with almost half the bikes of that marque. The full list of attendees was as follows:-

<i>Charles Oliver</i> 1967 Triumph T120R	<i>Pud Freeman</i> 2003 Kawasaki ER5 500cc
<i>Bob Cole</i> 2009 Suzuki Bandit 1200cc	<i>Craig McDonald</i> 2008 Yamaha TDM 900
<i>Mick Hayes</i> 2004 Suzuki DR400	<i>Martin Mace</i> 2007 Suzuki M109
<i>Julie Mace</i> 2002 Suzuki Bandit 1200cc	<i>Gail Yates</i> 2000 Yamaha VStar 650cc
<i>Gary Priest</i> 2011 HD Super Glide	<i>Daniel Mau</i> 2005 Suzuki GSX1400
<i>Brian Mau</i> 1994 Yamaha VStar 650cc	<i>Rickie Foreman</i> 2009 Hyosung GT650S
<i>Gavin Foreman</i> 2012 Suzuki M109	<i>Rudy Vuurens</i> 1973 Moto-Guzzi V7
<i>David Saint</i> 1976 Suzuki GT750M	<i>Tony Ellis</i> 2011 Suzuki GSR750

We rode along North East Rd and headed north to Kersbrook and then to The Throttle Shed cafe at One Tree Hill for breakfast/morning tea.

Several members noticed a GSX-R1000 which did not appear to have a clutch lever until close examination. The rider was a disabled gentleman and had his clutch lever piggy-backed on top of the front brake lever. It would have taken a certain amount of skill to bring the bike to an emergency stop with that arrangement.

We left the cafe and headed north into Gawler and turned right along the Barossa Valley Way to Sandy Creek. Turning left at the hotel we rode down Yettie Rd to Williamstown and on to Birdwood.

At Birdwood some riders opted to hang around the car park and others took the opportunity to visit the National Motor Museum. Inside the museum was a motorcycle circa 1918 called the Favourite. Those of you who went on the Peterborough weekend may remember seeing one of these bikes at the museum there. According to the blurb, it was one of 4 existing bikes in Australia. The bikes were manufactured by Smith Bros Garage in Peterborough (then called Petersburg). I have now seen half of them. Behind the museum on the grassy area was a meeting of Austin/Morris/Leyland/BMW Minis – lots of them.

The riders returned to Adelaide via North East Rd most peeling off home before Modbury. The ride was remarkable for a) not losing anybody and b) no incidents of dropped or bent bikes. Well done to all riders who attended and completed the ride.

The next ride see page 3 and www.classicowners.org

Charles Oliver, Club Captain. 21





**TRIP TO
PETERBOROUGH
AND
JAMESTOWN
17-18 Oct 2015**



Rosco rides the bus North and has a great weekend.....

The Club's Motorcycle Registrar, one Bob Finnie, put a lot of preparation into this event, visiting the venues several times and teeing up accommodation, transport, buses and drivers, financial details and everything else that could be imagined!

There was a number of elderly folk involved so he hired a mini bus and got a mate to drive it, plus he found a cuppla jokers to come in a van that took a lot of the gear, and of course there was a number of motorcycles as well.

Bob arranged for us all to meet at the Caltex Service Station at Bolivar then drive up the Port Wakefield Road to his daughter's ranch where those who travelled in the bus left their cars. From there the motorcycles, well led by Charles Oliver, travelled a slightly different route to Clare where we met for morning tea and a comfort stop, then headed to Peterborough to visit the Motorcycle Museum, where we had lunch, organised by Young Barry.

The Motorcycle Museum is run by a young bloke and his wife and they have collected around 30 motorcycles, mostly ex factory small capacity race bikes from the 50's. However he also has the remains of several Australian made bikes that he hopes to restore, a number of interesting bits of memorabilia, plus a large eating area where we had lunch. He has his eye on a very large shed in town that he hopes to acquire and then he will be able to show a further 200 odd classic motorcycles that he has located up there.

After lunch we were driven around to the Railway Museum and went for a guided tour. The guide was well informed and told us that Peterborough was the only centre where the three rail gauges met up to 1970 when the gauges were standardised. There is a contraption there that could lift trucks and/or carriages up off their bogies and drop them onto another bogie set up for a different gauge of rails. Then the train would be connected to the locomotive required to pull it. Out in the yard there is a giant turn table connected to different gauges of rail that allowed the rolling stock to be housed in sheds radiating out from the turn table. In this shed are a number of carriages from different eras of rail and in particular, Rob Smyth was very interested because he has models of a number of these carriages.

From there we were transported to our accommodation and met that evening for dinner at the pub where most of the mob was staying. While



Assembly at Caltex



*Thanks to
Charlie Brown
for these great
shots of the trip*

More bikes outside the museum, and the front of our Bus.



A stunt plane zoomed past



**Across the road from the motorcycle museum.
At the front, Rob's 1955 Triumph that comfortably made the trip and picked up the 'Most Desirable Bike' Trophy.**



More Airplanes

breakfast was available in the motel where we were, Wendy had brought brekky along. We had that in our room, went around to meet the bus. It was about 60ks to Jamestown where we were driven to the Sir Hubert Wilkins Aerodrome for the Air Spectacular! I had been warned that there would be a huge crowd there and we would have to walk miles, which, for an elderly gentleman would be a nuisance; however Alan Brock, our driver, smartly popped the bus into the disabled car park. So we grabbed our chairs and set off into the viewing area.

The Jamestown airfield is quite large and is obviously home to a wide range of aircraft that were parked at either end of the runway. Along the front section there were many visiting aircraft of all types and sizes. Didn't think they could make planes so small. At the gate we all got a programme that detailed events continuously for the day and also described many of the featured aircraft. They included a Boomerang fighter from 1943, and a Grumman Avenger from 1942. The Grumman was a carrier based torpedo bomber first used at the battle of Midway and had a crew of three powered by a 14 cylinder Wright-Cyclone motor. Other spectacular aircraft included the

**Right
A slow moving, slow firing, probably locally made attraction**



**Above
The airshow attraction - a "Flappermajig"**



Lunch at the museum

Stinson Gullwing and Reliant from the 1930s, a Lockheed Electra , and perhaps the star of the show was a L-39 Albatross, a jet trainer from Czechoslovakia built in 1976. This aircraft had a maximum speed of 466 mph and weighed 4.7 tonnes. Then there were the Tiger Moths, all four of 'em, plus a WW1 fighter complete with machine gun mounted on the top wing. Later in the day we saw a P40 Kittyhawk and a Nanchang CJ-6 which was a copy of the Russian Yak 18 made in China.

On top of this Chris Sperou and Paul Andronicou gave demonstrations of aerobatics all day, along with three De Havilland Chipmunks . While all of this was happening we partook of lunch in the bus, supplied by Geoff and Margaret Baker from the Railway Hotel in Peterborough. We had been advised that we would leave promptly at 3.00 pm but Les Tapping was nowhere to be seen. A search party was organised and he was found wandering around like an unregistered dog. Then there was a three hour trip back to Anne's ranch at Waterloo Corner to get the cars and then home.

Many thanks to Bob Finnie for organising a wonderful weekend in meticulous detail, He had even arranged excellent weather! Well done Mate!



Alan discusses his 1926 Norton 16H



Pud's rare '74 twin port single Jawa



Tilbrook outfit



Editor & his Matchless G80s with Alan Wallis

Three members of the COMCC joined members of the Atujara and AJS Clubs on the Devon Square in Macclesfield on Sunday the 22nd November to participate in a display of historic vehicles. Macclesfield was celebrating its 175th Anniversary with a Fete and was rewarded with excellent weather and a very good crowd.

Macclesfield Strawberry Fete Motor Cycle and Car Display

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

1st Wednesday of the month

3rd Tuesday of the month

Ride destination decided on the day

The spring quarter served up a mix of weather for the mid-week rides. Early September saw a small group of regulars chancing the weather and just going one stop too far for lunch- Milang, and getting a character building soaking (see photo). The following ride saw 20 riders in excellent weather crossing the Murray on the ferry and lunching at Tailem Bend.

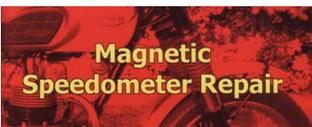
Milang featured again in October, this time 14 riders in beautiful sunny conditions. November's Wednesday run looked doubtful with storms predicted, but I decided to chance it, arriving on the dot of 10am to find an empty Hawthorn Cres. One of two things had happened which I hadn't seen in five years of mid-week rides- 1) nobody turned up 2) they left on time. I decided on a ride home through the hills and found it was a great day for a ride, warm sunny blue skies. By sheer chance I actually caught up with the group at their morning tea stop in McLaren Vale. Somebody suggested I should have had a bet on the previous day's Melbourne Cup. We continued on to Second Valley where Rob's trusty Honda developed an ignition coil problem- likely the shock of the punctual start was too much for it. This quarter's final run found the 20+ contingent at Milang Bakery, again, for lunch after a great ride though the peninsular. Thanks to our ride leaders.



Taking a punt



Checking out Lew's restored side car



MAGNETIC SPEEDOMETER REPAIR by Graham Blighe

<http://www.lulu.com/shop/graham-blighe/magnetic-speedometer-repair/paperback/product-20270214.html>

Speedometers have always been 'a black box' or 'black cylinder' for me, a no-go area of motorcycle repairs until I read this book and tackled the repair of a speedo. I had a very second hand Smiths 'Grey face' magnetic speedo which worked but the needle leapt around the dial. I began by looking for somebody to repair the unit via the internet and stumbled on a video clip of speedo DIY repairs which led to a site selling the book 'Magnetic Speedometer Repair' by Graham Blighe. The site

boasted glowing testimonials and as everything on the internet is true, I signed up for a copy and forked over \$33.30. The volume is 'self-published' and although the author is English the book was printed in Australia.

The book comprehensively covers Smiths magnetic speedometers, together with the maintenance and repair of the drive gear boxes and cables including calculations for matching speedos to drive boxes. However if you're looking to renovate a chronometric unit you're out of luck.

The messy part of the repair is removing the bezel ring, although if you have a lathe there is a crinkle free method for removal and replacement described in the book. Inside the speedometer is surprisingly simple with very few moving parts. The author says the majority of problems are rectified by careful cleaning and re-assembly, and this proved to be the case with my speedo. Although the book has plenty of photographs of the internals in various stages of disassembly, I would recommend taking notes and photos; inevitably the part you are not sure about is not shown or is shown from the wrong angle. The other watch word is cleanliness- a kitchen table job. The gap between the rotating magnet and the aluminium rotating disc is tiny and any dirt, or in my case iron filings, will soon give the needle the jitters. Calibration is covered in detail including the construction of a test rig involving an electric drill and a bicycle digital speedo.

The author covers more ambitious repairs including the renovation of shattered magnets, disc spindles and converting speedos into tachometers. I'm at the stage of having rebuilt my speedo and run it successfully on a test rig, but the final test of my repair job will be whether it works on the bike. At the moment this bike is a frame and an engine hopefully to be reunited in the New Year.

If you have basic tools and are not phased by tinkering with small mechanisms, I would recommend attempting speedo repair and this book.

NEW MEMBERS

A welcome to the club is extended to...

1018	Scott James Thomson	Ethelton S.A.	5015
1019	David Kipple-Cooper	Port Adelaide	5015
1020	Rebecca Lenora Bellette	West Lakes	5021
1022	Daniel Penraat	Para Hills	5096
1023	Paul Wise	Camden Park	5038
1024	Craig Mc Donald	Fairview Park	5126
1025	Robert Hives	West Hindmarsh	5007



FOR SALE & WANTED

Check
www.classicowners.org



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

FOR SALE

Yamaha Majesty big wheeled
400cc Scooter 2004 120,000km
Rego YYS-496
Rob **8277 8374** or **0448 682 974**
Ducati 750 Paso 1988 needs work
Low mileage Italian Import needs
Inspection for rego
SPA ZDM 750P VIN 750451
\$4,000 ono
Phil **9346 33726**
Moto Guzzi 1976 Le Mans Mk1
Pristine condition low kilometres
Price on application
Neville Gray **8263 7566**
Yamaha Big Wheel Scooter
400cc 2002 22900kms
Vin: JYASH0248000002
\$2900
0448 668 2974

BAY to BIRDWOOD laminated
posters
Inaugural 1980 \$40. 1986-1988-
1992-1994-
1996-1998-2000 all \$10 each
Ray Mann **8261 1617**

WANTED

**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 ony
Mick 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**
CB450 Headlight Assembly
'71-72 will do
Rene Meevwissen **82786818**
JAMES AUTO CYCLE front wheel hub assembly complete or parts
Ian Vosey **0432 454 942**

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 30th 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 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 and in the *Classic Courier*.

Ads for motorcycles or cars for sale must have either a Rego number or Engine number.

Photos can also be placed on the website

-Send ads to Trevor Jones trejones@bigpond.com 8298 7545

-submit ads in writing 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 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: info@classicowners.org



OFFICE BEARERS 2015- 2016

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bobfreemancomcc@adam.com.au

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Treasurer Stuart McCallum 0422 910 536 wayne.s.mcc@gmail.com

Club Captain Charles Oliver charlesoliver59@gmail.com

Deputy Captain Martin Mace

Social Sec Barry Young 0419858871 jbirds@live.com.au

Member Sec & Librarian

Lew Hylton 8449 7470 / 0488 800 857 lewronda@adam.com.au

Photographer vacant

Federation Rep John Groeschel 8370 6136 jagroeschel@hotmail.com

MAGAZINE & WEBPAGE

Mag Editor Trevor Jones 8298 7545 trejones@bigpond.com

Web Editor Geoff Woodberry 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

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 4th 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 3rd Tuesday 7.30pm
at the James A Nelson Centre Hall are open to all members

No Meetings in December

CLUB NOTICES *The Advertiser* Club Notes, Thursdays



from
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PO Box 642 Plympton SA 5038

www.classicowners.org



CLASSIC
COURIER

is published 4 times a Year

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

DEADLINE FOR
MARCH - MAY 2016
General Meeting last week in
February

*If you have changed your contact details
e-mail
address
phone
please send an e-mail to
Lew Hylton lewronda@adam.com.au*

