

The Monthly Journal of the
Northern Rivers Classic Motorcycle Club Inc.

PO Box 7058, Lismore
 Heights, NSW 2480
www.nrcmcc.org
 Email: nrcmcc@gmail.com
 Or phone President
 (see page 3)



**April
 2020**

Classic Torque

Our Club:-

The objectives of the NRCMC are to encourage the restoration, preservation, and riding of older motorcycles. Through its various activities, the club promotes classic motorcycling and the links to a bygone era with several organised monthly rides as well as our involvement in displaying our bikes at charity functions etc.

The club endeavors to cater for families and all members partners and children are most welcome to attend any meetings or outings. Membership of the club is for those who have an interest in restoring and riding classic motorcycles

Unfortunately—All Monthly Meetings and all Organized Rides have now been cancelled until further notice.

Normally the club holds its annual Classic Rally in September each year. BUT A Decision has not yet made to hold .

See also other changes to the 2020 calendar inside



Nurses leaving Blackfriars Depot , Chippendale during the Spanish Flu Epidemic 1918
 Thankyou to HMCCQ for sharing information for this photo from the Web

Rego Day Sunday 26 April

There will be NO coffee Or BBQ it is just a rego

Members Who need rego's please ring Mary & Bryson on 66291509 for an appointment.

This is in line with the Governments COVID 19 regulations.

I was on the phone to the RMS for 1 ½ hours re rego's and there is no alternative in place.

ONE rego officer... only BRYSON

There will be just yourself and Bryson, staying the safe 1.5 M distance away from each other, after bike is inspected and papers are signed , you leave 15 minute max . Please arrive at your appointed time, and leave straight away. **THERE WILL BE NO REGO'S WITHOUT AN APPOINTMENT**

DO NOT COME IF YOU ARE SICK Mary Walker

April -From the chair

I would like to thank Jim Butler and the many other who did a lot of work behind the scene to prepare for the S'n'S. It was with sadness that the committee cancelled the event , not only the virus but also the weather was not looking good. Thanks to Marc who worked for hours in my place making sure the cancellation information got out to all.

Thank you to all the member who reacted positively to the cancellation but it is with sadness that some members were so upset that they were rude with their interactions with the committee on the cancellation of the S'n'S mainly due to the fact that they had spent many hours getting their machines ready, your machines are now gleaming, think about all the organisation that others put in hours/days/weeks working to make it happen, they don't have anything to show for all that work - no clean polished working machines. Think about the whole situation rather than just yourself.

The future of our events are unknown, but all rides, meetings and events are cancelled until further notice , the committee will up-date you of any change via nrcmcc.org. if you are not linked to the internet and unsure of what is happening, it will be up to you to find out by. ringing fellow members who have internet, contacting the committee or other members who are just a phone call away. At the time of writing this the future is unknown as all but essential business are just about closed and many of us are working or staying at home

Now we turn our thoughts to our annual rally in September this too is under the unknown , if it will go on, and too could be cancelled. It would take a huge input of time and effort to get this going if it is decided it is to be held. Keep safe and well at home where possible the whole world is in a state of high alert re the COVID 19 Virus. Cheers Mary Walker

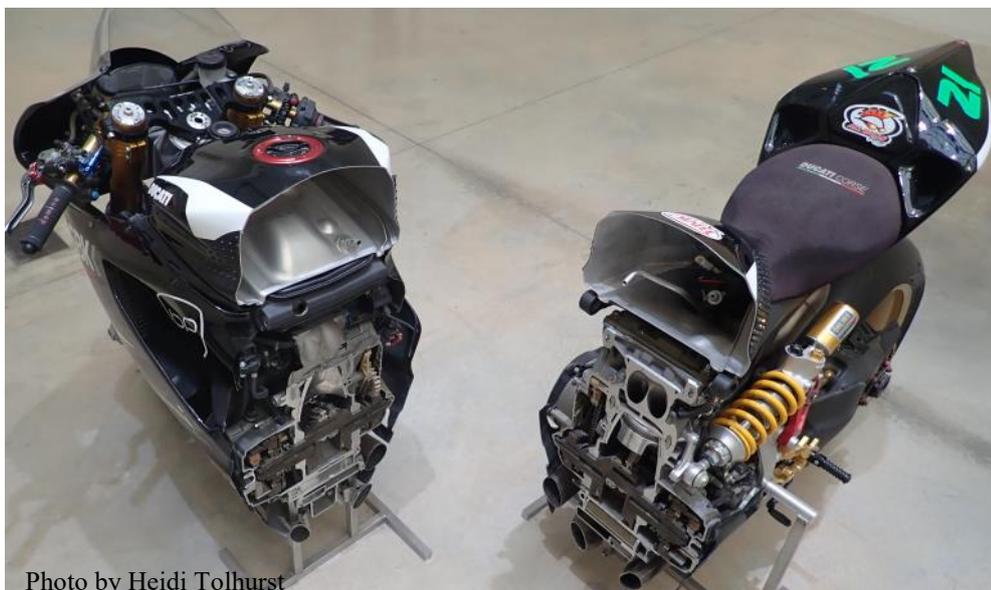


Photo by Heidi Tolhurst

Our 2020
programme
May be in broken
But not as much
As this Ducati .
From the Venice
Biennale last year
At least our year
Can be fixed ,
{hope so!} I can
understand to cut
a Harley in two ,
but a Ducati
Mio Dio
Mia bici

NRCMCC Market: You can advertise here 'For Sale', 'Wanted', 'Swap', 'Advice needed', 'to Give away', etc - ie, any deal you can imagine to do with motorcycles.

Looking for Triumph Conical Hub, Complete wheel of just the hub. Any condition.
Please phone Dean Marsh, Ph 0428 381711

Reprinting - Update from NRCMCC Committee

Due to the changing situation on THE COVID-19 PANDEMIC and following Government directions, the NRCMCC committee have updated the 2020 calendar of club events

< The next club meeting set for 14th April has been cancelled and all further monthly club meetings are also cancelled until further notice .

< The 1st rally meeting set for 29th April is also cancelled, but as the Rally is still a long way off a decision about running it at all, has not yet been made.

< Tony Kempnich has advised the 2020 Over the Hill Rally is cancelled.

< The two Sunday and two Wednesday club rides per month are now cancelled, We advise you to follow all Government advice about non essential travel with respect to any Log book rides.

<As all meetings and rides are cancelled until further notice the 3 events to be attended rule is under review, to be further advised by committee.

< The committee will continue to keep the club functioning as per normal.

We will keep in contact with you through emails and the monthly newsletter, so if you have any queries, concerns or comments, please let us know. Check the committee contacts details in the last Newsletter or on the club's website,

<Your comments will be passed on to all the committee members.

< News from other Classic Bike and Cars clubs is they have also cancelled their club meetings and all ride events until further notice.

NRCMCC OFFICIALS FOR 2020

President & Secretary Mary Walker66291509

Vice President: John Mazzer0417422780

*Assistant Secretary: David Bonhote-mead.....
..... 66291131*

Treasurer: Marc Jennison.....0411895360

Committee: above plus,

Alan Stratton.....6682 2688

Peter Lake..... 0459 285 872

Tony Kempnich..... .6628 1806

Registration: Officer:

Bryson Walker:6629 1509

Registration Officials: Pat Holt 0435 475 784

Brian Riordan 6621 5535,

Membership Officer: Marc Jennison 0411895360

Librarian: Eric Wilson 66243157 &

Peter Lake.....0459 285 872

Newsletter Editor: David Bonhote-mead

66291131. info to editor@nrcmcc.org or

secretary@nrcmcc.org

Deputy editors: All members

Catering: Glenn Flint ... 0423262594

Raffles: Lyn Stratton.....6682 2688

Ride Co-Ordinator Peter Lake0459 285 872

Event list support, Frank Widdows..... 66860771

Webmaster Dieter Opfer webmaster@nrcmcc.org

Website: www.nrcmcc.org

Club Patron , The club does not currently have a patron. Our immediate past patron was Jack Ahearn {1924-2017}



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The Decline Of The Motorcycle Club? Part 2 of an article written by David Peterson continued from March

Members might be afraid to volunteer because they've seen what happened to others: Joe raised his hand at a meeting and now he's got a can of worms wiggling in his lap. However, if a dozen hands went up at the call for volunteers, those tasks would be easy because the workload would be shared.

The best example is that of the Rally Chair. When a club appoint an RC (better yet, appoint 2 co-chairs), make sure he/she/they understands he doesn't have to do all the work himself. His job is to get one volunteer to do one task, another to do another task, and so on. If everyone eats just one worm, nobody goes to the CB hospital. Keep the jobs simple and clearly defined. Once a volunteer has filled their commitment, they're done. Don't pile on task after task, don't drain your volunteers. Leave some blood in their veins so they can ride home. Don't burn them out or they won't volunteer again. Give them some positive feedback.

Of course, it'll be necessary to screen (and monitor) volunteers. You don't want a volunteer who never follows through. If a person has zero graphic design experience don't give them the job of creating rally t-shirts. If a person has doesn't know how to use a GPS, don't ask them to lay out tracks and routes. Give volunteers a job they're suited for and give them tools to get the job done. If a volunteer has success at one job, they'll be willing to volunteer for something else in the future.

Let's look at some statistics. Motorcycle sales are on the decline. These graphs show that new bike sales peaked in 2006, then took a steep dive. Today's sales are lower than those 1999.

In 1990 the average rider was 32 years old. In 2009 the average rider was 40. Today the average age is 47. We're growing old, together, painfully. While younger folks are still getting into the sport, their numbers don't make up for the older members who are retiring, and who normally fill the club's leadership positions.

In 2009 there were 11,015,105 riders; in 2018 there were 13,158,100. Despite the increase we still see motorcycle clubs struggling to attract new members and retain existing members.

The average age of a street club is in the mid-60's. Take an informal poll at your club next meeting - if you have one or two members in their 40's that's unusual. If you have members in their 20's you win a trophy. Dollars to donuts it's the older guys and gals that keep those clubs afloat.

About 81% of all riders are male, 19% are female. What is your club doing to reach those 2.5 million lady riders? Does your club hold events geared toward their interests? Do you see the ladies at club functions? If you don't then your club is missing something.

For the younger rider (or even the middle-aged rider who's new to the sport) a typical weekend club meeting doesn't hold much appeal. The most exciting part of the meeting is the breakfast buffet. What they find is a bunch of grumpy seniors who spend the entire meeting arguing about the next rally lapel pin. A new rider might attend ONE meeting, but you'll never see them again because there's nothing of interest, nothing to make them want to return.

Many clubs hold monthly meetings on Sunday mornings, which conflicts with those who want to attend church or have other plans on that day. Would more riders attend if you switched meetings to a Saturday? Since the club exists to serve all the members, if those dates and times don't work for the majority, things need to change. Raise that question at your next meeting. Keep in mind that if you take a vote on a Sunday, you won't get any support for changing the meeting date, because those Saturday people won't be present to cast their vote.

Every club should take a long hard look in their mirror. What do you see, Is your club alive, vibrant, growing, and healthy, Or on life-support? Be honest when you give your answer, then figure out how to make changes. Not willing to change? Then be willing to accept the way things are, which is on the slippery slope that leads to club failure.

Ask your governing board (and the membership as a whole) if they really want to keep the club alive. If they do, then everyone must be willing to pull on the club rope. Members must understand that the club exists only as long as everyone contributes. Members must get involved, must volunteer, must participate. This doesn't mean they have to spend 10 hours a week on club business; it does mean they need to do something, no matter how small, how mundane. One hour at a club meeting. A few hours at the annual rally. Ask your club a few simple questions:

1. What do we offer as a motorcycle club?
2. Do people really want what we're offering?
3. Are we preaching to our own choir?
4. Are we reaching outside our own little circle?
5. Are we attracting new members?
6. Are we retaining existing members?

When you get your answers make sure you're not listening to your own press releases, ie, don't filter those answers through a pair of rose-coloured goggles purchased with club funds. Be honest with yourself and with each other.

If your club is built around a specific brand? Do you hold events that appeal to <most> of the models made by that manufacturer? Are you focusing on a narrow segment of their model line-up, while ignoring other models? This is a common failing when a manufacturer produces performance bikes/ADV bikes/and street bikes. Find a balance that appeals to all genres. Organize road rides and GS rides and the occasional track day. Appeal to as many models and as many riding styles as you can. Don't get in a rut.

Should there be a limit on how long an officer should hold their elected position? If they're happy in their role and they're doing a good job, remaining in office year after year seems to be in the best interests of the club, but if they stay too long then others can't rise through the ranks. If an officer stays too long there's a danger that the club will eventually be viewed as "Joe's M/C Club". Whenever one person becomes the face of the club, warning bells should be ringing. Clubs are not about individual personalities, they're about the group.

Leadership turnover ensures the club won't become stagnant and it also prevents Club Burnout. A system where officers serve a couple years then rotate out makes a lot of sense. Keep things fresh. Allow senior officers to "train-up" junior officers. This applies to presidents, secretaries, treasurers, and other positions. It also applies to key volunteers. Don't count on just a handful of volunteers - develop scores of volunteers. Spread the load.

"All these ideas are well and good but in My Club nobody wants to serve as president or treasurer or secretary. I don't, because there's too much work involved, and I've got other things to do". Said a typical club member

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Northern Rivers Classic Motorcycle Club Inc <http://nrcmcc.org/index.php>

MINUTES OF MEETING HELD ON: 10th March 2020 start: 7.30pm Abbreviations used in Minutes MW Mary Walker,
WELCOME to all by President Secretary, Special welcome to the life members present at this meeting.
 Meeting attended by 44 members, 2 visitors & 18 apologies as per the attendance sheet .

MW announced and presented new club membership toLindsay Jennings

MINUTES OF PREVIOUS MEETING: - Not read to members. The Assistant Secretary moved that minutes of Feb 2020 Club meeting as published in March 2020 newsletter be accepted with one amendment as pointed out by Chris Wakely , regarding the S+S charity name, was written Casino Community Medical Transport should have been Richmond Valley Volunteer Health Transport., , 2nd Peter Lake Motion carried

CORRESPONDENCE IN

Newsletters- Leading Link, Newcastle, Clarence valley, Inverell Motorcycle clubs, + AAR Arial Rally 8-20th May
 From CHMC Dinkum Oil , Notice of AGM & Agenda, + Flyer for Operating Heritage Australia
 Invoice for club PO box & Invoice from Shannons for clubs Catering Trailer were given to Treasurer.

CORRESPONDENCE out

The Clubs Nov Newsletter was published or posted to club members & other MC clubs,

TREASURERS REPORT presented + moved by Marc Jennison 2nd by Lyn Stratton, motion carried.

Registration Officer Marc updated members on club M'ship renewals , said there were still about 25 who had not renewed , still time before end of month, those who do not renew will have their names sent to RMS as per our requirements some of these members have conditional registrations on their bikes this registration will become invalid. Also 21 renewing members had incorrectly filled in their renewal m'ship form by indicating only 1 or 2 of the 3 events required to be attended, a letter will be sent to them asking to explain their inability to abide by club rules.

And a previous club President had not renewed his club Membership for 2020

BUSINESS ARISING FROM PREVIOUS MINUTES:

< MW has received a reply from Ulysses club regarding their National Rally being held in Lismore 4-10 May.

In response to your questions .. On the Thursday when our members would be attending, all club members bikes would be supervised at all times by a Ulysses member in a reserved area , Our members attending would not have to pay the \$15 entrance fee and would be issued with Orange passes . 100% of the money raised by Ulysses would go into Arthritis research, At the April club meeting, an indication of members wishing to attend will be taken and passed onto Ulysses club.

< **Over the Hill** Tony Kempnich reported 40 on list to go , some still need to pay

< **2020 Show and Shine** . MW introduced Jim Butler who'll be coordinating the event, MW also mentioned

For members to sign the attendance sheet located at BBQ area, Doug Hampton will have some sheets which you can fill in and attach to your machine with a short history and details of you bike , Chris Wakely advised that money collectors will be volunteers from been Richmond Valley Volunteer Health Transport. A question was asked about Visitors from other clubs attending receiving trophies for winning the visitors category . this is to be further discussed at a later date

GENERAL BUSINESS

< **Members draw** Greg Janson from Rocky Creek Design donated prizes, won by Greg Britnall

< **2020 Club Rally** - 1st Rally Meeting Sunday 29th April, location to be decided- Wollongbar Tavern doesn't have a room , and bistro area is too noisy , possibility of Lismore Heights S+R club , Greg Britnall to enquire, Rally to be listed in 'Old Bike Mag' - at the meeting ideas for Routes & Lunch destination to be discussed.

< **Rego Day April** Sunday 26th 9am -12 noon Walker residents James Gibson rd Clunes

< **Christmas Party** Sunday 22nd November further details costing etc as it gets organised.

< **November rego day** 15th Nov

< **Post out magazine** a charge of \$10 to be paid by those members receiving the clubs Newsletter will be charged was put forward, general discussion and agreed to with no vote necessary . it's to be paid to the Treasurer by beginning of June, the June Newsletter is last free one you'll receive. Payment can be cash to treasurer or direct deposit with your name & Magazine in the information space. Pay into the M'ship Account

< **Definition of a club event-** MW updated members on the Definition of an official club event - which goes towards your three club events for membership- Show 'n' Shine held March, Annual O.T.H , paid entry to the Annual Rally held September , 11 Monthly club meetings, ride 1st Sunday of the month open to all age machines and ride Sunday after monthly club meeting Classic only plated ride, + Ride 1st & 4th Wednesday of each month .Defined as Not counting towards your membership obligations of Three official events – Registration days – movie nights, movie days, Luncheons, Christmas party and any other social get together, Annual Rally and/or Show and Shine planning meetings, Triples Rally and any other Rallies organised or run by other clubs.

< **Free tickets** to 2020 Festival of Speed historic Racing were offered – but no takers

< **Swapping Sunday rides-** MW informed members, the Sunday after club meeting will now be the Classic only ride. On This ride only H,J & G plated bikes will be permitted. The First Sunday of the month Ride, will now be open for all age machines, changes will be sent to Frank for web update and noted in Newsletter

< **Borrowing Break down trailer for non-club events** MW informed members .. With the Breakdown trailer, borrowers over the years there have been many, many losses or damage of equipment from the break down trailer which the club has replaced or repair. This is a problem firstly the equipment is not there when required by you the member when you borrow the trailer. Secondly the club is paying for the replacements/breakages. There is a new procedure and list of equipment for borrowers of the trailer. It is the responsibility of the borrower to check that all equipment is there as per the list in the left hand side of the equipment roll. Any equipment missing or damaged on return of the trailer must be replaced by the borrower. Trailer also needs to be washed before returning to its storage place. A trailer borrowing agreement is to be signed.

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Please NOTE these are the recorded minutes { yet to be passed by club meeting put thru motion . They reflect what was happening at the time, and recorded as such but as the last few weeks have shown , many things that were discussed are NOW out of date ,

The Decline Of The Motorcycle Club? Part 2 of an article written by David Peterson {continued from previous page}

Yup, we're all busy with work and family, but if you want your own club to stay afloat, then everyone's gotta start bailing water. That means you either need to pick up a bucket and get to work... or abandon ship and start swimming for shore.

Let's say you're a former club officer who served your term - now it's time for others to keep things running. Fair statement, but for the good of the club, re-reconsider that line you've drawn in the sand. Maybe you could step back into leadership for a year, or until the club gets back on its feet. If you don't want to serve as an officer, work as a key volunteer and show others how it's done. Lead by example, mentor others, and help members learn from your experience. Help them become a leader for the next generation.

Are motorcycle clubs dying? Are rallies on the decline? Is your club in trouble? I think you know the answer. It's not too late to turn things around. The club's gas tank might be on reserve, the oil needs to be changed, the brake pads are worn to the rivets, the tires are showing their cords, but there's still some life in your club. It just needs some work and a little TLC, or more specifically some VLC (Volunteer Loving Care).

SO ...If you want your club to keep riding into the Roaring Twenties, the next steps are up to YOU:

- √ Attend meetings!
- √ Volunteer!
- √ Get involved!
- √ Serve as a club officer!

√ Do something for your club!

Or you can sit back and watch your club go the way of the dinosaur.

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MINUTES OF MARCH MEETING Continued ...

<Clarification on the 'Ride logbook usage', MW updated members - the changes to the RMS H G J historic Rego has changed how we use our machines and how we register our rides for our rego. Where members are invited to attend rallies organised by other clubs, they are covered by our insurances during the Rally dates, but IF members are riding to these events they MUST use their log book or Trailer your bike to the event. Also carry a copy of your filled in entry form or copy of our club Mag page where "the invitation "is mentioned.

<MW thanked the committee for their 2 hours of good work , also thanked Tony & Lina Kempnich for hosting the meeting.

<New Membership information sheet was handed out to visitors wishing to join the club

< REGISTRATION OFFICER REPORT – one BMW , one Yamaha

<EARLY DAYS – Bryson Walker mentioned 3 members were on the All British Tasmania Rally and 3 other events to look forward to were – VJMC Rally Toowoomba- Veterans Rally at Charleville Qld. - Brisbane Historic clubs 50th Anniversary

Club Ride Reports Sunday 16th Feb , club ride to Annies Café via Kyogle 15 Riders

Last Wed Ride in Feb to Tenterfield & 1st Wed ride in March to Kyogle

<AWAY RALLY REPORTS

Kevin Everett updated on his recent NZ trip and the Bert Munro challenge at Invercargill

UPCOMING S+S this weekend

MEETING CLOSED at 9.15 PM



THE DINKUM OIL #7

A drop from the Council of Heritage Motor Clubs to keep you going

Council has taken some measures to minimise potential contact with the Covid 19 virus. Member Clubs may find measures similar to these relevant when planning or carrying out Club activities.

- The CHMC Annual General Meeting has been postponed until Saturday 24th October, and an application for this postponement has been made to the NSW Dept of Fair Trading.
- The Committee has resolved that any Officers whose term of office was due to end before 24th October will continue in office until then. This resolution is necessary for Council's continued functions to be performed legally.
- Face to Face contacts are now prohibited as the Chief Medical Officer's social distances or Government regulations must be observed.
- CHMC has insurance cover for public liability, members/volunteers and executive/management committee. Should it hold or promote events, contrary to advice from relevant government authorities, which expose members and the general public to risk, including that of infection, it is likely our insurers may take issue and disallow claims.
- Council will continue to provide services and disseminate information to its member Clubs, but the traditional means of doing this will necessarily change.
- Council will limit the use of surface contact (for example posting hard copies of documents, handling of cash or cheques) to those instances where electronic communication is not possible.
- Only where Clubs have been unable to provide Council with an email address, will contact instead be made by phone or surface mail.
- Clubs are encouraged to establish safe communication networks amongst members so that those with good electronic communication abilities may pass information to those with lesser or no such ability.
- Council will again contact member Clubs if any of the circumstances relating to management of Covid 19 change.

For further information contact:

Kathy Booby (CHMC Secretary) phone 0418 235

More information about this, and other items of interest, can be found on Council's website:
www.heritagemotoringcouncil.org.au



Can't decide which way to put your motor, east / west or north / south ???

The Charleville and Roma Rallies that weren't

As many of you know Bryson & I packed up the veterans in our bike/caravan and set out three weeks early to attend the 1&2 Cylinder Veteran Vehicle Rally & the Roma Rally. Our idea was to visit friends – fellow veteran riders along the way catch up with distant Walker relatives and to see some of central Queensland. This was to take us roughly four weeks. Our idea was to travel up the coast to Bundaberg, Rockhampton, Emerald, Longreach, Winton, back to Longreach, Charleville, Roma, Blackall, Roma, Killarney and home.

Heading up the coast to Bundaberg where we spent 4 day with our good friend and fellow veteran rider Ross & Staph also visiting others in Bundaberg. It was great to look at their collections of machinery. We were on the road out of Bundaberg on our way to Emerald when we received to phone call to tell us that the rallies were cancelled. What to do, we had two options turn around head home or continue, we decided to continue our trip.

Emerald our next stop and stay with Sao & Anne for two days where we met many motorcycle enthusiastic who dropped into Sao's place to chat, look at the bikes, our trailer/caravan combo and have a beer or two. We had a great time with them but had to move on to our next stop Longreach.

This is where we were meeting Longreach central relative for the first time staying six days and doing a lot of catching up and delving into the past with family history and exploring the area. The decision was made not to visit Winton as one of the dinosaur attractions was closed to renovations and as we will be doing the trip again next year and could do it than. Our time at Longreach came to an end. We were getting worried about the whole situation with COVID 19 as we were not getting much news. Blackall our next destination with more relatives to catch up with. It was when we stopped there that we heard from our family that QLD was closing its borders, were they keeping us in or letting us out no-one knew so the decision to run for home was made before the Wednesday midnight closure.

Cancel meeting the relative and get a good night sleep up early and head for home. Traveling in central QLD is easy long straight roads with plenty of road-trains and not to bad roads we arrived in Nobby just out of Toowoomba to stay with friends. The next day we set out traveling through Warwick, Killarney, Woodenbong, Kyogle to home. The family were glad we were home and had shopped for us. as we had been in many different places and service stations, we decided to self-isolate for 14 days we were not sick but wanted to be sure. Our trip took us to places we haven't been before and we saw people we hadn't met before but also fellow motorcyclist who are a wonderful group of people. Our Van be it crowded with the bike in it all time and still not finished did a wonderful job it tows wonderfully and it workable. A great holiday which if all goes well will be done again next year with a week and a half motorcycle riding as well. All Stay safe Cheers Mary



Your Calendar for April 2020

Mon	Tue	Wed	Thu	Fri	Sat	Sun
		1 Self isolating	2	3 Bored as...	4	5 Done my washing twice today already
6	7 Playing chess against yourself doesn't work	8	9 School holidays start . Is there anyone still there?	10 Good Friday	11 Going stir crazy	12 Easter Sunday
13 Public holiday	14	15 Tried putting my toe in my ear. Not that young anymore	16	17 Bored again	18	19 Just spent an hour talking to a spider. He is a web designer.
20 Even my dog is sick of me being at home.	21	22	23 Daytime TV sux!	24	25 ANZAC Day	26 I've opened every cupboard door in the house. No reason.
27 Back to school tomorrow, maybe or maybe not!	28 I should do something useful but I can't be bothered	29	30 Shoot me.... Please!	A very sad looking calendar this month		

Many thanks to Rod from Clunes Clues for giving permission to use this calendar , from the April edition

What To Take On A Big Tour—Part 1 by Alice Leney

This article has been written by a friend of Nik Hyde who lives in NZ, It is Alice's story of touring some parts of Europe after/before? attending an International Vincent Rally. Nik has given permission to print , thankyou to Nick, Alice and Marc for forwarding to me Editor

If you are going on a long journey with a Vincent, one can be wise to have a few spares along. The trick is not to have too much, but what you might need that will help with what you can realistically do on the road, perhaps with a bit of assistance such as a warm workshop provided by a friendly motorcyclist. Know Thy Beast has a very good list of what to take in Chapter 22 on Long Distance Touring, and this is an excellent place to start. Having done 14,000 miles of mostly longer distance work in NZ on my '52 Rapide - 'Melvin' - I had a reasonable idea of what we needed for the 2019 International Rally tour, during which I expected we might cover around ten thousand miles, but we ended up at not far short of fifteen. All in all we did pretty well, with one notable exception of not having the gear-change spring; but apart from that, we pretty much had what one could reasonably expect one might need (except, that is, a rear cam and spindle, but that is another story). So I thought it might be useful to share this experience.

On Melvin's recent tour in Europe, the bottom part of the right pannier was dedicated the Spares Dept. It was a section about 13in x 5in x 3in, so not huge. The pannier had a false floor, so normal use of the pannier could take place without disturbing the Spares Dept, and keeping the weight low down was much better for handling. Most tools were in the tool tray, apart from tyre levers which were cable-tied to the crash bars, and a small Telcamet Grease Gun - for the Girdraulics - cable-tied to the pannier frame. A pair of sparkplugs were in a pouch tied to the back of the pannier frame, but the only time I took them out was to help out someone else get their cammy Norton going. Spare light bulbs were wrapped and put inside the headlamp, and the 'Gillet Jaune' yellow florescent jacket required by law in some countries was in a clear plastic bag cable tied to the back of the pannier where any policeman could see it without me having to take it out and produce it. A small selection of nuts, bolts, washers, split-pins etc. were in a tobacco tin in the tool tray too. I mailed a set of tyres and oil filter to a friend in Sicily so I didn't need to carry them, 20 inch front tyres being hard to find, even a 19" can be a battle in Europe when you don't know your way around bike suppliers. Mr. Google – who I don't talk to much - usually led me to pushbike shops when I asked for motorcycle ones. This held whether I was in central Paris or rural Spain. It is easy to think Mr. Google knows everything: he didn't know where to get my kick-start welded in north west Spain, but he did lead me to the bicycle shop where I happened to meet a guy who did take me in his car to the backstreet scooter repair man who did have a shot at welding it up.

The tools in the tool tray are ones that I have tested during maintenance at home to make sure they are fit for the task, but generally I look out for high quality, but short, used spanners. A screwdriver with multiple tips is very useful, and a short ring spanner that fits the footrest nuts is essential but hard to find. You can always saw one in half and use a shifter to add leverage if that is the best you can come up with. A small 'C' spanner to fit the exhaust nuts is essential too. On that point, take plenty of time when originally fitting your exhaust to make sure that you get all the little spacers just right so your exhaust fits easily: you need to be able to take that on and off promptly without it being a big wrestle to get it back on, so that one becomes shy to take it off anytime. It takes a bit of stuffing around for first fitting usually, but once you've got it sorted, it will be good. The ability to look down your exhaust port, with a good torch if necessary, can be very valuable on occasion, and give early warning of brewing trouble or tuning steps that needed to be taken. Multiple country visits can involve different fuels that can be challenging on occasion.

The following were the parts carried:

Automatic Timing Device assembly; 2 rear wheel spokes; 1 wheel bearing (fits RFM too); 1 exhaust pipe sealing ring; 2 kick-start springs (you can get through them!); 2 oil line banjo seals; Inspection cap seal ring; Gearbox index plunger spring; Crank drive side oil seal (if fitted) and circlip (there can be very little clearance after this modification and it is possible that it needs attention after big miles, and if you have the bits, it is easy); One each of two the odd-shape Gearchange springs (only after I broke one in Spain and had to get it sent! They look very similar but are different); Set of points complete with plate and a pick-up brush; Blade fuses to suit your bike; Exhaust valve and spring (good S/H is enough as emergency use only); Clutch cable (fits valve lifter too); One throttle cable – long (Melvin has a twin pull throttle); Kick-start ratchet pinion (small and easy to carry, big hassle if it gives up); One push rod (Marcus gave it me, told me I should carry one, so I took note); One tank bolt (ideally drilled for wire); Selection of nuts, washers, bolts, inc. BSF to suit; 350 x 19 inner tube (fits the 20in front too); Extra link for rear chain plus split link (for use with 50T sprocket in mountain areas, frequently used); Rear Chain; Oil filter; One each LED bulb spares (12V - in the headlamp).

That might look like a bit of a list, but it actually all packs up pretty small. What did I actually use? Both rear wheel spokes (wheels are original so spokes are old), a kick-start spring, one of the gear-change springs; three oil filters (though I generally managed to avoid carrying new ones very far); extra link, rear chain, inner tube (several times), one oil line banjo seal.

Special Tools carried were as follows, and most went into the Spares Dept too: Clutch nut socket ½ W; ESA nut socket ¾ W; ½ drive tommy bar fitting for the sockets, but no bar, you can use something else; Primary drive locking plate; Piston stop set at full advance point – this makes roadside timing easy - along with a plastic wedge to hold the ATD fully open at full advance; Needle files; 1 small half round file; 1 small thin flat file; Puncture repair kit; Tyre levers (tyres come off a Vin pretty easy so no need to have huge ones); A thumb-size bit of Nead-it epoxy; Cable ties; small set Feeler Gauges; Small Telcamet Grease gun; Very small piece of whetstone to polish points; Tin of chain spray (several used). A piece of soap.

Continued next page

Luke Garrard writes a Sunday ride {22nd March}

Red, myself, Michael Slayed and two friends decided to head down to the Blue kitchen on Sunday morning in hope that some members were waiting to go for a ride. All 5 bikes are on club rego. Unfortunately, no one showed up. We decided to go for a ride anyway. Being a perfect day and we headed off through Nimbin, ended up turning right and went on through to Uki. we stopped at the pub for some breakfast and a quick beverage.

The hotel was very accommodating and had in place plenty of signage schooling everyone on social distancing. They also has plenty of hand sanitizer available in appropriate places.

We all had one of the best bacon egg rolls I have ever had, compliments to the chef.

During the stop, there were plenty of motorcyclists passing through enjoying the perfect weather.

After wetting the tonsils, we geared up and headed out through Stokers Siding and onto Mooball.

At Mooball we parked up besides the big bike for a photo and had a look around in the old servo at a few historic barn finds. Again, heaps of bikes passing through. It was only a short stop at Mooball and then on to the highway and south bound. We had previously decided to call into the Eltham Hotel on the way back.

At Eltham a two piece band (Jimmi and the Painted Crows) had set up and was into it.

They were great, Jimmi on acoustic guitar with a bit of slide and the other on a double Bass.

The hotel seemed to be doing its best despite the current Covert situation. From there we left for one last squirt home.

I think it was a little fun as we all seemed to try and get to 100 as quick as possible and made a bit of noise.

Hopefully we can all still enjoy what we have right in front of us without getting to caught up in it all but still having respect for social distancing and the seriousness of the virus.

Red and I will be aiming at more Sunday rides if anyone is interested.

{Note from Editor, This article was written 2 weeks ago when social and travel rules as encountered today, were not in place}



Mooball—big bike



Eltham Pub



What To Take On A Big Tour—continued

What of these did I use? The primary drive locking late (to fix someone else's bike - but very useful when you need it and it packs up very easy as it is flat) the files, the puncture repair kit and levers; the feelers, polishing stone, cable ties, Nead-it, and grease gun. Oh, and the soap was used to fill the holes in the top of the petrol tank when the tank rack tore out when the bike fell over off the side stand halfway down the Gross Glockner; a penknife was used to scrape the soap into flakes which were then gently tapped into the holes with the end of a ring spanner. This needed regular topping up for the next ten thousand miles.

Later I also carried a Fire Extinguisher

But you'll have to wait till the next Newsletter to find out why - Editor

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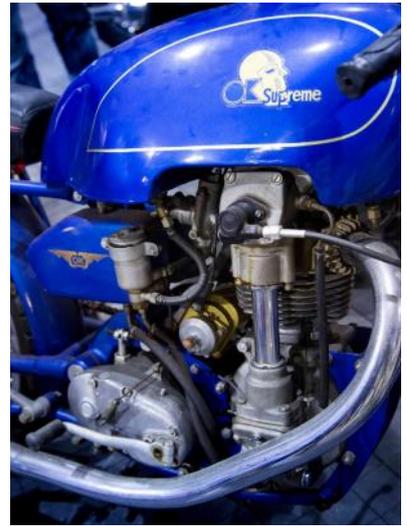
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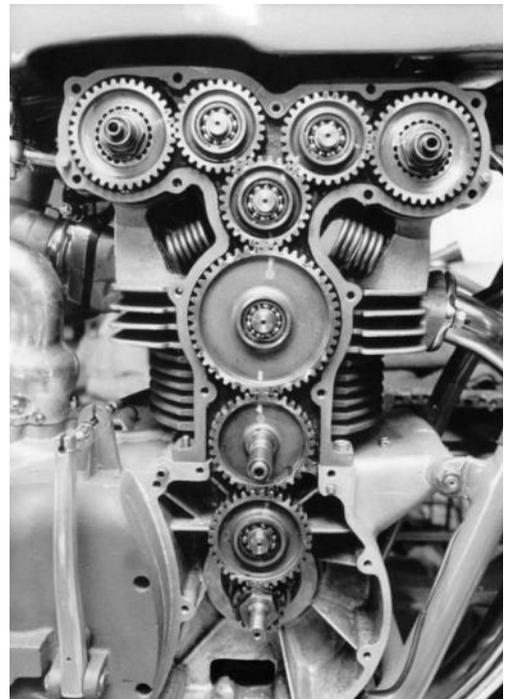
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The Final Word by Editor , Many thanks to all the Members who contribute, Big thanks to Terry Savins, Noel, and for their Ride reports , Mary & Luke Garrard **ALSO** If you are reading this Newsletter on the clubs web page and you're used to getting a copy posted to you , I'm very sorry , it will not be arriving in your letter box, as I have only limited access to my work office photocopier, and that won't be changing until the present situation improves.
 Cheers... Editor

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