

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

PO Box 7058, Lismore
 Heights, NSW 2480

www.nrcmcc.org

Email: president@nrcmcc.org

Or phone President

See below



**SEPTEMBER
 2021**

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 .

Some special dates , NOT coming up soon. Covid19 restrictions are STILL with us

Club meetings for September—CANCELLED

Club Rally—CANCELLED

Christmas Party .. Still hopeful for Wednesday 8/12/21... update on page 3



**Some photos from one of the last
 Club runs**

From NRCMCC President

Hi all, Well, we certainly live in changing times. Covid restrictions, including travel and border restrictions, mean that Clubs up and down the East Coast are cancelling their events and looking at future events to see if they will proceed. I expect that there will be a lot more cancellations to come before the end of the year.

I cleared the club mailbox recently and we had received the monthly HMCCQ magazine.

Reading through the upcoming events section I couldn't help but notice how many events were still listed as happening even though cancellations have long been sent out. It got me to thinking about the lead in times for printed material and the snap changes that frequently occur because of Covid restrictions. We are very fortunate as a club to have David as our editor and several electronic means to instantly distribute information, both within the club and to other external stakeholders. The rapidly changing world in which we now live means that if you are a member that relies on getting club information solely from a printed magazine then chances are the information is already out of date. Please keep your email address current with the club.

Hope that you're all okay in the lockdown, or if you live outside the lockdown zone you get to go for longer rides and enjoy the sunshine ;-)

Cheers Neil

Morning all, I hope you are well and not too bored. ;-)

I have held off sending anything out till now because of the ever evolving NSW Covid situation and the constant changes to the restrictions.

We're still under lockdown but the NSW Premier has recently announced some concessions to the current lockdown rules that are due to commence mid September. Five people can gather after mid September but only if they are fully vaccinated. However, whilst this is a positive move for friends and families it does not help the NRCMCC to begin to return to normal operations.

Immunisation choices are a personal thing. There are many reasons that people may or may not get vaccinated. We are a small, social, hobby club and managing NRCMCC activities by monitoring a member's immunisation status is not reasonable. Even in small numbers. Please note though that this might need to change for the NRCMCC in the future if the government changes the rules. I hope not and we'll deal with it if it arises but...

Also, it's not fair for the NRCMCC ride leader to be placed in a situation where they have to manage ride numbers based on a person's immunisation status or which five people are allowed to join the club run.

The September monthly meeting was cancelled some time ago and we were hoping to recommence club rides during September after pausing them during August but the ongoing Covid restrictions mean that this is not possible either. I would like to keep this on a month by month arrangement for now and we'll see how things are going at the end of September.

To summarise, there will be **no monthly meeting or NRCMCC rides during September 2021**. TBC over September and hopefully, things will get better over time.

I have also pasted the section about the immunisation certificate below FYI. You might need it in another situation in the future.

In other news...

The rego renewal for the NRCMCC catering trailer has arrived and it will be inspected and re registered soon.

The annual renewal of the NRCMCC public liability insurances has also arrived and this will be finalised shortly.

The Club is booked into the Lismore Heights Sports and Recreation Club for our Christmas gathering on the 8th December 2021. TBC and other day to day stuff, but that's it for now folks.

Regards Neil

There are several options to receive your 'proof of COVID-19 vaccination':

Download your COVID-19 digital certificate via the [Express Plus Medicare](#) mobile app or your [Medicare online account](#) through myGov.

o You can add your COVID-19 digital certificate to your Apple Wallet or Google Pay.

Instructions are available on the [Services Australia website](#).

o If you can't get proof online, your vaccination provider can print your immunisation history statement for you. Call the [Australian Immunisation Register](#) on 1800 653 809 (Monday to Friday 8am to 5pm) and ask for your statement to be sent to you. It can take up to 14 days to arrive in the post.

If you're not eligible for Medicare you can call the [Australian Immunisation Register](#) and request your certificate be mailed to you or add your COVID-19 certificate to your digital wallet using the Individual Healthcare Identifiers service (IHI service) through [myGov](#)

ELIGIBILITY REQUIREMENTS FOR MOTORCYCLES on the Historic Vehicle Scheme (HVS):

Motorcycles must be as **CLOSE TO ORIGINAL CONDITION** as possible with **NO ALTERATIONS** except for safety features, such as rear view mirrors & turn indicators and **must be over 30 years old**.

Motorcycle Usage:

NRCMCC members are permitted to participate in **Club events** listed on the NRCMCC webpage, at [NRCMCC.org](#), without having to make an entry in their logbook.

Members that are on the RMS logbook scheme must fill their logbook for each day's use **if it is not a club event**.

A logbook entry is required for maintenance rides (eg test runs) & personal use and the logbook should be carried with you while riding the bike.

The log book can be used as soon as it's issued to record the days you use the bike. The number of days allocated for use depends on the remaining length of conditional registration when the log book is issued.

Only one person is required to record the daily use of the motorcycle. If there are multiple riders on the same day, the initial rider on the day must complete the line entry for that day. 2

Carrying a Club Magazine /Events Listing and a current Membership Card/Receipt, while not a HVS requirement, is regarded as a worthwhile practice.

NRCMCC OFFICIALS for 2021

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John Café 0427 252 081

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Raffles:Robert Mazzer

Ride Co-Ordinator Peter Lake ...0459 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}

Our Club Rides:- Some information on coming NRCMCC club rides.

Sunday & Wednesday Rides Cancelled Until further notice—cancelled as per NSW COVID 19 Regulations

For further information go to the clubs web site , advisable to read before going on any rides,

Motorcycle Events and Rallies organized by other Motorcycle Clubs or Groups

1st—4th October The National Thunder Motorcycle Rally at Tamworth www.nationalthunder.com.au

Other Club events Please note That the NRCMCC is not responsible for The events & Rallies as organised by other clubs or groups . And dates {and events} given to us and shown here may change without notice. So if you are attending another club event just check you have their Up to date info. Especially in theses Covid 19 times.

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. Please nothing with 4 wheels or 2 legs.. Xs etc etc
Please contact the editor - details on the 'Club officials' list somewhere in this newsletter.

Unless otherwise arranged, advertisements will be maintained for two issues.

**UNLIMITED GLASSES OF WINE.
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**NRCMCC 2021 Christmas Party {Gladys willing}
The club is booked into the Heights Sport and recreation club in Lismore heights for our Christmas party. When: Wednesday 8/12/21 Time: gather prior before meal around 7pm**

THE ENTRIES FOR THE JACK AHEARN RESTORATION TROPHY FOR 2021 NOW OPEN.

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100 Years of Moto Guzzi.

On the 15th of March, 1921, the Societa Anonima MOTO GUZZI agreement was drawn up; 100 years later, Guzzisti around the world gathered to mark the centenary of that occasion.

Founded by three Italian Air Force veterans – Carlo Guzzi, Aeronautical Engineer, Giorgio Parodi, decorated fighter pilot, and Giovanni Ravelli, skilled aviator and experienced motorcycle racer – the company produced a fabulous range of exotic racing and road machines, with their peak in the 1950's. The factory in Mandello del Lario, a very small village on the beautiful shores of Lake Como, is still producing Moto Guzzi motorcycles, despite the company now being part of the Piaggio conglomerate.

The "Normale", a 500cc, exhaust over inlet engine laid horizontally with the gearbox cast in unit with it, was the first production model, the foundation of 50 years of horizontal singles. By 1924 the racer variant sported four valves, in 1926 the prototype machine with rear suspension by a pivoting fork (springs beneath the engine) was ridden to Norway and across the Arctic Circle.

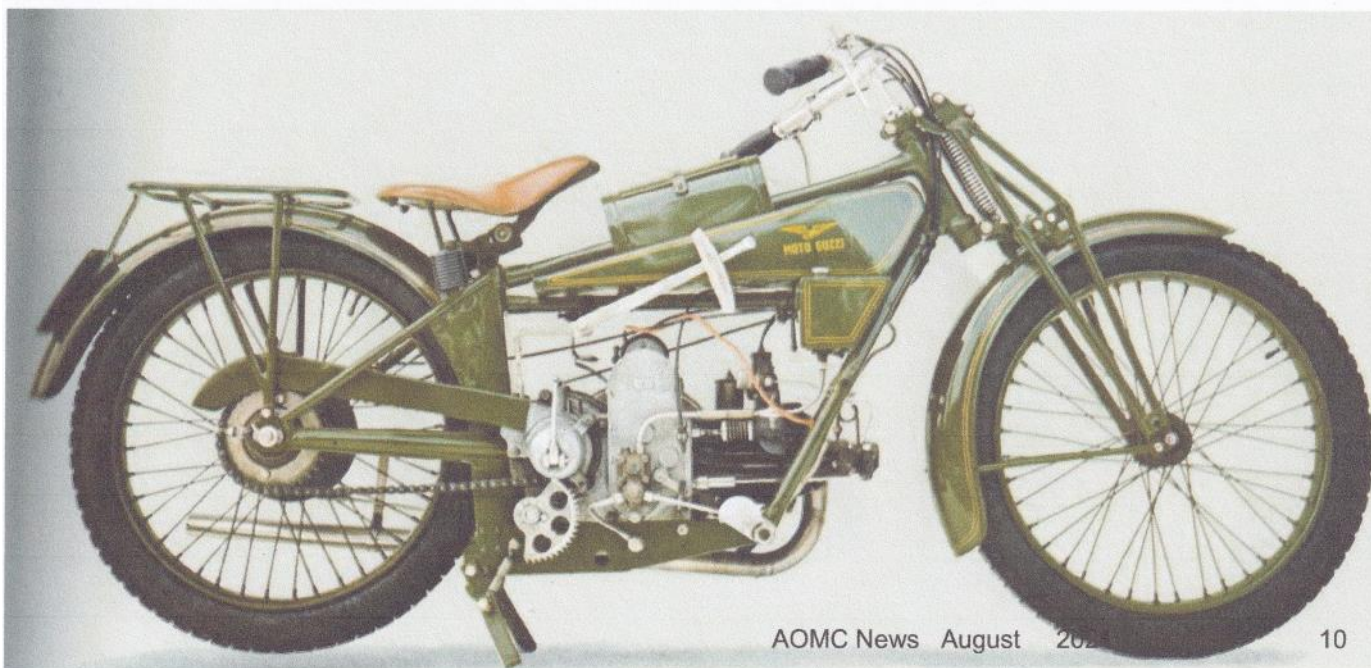
Stanley Woods won the Senior TT on a Norton for 5 years 1929 – 34, but in 1935 won it on a Guzzi, the first TT win for a non-British machine. His team-mate on the wide angle (120 degree) V twin "Bicylindrica" was Ombono Tenni, whose flamboyant riding style and shock of hair made him the Valentino Rossi of the 1930's. Woods followed the Senior win with another victory on the 250cc Guzzi the day after. For the next 20 years, Guzzi dominated in racing.

Wide angle V twins, straight OHV triples across the frame, straight four across the frame (with supercharger), DOHC four along the frame, supercharged singles, Guzzi experimented with a huge range of engine configurations. This culminated in the legendary 500cc V8 of 1957, with eight tiny Del 'Orto carburettors lying interleaved across each other in the valley. It was never fully developed, as Guzzi withdrew from racing in 1958. Australian Keith Campbell was one of the few to ride it in anger. By 1958, Moto Guzzi had 14 World Championships, 47 Italian Championships, and a staggering total 3,329 race victories in their name.

For the local Italian market there were many other developments; the Galletto large wheeled scooter with single sided swinging arm, various two-stroke lightweights, and a range derived from the "Ercole" (donkey) Motocarro, three wheeled trucks with a horizontal single cylinder engine driving the two rear wheels, whilst a massively beefed up motorcycle styled front end took care of steering. Caterpillar tracks were an option, but they were ideal in the hill villages.

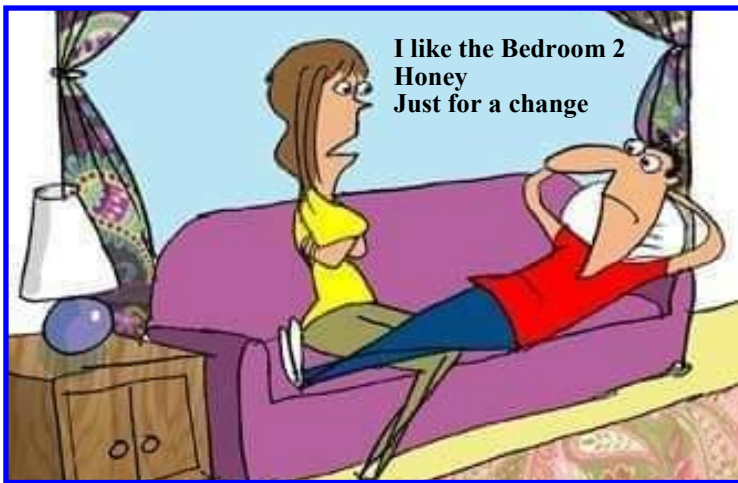
Harley Davidson inadvertently saved Moto Guzzi from their inevitable decline of the late 1960's. Greatly dissatisfied by the appalling unreliability of their Harleys, and poor factory support, the Californian Police were desperate for a fast, reliable motorcycle. Guzzi's US agent prevailed, the transverse twin V7 range were reliable, fine handling, quiet, clean, shaft drive, good performers with good brakes and easily maintained in Police workshops. Soon Moto Guzzi was the bike of choice for all major American police forces.

The 2021 Moto Guzzi range derives from the 1967 V7. And they're still built in Mandello del Lario.





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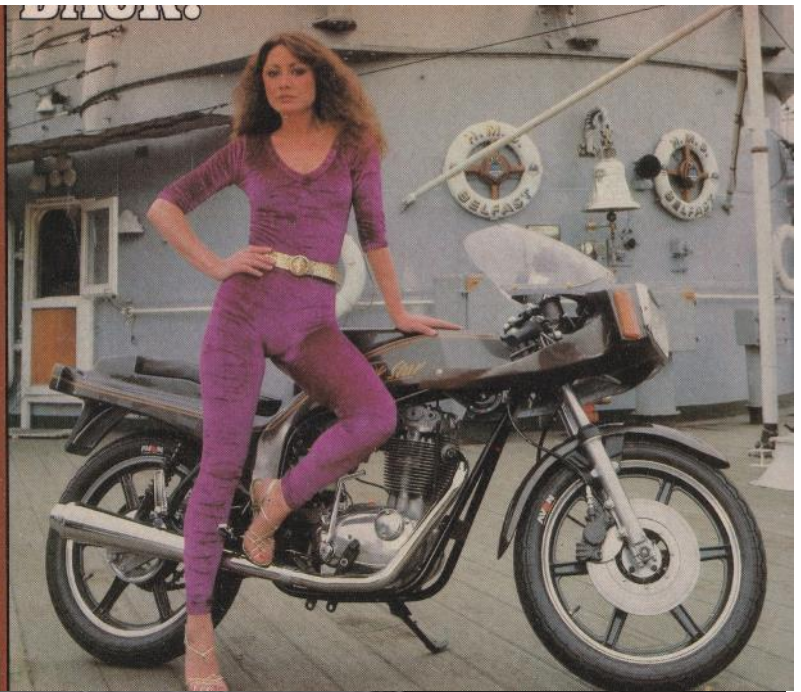
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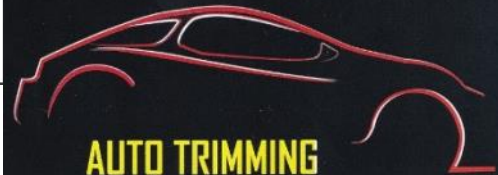
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Yes, this is the London Show—the Golden Jubilee Show of the British Industries' Association formed way back in 1910. It is one of the most comprehensive ever, with exhibits from 12 countries including Britain, and brimming with novelty. For the statistically minded there are 53 stands in the motor-cycle and scooter categories; ten sidecar ranges are on view and eight makes of three-wheeler. From the tip of the soaring, gilded spire featuring the machine of the future to that hard Earls Court concrete, there is something for every taste and every pocket

A.J.S.

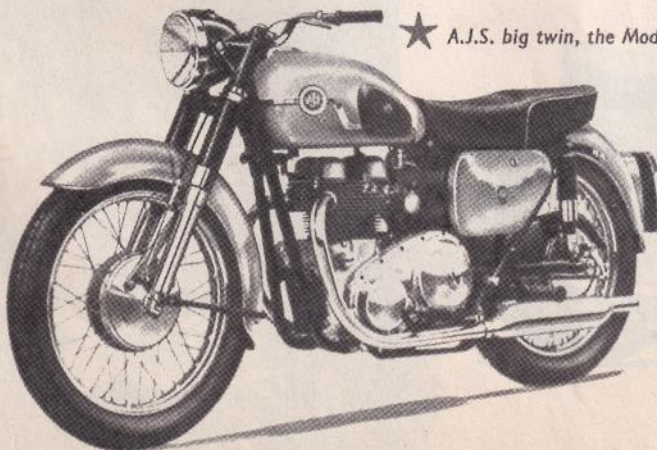
Maybe your taste is for a light three-fifty single—then how about the A.J.S. Model 8? Or perhaps you have ambitions in the Thruxton 500-mile Race? Well, Ron Langston and Don Chapman, this year's winners, rode a 646 c.c. Sportstwin. For cross-country fiends there are two-fifty and five-hundred scramblers or that mechanical mountain goat, the 347 c.c. trials model (remember Gordon Jackson's third Scottish Six Days victory last May?). In fact, whatever your fancy, from family sidecarring to T.T. racing, the Plumstead factory lists a model designed to catch your eye.

The Model 8 is a larger derivative of the 248 c.c. Model 14. Both have rear-chain enclosure and the oil tank formed on the right-hand side of the crankcase, where it is concealed by a cover embracing the end of the gear box to give a semblance of unit construction; in fact, though, the gear box is movable for primary-chain adjustment. In the current fashion the two-fifty is now offered also as a sports model with a pepped-up engine, low-level handlebar, and chromium finish for the mudguards, chainguard and petrol tank.

Models 16 and 18 are, respectively, 347 and 498 c.c. overhead-valve singles of the earlier type—robust and unpretentious. The well-known vertical twin, with its

unique three-bearing crankshaft, is available in 498 as well as 646 c.c. capacity; both sizes have Lucas alternators and battery ignition. A de-luxe version of the six-fifty differs from standard in having a d.c. dynamo and manually controlled magneto, a quickly detachable rear wheel, and chromium-plated panels on the tank sides.

The Sportstwin roadster is a high-compression version of the six-fifty, with narrow mudguards and a scrambles-type frame; it can easily be trimmed for cross-country dicing. As any schoolboy will tell you, the 7R is a road-racing three-fifty that will give you all the chance you need, if you can use it. Ask Alan Shepherd.



★ A.J.S. big twin, the Model 31

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The CLASSIC MotorCycle

There was an air of optimism about the Earls Court Show in November 1960, stemming from the fact that in 1959 two-wheeler registrations in Britain had hit an all time high. Far and away the greatest number of those sales had been scooters and mopeds of between 50cc and 150cc, and the Bristol-built Vespa apart, most of them came from Germany and Italy.

There were 10 German makes at Earls Court if you count MZ, on show for the first time. But there were no less than 14 Italian makes, many of them new to Britain and all fighting for the lightweight share of the market. Who now remembers Capriolo, Parilla or Guazzoni? Yes we've all heard of Moto Guzzi but how many 235cc Guzzi Lodolas did Motor Imports

Ltd of Stockwell Road, London actually sell? And when did you last see a 175cc Bianchi Tonale?

You could, of course still buy a Velocette Venom or Viper, even though the engine and gearbox were enclosed in plastic. Semi enclosure was a feature of the Triumphs too, and even more so of the Nortons – which included the only really new British motor cycle at the Show, the 350cc Navigator.

It is often said that Britain was late in responding to the popularity of scooters, and perhaps correctly. But in 1960 there were – can you believe it? – eleven! Did you realise that Ambassador made scooters? And so did Bond, BSA, Dayton, DRK, DMW, Excelsior, James, Panther, Phoenix, Raleigh, Sun, Triumph and Velocette! Wherever did they go?

There was only one novelty at the 1960 show. It was on the stand of Maico Concessionaires of Gloucester Road, London N7 and it consisted of three Japanese models, a 125cc twin, its sport version, and a 250cc twin. All three were well equipped four strokes with ohc engines. But who on earth was going to buy them at those prices? The two-fifty cost £240 whereas the excellent and well proved Ariel Leader cost less than £200! Alas, the Ariel was to last only another five years. Honda – the sole Japanese make at Earls Court in 1960 – are with us still. Perhaps just as well that we didn't know what fate had up its sleeve.

*Phillip Tooth, Brian Woolley, Jonathan Jones.
The Classic Motor Cycle: April 1992*

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See them for yourself on Stand 62 at the Show.



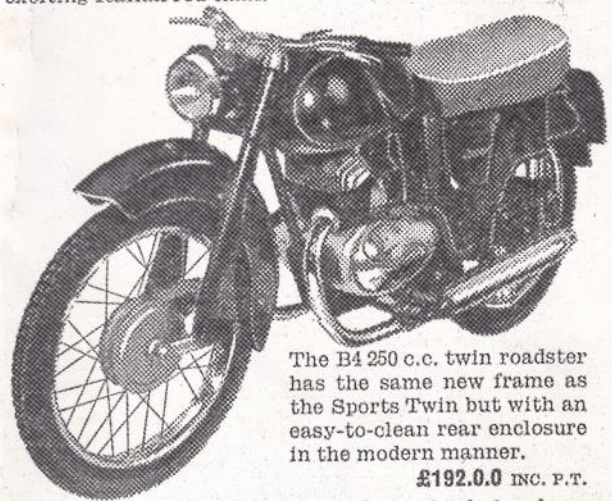
It looks right, it feels right, it is right! The new B4 250 c.c. Sports Twin features high compression pistons, sports handlebars and screen, new, exciting Italian red tank. **£192.0.0** INC. P.T.

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The B4 250 c.c. twin roadster has the same new frame as the Sports Twin but with an easy-to-clean rear enclosure in the modern manner.

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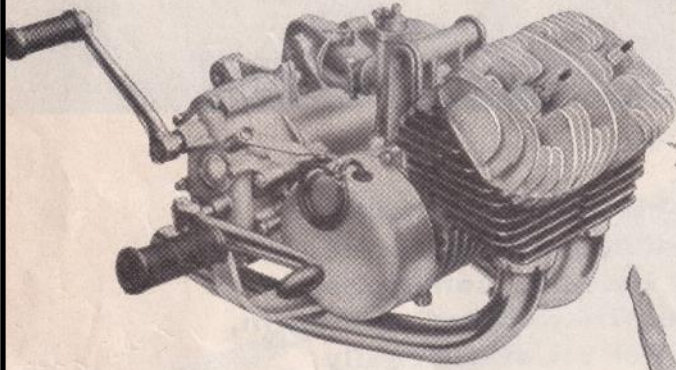
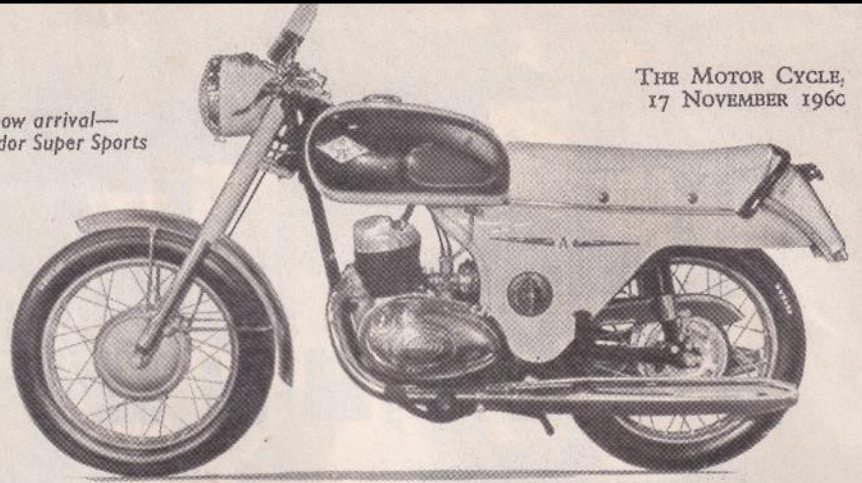
'Leaders in the Lightweight class'



632

★ Eve-of-Show arrival—
Ambassador Super Sports

THE MOTOR CYCLE,
17 NOVEMBER 1966



★ 1961 Ariel Leader engine
with modified heads

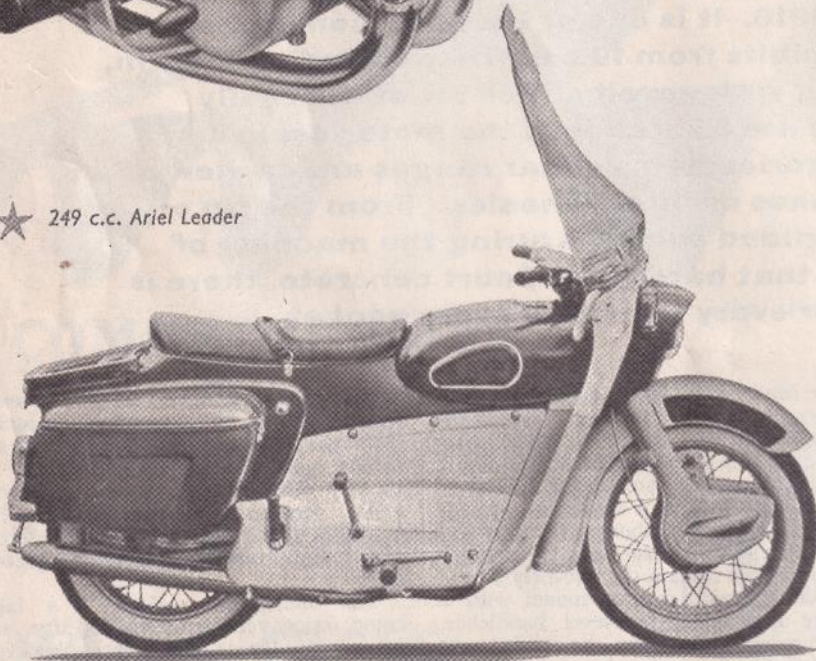
Ambassador

Eye-catching is the word. And that phrase applies more than to any other Ambassador when it is used to describe the Super Sports—a sleek Villiers twin powered Show surprise with 10 to 1 compression ratio cylinder heads, low-level handlebar and semi-racing screen. Two-tone colouring is in greystone white and raven black or in tartan red and raven black.

The other motor cycles—two two-fifty twins and a 197 c.c. single—have more comprehensive mid-section enclosure and valanced front mudguards. And one of the two-fifties, the Electra 75, has an electric starter.

The scooter is one of the most eyeable anywhere. Chief feature of the styling is a pair of small, curved, knife-edge tail fins. There is a flat floor and two-pedal gear change. Front and rear suspension are by pivoted forks; tyre size is 3.50 × 12 in.

★ 249 c.c. Ariel Leader



Ariel

Provided it had two wheels and a reciprocating engine, no machine could be more up-to-the-minute than the Ariel two-fifty twin two-strokes. And the remarkable thing is that the same bold basic layout should succeed so handsomely in that most refined of kid-glove tourers, the Leader, and in the Arrow, a zippy, sporting lightweight so sound that a dash of

★ Sporting lightweight—the Arrow

Right: For tall riders an extension
for the Leader screen is available



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Last word from the Editor Many thanks to all who have sent in photos and articles ...as always Terry S, Neil for reports and jokes and Doug {via Bryson} for the use of a rare copy of "The Motor Cycle" Nov 1960 British edition which has a "Jubilee Show Special" feature on all the latest bikes, selected pages are printed, more to come in following issues ..
Cheers DBM



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