

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

PO Box 7058, Lismore  
 Heights, NSW 2480

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

Email: [president@nrcmcc.org](mailto:president@nrcmcc.org)  
 Or phone President  
 See below



**DECEMBER**  
**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 , coming up soon.**

**December club meeting and AGM—** Tuesday 14<sup>th</sup> December starting at 7:30pm. at the Lismore Heights Sports Club in High Street Lismore .

So, If you are fully vaccinated and you can prove it to get into the venue then please come along to the Sports Club and participate in the NRCMCC December meetings. This advice was current at time of printing .. It may change.

**NRCMCC Christmas** meal on Wednesday 8<sup>th</sup> December at the Heights Sports Club. gather prior before meal around 6.30 , Bookings close on 30th November 2021.

**December rides** - All going ahead

**Note :** if you receive this Newsletter by post, check/confirm that any activities listed here are STILL on.. Emails will be sent out advising the status of events prior to the date advertised, check your inbox..

## NRCMCC OFFICIALS for 2021

President Neil Williams.. 0418242044

Email [president@nrcmcc.org](mailto:president@nrcmcc.org)

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Email [secretary@nrcmcc.org](mailto:secretary@nrcmcc.org)

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Treasurer: Marc Jennison.....0411895360

Email [treasurer@nrcmcc.org](mailto:treasurer@nrcmcc.org)

Committee: above plus,

Andrew Evans.....0418 280 246

Peter Lake..... 0459 285 872

Dean Marsh ..... 0428 381 711

Registration: Officer:

Bryson Walker: .....6629 1509

Registration Officials: Pat Holt ...0435 475 784

Brian Riordan ..... 6621 5535,

John Café ..... 0427 252 081

Membership Officer: Marc Jennison 0411895360

Librarian: Eric Wilson 66243157 &

Peter Lake.....0459 285 872

Registration: Officer:

Bryson Walker: .....6629 1509

Registration Officials: Pat Holt ...0435 475 784

Brian Riordan ..... 6621 5535,

John Café ..... 0427 252 081

Membership Officer: Marc Jennison

... 0411895360

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Deputy editors: ..... **All members**

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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](mailto:webmaster@nrcmcc.org)

Website: [www.nrcmcc.org](http://www.nrcmcc.org)

Club Patron , The club does not currently have a patron.

Our immediate past patron was Jack Ahearn {1924-2017}

## Message from President

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G'day all,

Welcome to December. It's certainly been another interesting year. Covid restrictions have impacted on many of our activities again so let's all hope for a better 2022.

It's been a great response to the NRCMCC Christmas meal on Wednesday 8<sup>th</sup> December at the Heights Sports Club. A lot of the members will enjoy a great meal and company on the night.

We have also relocated our December meeting and the AGM to the Lismore Heights Sports Club in High Street Lismore . Both meetings will be on the second Tuesday 14<sup>th</sup> December starting at 7:30pm. Please think about having a meal and/or a drink in the club before the meetings because the Sports Club has been very, very helpful to the NRCMCC at very short notice.

Also, don't forget about the next NRCMCC rego day will be held on Sunday 5<sup>th</sup> December between 9am and 12md at Norco Rural in Sth Lismore. **It may finish earlier if no one turns up!!!!** Covid rules will allow us to cater to all bikes that need to be inspected during the December – January period. Please remember that the club has a break over Christmas and recommences in February so please be fair to the registration officers and if your bike is due for rego during that period turn up to the registration day. People go away over Christmas and you may find that there's no one around over that period to do your inspection.

That's about it from me. All the best Neil

**Committee nomination forms** are included in the newsletter for use by anyone who wants to be step up and run for a committee position in 2022.

**Post them to the Club mailbox: PO Box 7058 Lismore Heights NSW 2480**

The forms are pretty straight forward but it might be time for a quick reminder how the voting works.

The constitution describes that if there is only one written nomination received for a position and that nomination was received within the prescribed timeframe then that person has won the position without any vote from the floor. A vote from the floor only comes into play when there are no written nominations or there are multiple written nominations.

All members are also invited to provide written items for discussion at the AGM within the timeframes.

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

**Sunday & Wednesday Rides for November and December - All going ahead**

Please note that all attendees will need to sign on and BYO mask.

**13th Feb 2022 NRCMCC Annual Memorial Club Ride. - POSTPONED FROM 2021 because of Covid**

This ride is an opportunity for all members and their families to come together on an annual basis to travel to a location and remember members that have passed on.

**Leaving from Norco Rural 107 Wilson St Lismore**

**Stands up at 9am.**This ride is an annual event that will be held at the same time each year.

**Where To:** Travelling as a group to Razorback Lookout at Evans Head for a remembrance gathering. Following the remembrance gathering the group will travel back down the hill to the Evans Head fish Co-Op and catch up informally and share memories. Fish and Chips are available from the Co-Op.

Members may travel to this event by car if they need to.

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**

**Other Club events** Please note That the NRCMCC is not responsible for The events & Rallys 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.

# AN OWNER'S DELIGHT

BY JODIE A SMALL

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They come in an assortment of colours,  
And of particular types.  
Forms and shapes they do display,  
Different, but like

They are taken for their daily run,  
And beyond those who dislike.  
Be very careful you out there,  
As their owners are liable to bite.

No I'm not talking about a dog,  
But a motorbike.  
You may think I'm crazy,  
But let me tell you what it's like,

They are washed and cleaned and groomed,  
Until they sparkle in the light,  
Not a speck of dust to be seen,  
Upon the motorbike.

Oh Yes they love their motorbikes,  
Full of wonder and delight,  
"Are you from a different planet?"  
Those who dislike.

Whoever said man's best friend,

Just had to be a dog,  
Didn't own a motorbike,  
Which holds tender delight so strong.

Clubs they do belong to,  
Young and old alike.  
And pubs they do roan to,  
With old faithful waiting in the twilight,  
And half full outside the pub he calls,  
"Where's me flamin' bike?"  
Expecting it to roll on upon all twos,  
And greet him with it's lights.

And every so often,  
A biker's eyes would bulge with delight.  
"What a beautiful machine",  
"Oh what a rider's delight!"

Maybe you think it's crazy,  
That bikes hold such a joy,  
But you need only ask the biker,  
And they'll tell you it's no ploy.

This may seem strange to you ,  
This talk of bikes.  
But have you ever wondered,  
What it might be like,  
Not to own a dog,  
Instead a motorbike.  
Then you'd know for sure,  
That what I say is right.

Yes what an existence they do have,  
Those blokes upon their bikes,  
The joy and exhilaration of riding a motorbike,  
For it surely has to be a biker's paradise.



**Peter Small**

## The Clubs 2021 AGM

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The Annual General Meeting of The Northern Rivers Classic Motor Cycle Club Inc. (Hereafter referred to as NRCMCC or the Club) is planned for Tuesday 14<sup>th</sup> December, at location yet to be decided on, and also depending on what the Covid19 Government requirements are at that time. The AGM is planned to be commencing immediately after the regular NRCMCC monthly meeting.

Please note the following dates concerning the AGM

**23.11.2021** is 21 days before AGM and last date for notices to be accepted from members for AGM ie any special resolutions for the AGM Agenda,

**30.11.2021** is 14 days before, and last date for notice to members of the AGM.

**07.12.2021** is 7 days before last date for Committee Member Nominations Close.

### Nominating for 2022 Committee position ?

start thinking about nominating for the various Executive, Committee & other Official positions, Nomination forms are printed below.

Nominations can be posted to the clubs postal address and all nominations, will be passed **unopened** to Returning Officer at AGM {just mark your letter, "Committee nominee", top left hand corner of envelope.

**Note** If at the AGM there have been no postal nominations received for a certain Committee position, Then Nominations for that position can be taken from the floor..

If at the AGM, postal nominations have been received by the Club for a certain committee position and passed to Returning Officer then no nominations for that position will be taken from the floor.

## Northern Rivers Classic Motorcycle Club Inc Election of 2022 Club Officials

Date.....

I ..... , being a current financial member of the club  
Nominate ..... for the position of .....

I ..... , being a current member of the club  
Second the nomination of ..... For the position of .....

I ..... , being a current financial member of the club  
Accept the nomination

### 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](http://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.

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

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

YOUR ENTRY MUST BE COMPLETED, BY THE 31st DECEMBER, RUNNING, REGISTERED ON H PLATE OR FULL ROAD REGISTRATION, BE 30 YEARS OLD THIS YEAR OR OLDER.

CONTACT THE FOLLOWING FOR MORE INFORMATION.

CALL . JOHN CAFE-66 244 280, ERIC WILSON - 66 243 157



**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.



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**IT'S TIME TO SHIFT INTO 2nd GEAR !!!**



New from Peugeot—maybe better to stick with 4 wheels



New Gothic 500 sports.





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TONY WILLIAMS  
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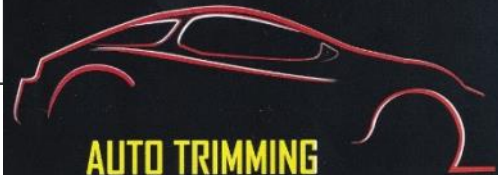
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### B.S.A.

A new and welcome development in British motor cycling is the emergence of the light three-fifty, usually derived from an already proved two-fifty in the same maker's range. B.S.A. join the trend with their latest design, the 343 c.c. B40 which, like its progenitor the 249 c.c. C15, is a compact unit-construction single in a frame of entirely orthodox tubular-cradle design. Overall weight is 300 lb, and since the power output is about 21 b.h.p. at 6,500 r.p.m. it is proving to be a particularly lively newcomer.

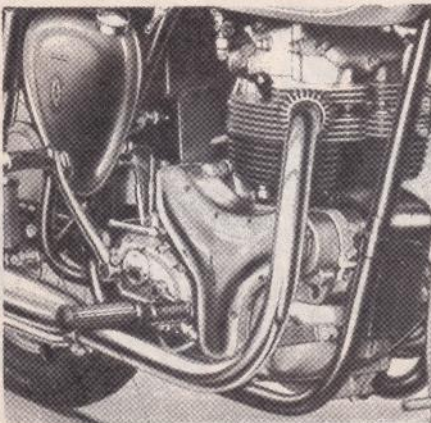
Though the B40 is offered in roadster form only, the equivalent two-fifty is listed also in scrambles and trials derivations—and those who study motor-cycle sport will know just how successful the model has proved in both forms—but particularly in scrambles—this past year or so.

At the lower end of the range scale the Bantam, in either 123 or 173 c.c. capacities, should need no introduction whatever; you see 'em everywhere—just about the most popular two-stroke that ever was. So that leaves just two more singles, the B34 Clubman and Scrambles Gold Star five-hundreds; specifications of these are flexible to some extent—gear ratios are to choice, and you can even have a 348 c.c. engine should you so wish. Optional extras for the "Goldies" include a five-gallon light-alloy fuel tank, light-alloy wheel rims and a rev-meter.

Four twins complete the motor-cycle range. Respectively touring and sports-roadster variations on a common theme, they are the 497 c.c. A7 and Shooting Star, and 646 c.c. Golden Flash and Super Rocket. Sports-type camshafts are now fitted to all four models, but in addition the Shooting Star and Super Rocket have high-compression pistons, cylinder heads in light-alloy and larger-diameter carburettor chokes. For 1961 the Super Rocket features chromium-plated wheel hubs; the hubs of all other models in the range, except the smaller Bantam, are silver-shen finish.

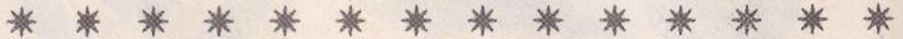
Carrying the B.S.A. name into the scooter field are the three Sunbeam models and the 70 c.c. Dandy. Alike in external appearance, the B.S.A. Sunbeams are identified as the B1, B2 and B2S; of these

Power unit of the 497 c.c. Shooting Star

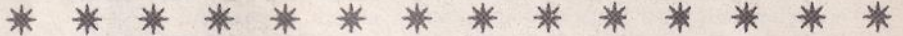
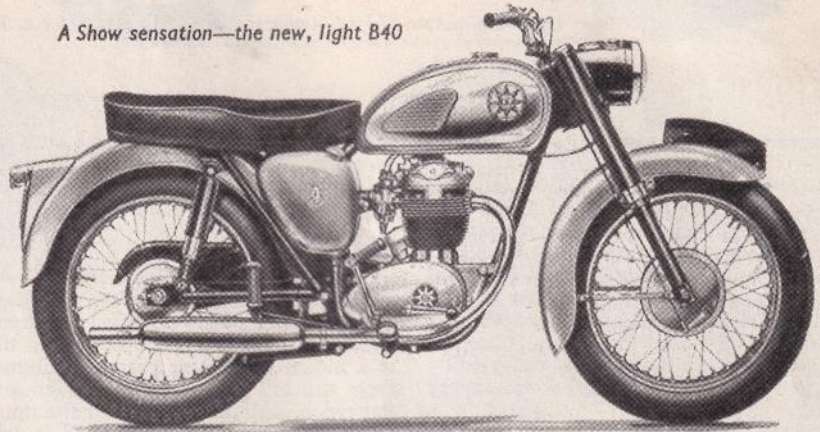


THE MOTOR CYCLE, 17 NOVEMBER 1960

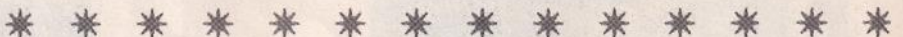
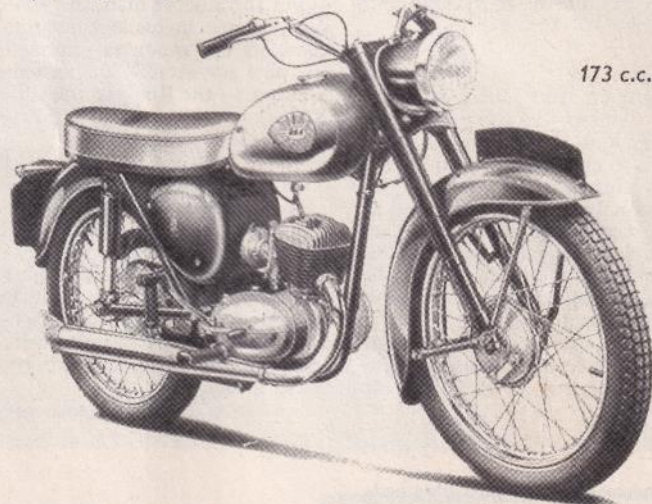
the B1 has a 173 c.c. two-stroke power unit while the two remaining models are each powered by a unique 249 c.c. overhead-valve twin. The B2S has a car-type electric starting motor. Gear primary drive is employed and the rear chain runs in a cast-light-alloy case which also does duty as the rear-suspension arm; both wheels are stub-axle-mounted, and front suspension is by a telescopic strut.



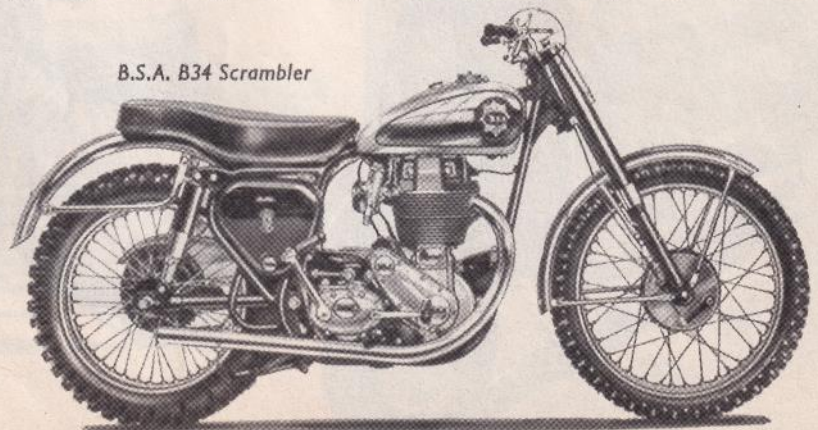
A Show sensation—the new, light B40



173 c.c. Bantam Super



B.S.A. B34 Scrambler





**Dot**

Blunt and straightforward as the Lancashire folk who build 'em are the Dots, developed in the rocky, muddy rough-and-tumble of trials and scrambles. All six models for the home market—four trials jobs and a couple of scramblers—are designed for off-the-road going. Remaining model, for export, is the Californian, a scrambler in the American idiom with 4½-gallon fuel tank, cow-horn handlebar and other transatlantic trimmings.

Improvements common to all models include an adjustable, drip-feed chain oiler incorporated in the pivoted rear fork and a slimmer fuel tank—the better to stand on the (treaded) footrests when the rocks are *that* big. Optional are full-width, light-alloy wheel hubs—and the rear hub embodies a cush-drive and three, instead of two, wheel bearings.

For the trials boys are a brace each of one-nine-sevens and two-fifties (Trials Marshal and Works Replica versions in each capacity); the scrambler has the same capacity choice.

**Dürkopp**

You like to see, where you are going, especially on corners? Dürkopp, who for a number of years have backed both horses by mounting the headlamp on the handlebar for the Diana Sport and on the weathershield for the Tourist Superb, have now plumped for the latter arrangement on both their scooter models. So now the headlamp beam aligns itself with the path taken by the scooter as a whole rather than by the front wheel. Progress? You takes your choice.

Externally, the models are now virtually identical, and each is powered by a sturdy fan-cooled, 194 c.c. two-stroke single, in unit with a four-speed gear box with foot change. However, as you might guess from the model names, the Sport is given an edge over the Tourist with the help of a higher compression ratio and more enterprising port layout.

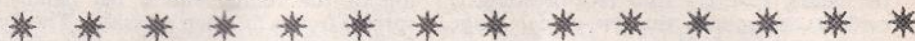
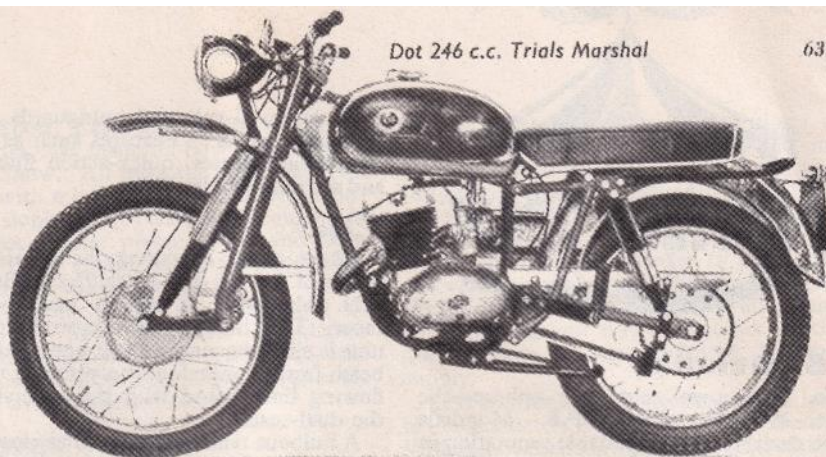
**Excelsior**

Eye-catching ten from Excelsior for 1961 comprise six motor cycles and four handsome scooters.

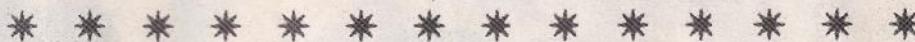
Biggest in the range, the 328 c.c. two-stroke twin Special Talisman, continues into the new season without change, and that goes also for the de-luxe version—with pivoted rear fork—of the 98 c.c. light-weight, the Consort C11. The utilitarian version of the Consort, the F11, is sporting a new colour scheme.

Junior of the Talisman twins, the two-fifty has a more graceful, slimmer and deeper tank, with matching mods to the dual-seat; if you ask which twin has the Excelsior engine, the answer is that both have. Villiers power units are used in the 197 c.c. Roadmaster, with telescopic front fork and pivoted-fork rear springing, and the very similar 148 c.c. Universal.

The Monarch scooters, both with 147 c.c. engines and three-speed gear boxes, have resin-bonded glass-fibre clothing their tubular frames. The K11 has kick-starter, the E11 Siba electric starting. New are the Golden V models, similar to the Monarchs except that they have 197 c.c. Villiers power units and four-speed boxes.



Dürkopp Diana Tourist Superb



Excelsior Monarch with 147 c.c. two-stroke engine



Two-stroke twin: the 244 c.c. Excelsior Talisman



quick-action filler cap. An honoured name in the two-fifty world is that of the Cruiser which, in the standard version, is equipped with deeply valanced mudguards and a frame mainly constructed from steel pressings; very handsome indeed—but then, Francis-Barnetts always are.

**Garelli**

Long, lean and low—that's the immediate impression of the Garelli scooter, a newcomer to Britain. And under that smoothly-styled bodywork there's a hard-working little four-speed engine-gear unit of only 95 c.c. Easily get-at-able, for there are large-area detachable side panels.

The handlebar assembly, in which is mounted the headlamp, is a light-alloy die-casting and on the left is a twistgrip gear change. Pivoted-fork suspension front and rear; interchangeable wheels with 3.50 x 10in tyres.

**Gilera**

As typical of contemporary Italian design as any machines on the market are the four overhead-valve Gileras: three one-seven-

fives—Sport, Extra and Jubilee—and the 124 Extra that made its bow at last year's Milan Show. All have the sporty air that comes with a bulbous tank and long twin-seat, a sloping unit-construction engine in a duplex frame, pivoted rear and telescopic front forks, and light-alloy rims built on full-width hubs.

Economical, peppery and delightful to handle, they have the finned oil container cast integrally with the crank-and-gear case, and the pushrods housed in tunnels formed in the cylinder and head.

**Greeves**

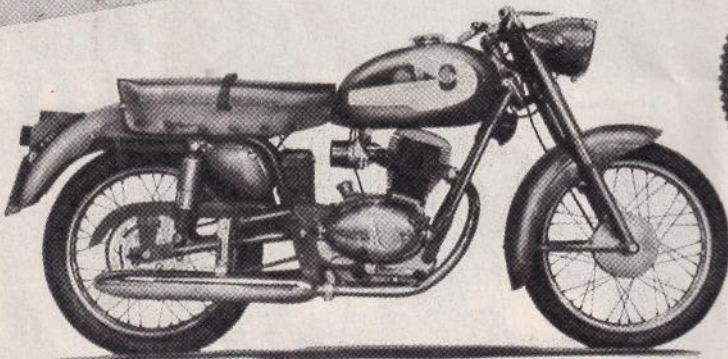
Glamour is all a matter of degree. Nothing very glamorous about a brutal-looking, square-head scrambles job? If you think that, just ask the competitions boys! For the newest thing from Greeves, a 246 c.c. Moto-Cross special derived from Dave Bickers' European Championship-winning mount, is in their eyes a real honey. Bottom end of the power unit is from a Villiers Mark 34A, to which Greeves have grafted their own light-alloy cylinder barrel and head—big, square fins and a bore hard-chromed by the Mahle

process. There's an outsize in air filters, to keep the motor motoring whatever the conditions (the makers say a rider can go a full season without stripping the carb) and a modified front fork—a short link couples the fork pivot at each side to the damper lower mounting—the better to cope with awkward landings on bumpy going. Finishing touch is a slim, light-alloy tank with quick-action filler. But get in the queue; these are very definitely in short supply.

Less ambitious, but potent none the less, is the standard Greeves scrambler, the all-Villiers-powered Hawkstone Special which, like the Scottish Trials model, is available in a choice of 197 or 246 c.c. capacities. On the trials machines the engine is placed lower and more forward to counter front-wheel lightness; increased clearance between the tyre wall and chainguard lessens the chance of a mud build-up in boggy going.

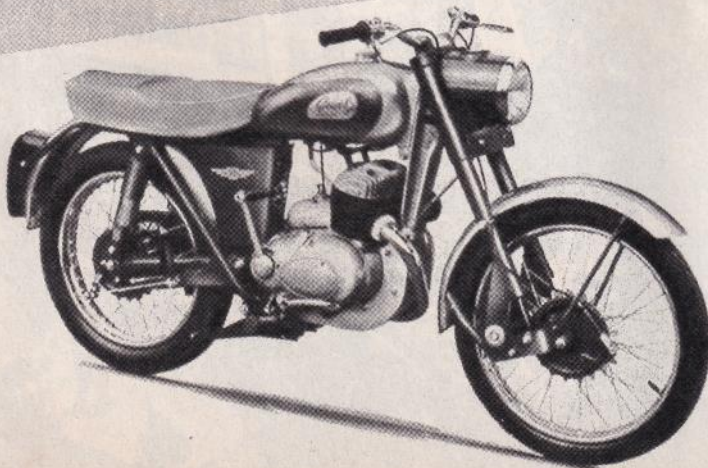
Four roadsters—197 and 246 c.c. singles and 249 and 324 c.c. twins—complete the range; all have the unique scrambles-proved frame with light-alloy front down beam.

Potent scrambler—Greeves Moto-Cross Special



Handsome 124 c.c. Gilera Extra

Four-speed 95 c.c. Garelli scooter

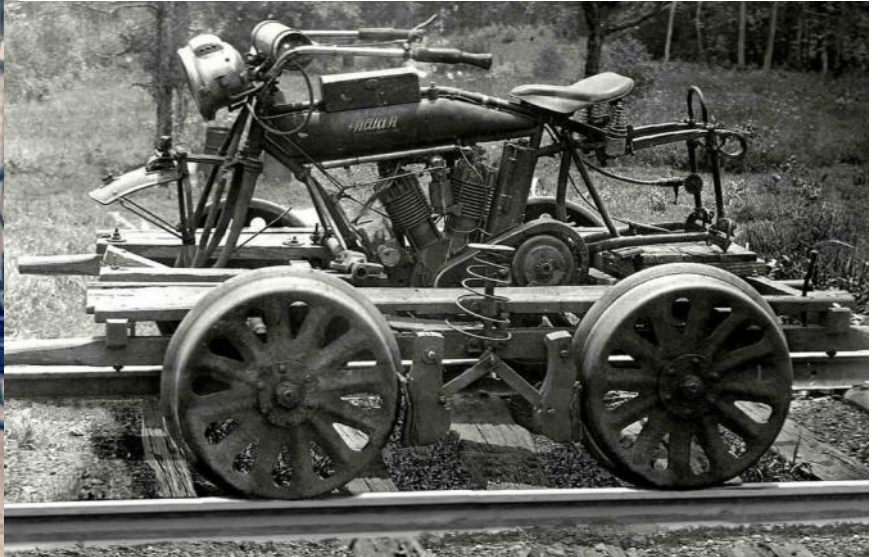


Greeves two-fifty sports twin roadster











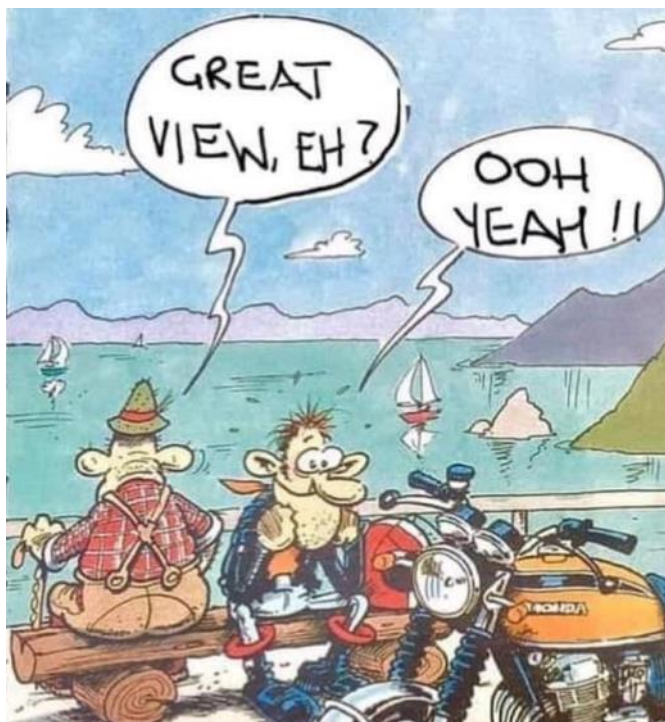


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**Last word from the Editor**

Last Newsletter for the year :-) So Many thanks to all who have helped out as “The Assistant Editors” over the last 12 months as always Terry S, Neil , Mary , Michael S. Dieter , Bryson , Doug H. & Douglas Norton with photos ,articles , Ride reports, comments , jokes etc , some great feed back from Jack, may your beards never go too Grey {for the blokes that is} and also to the other members for the one Ride report received this year.  
 Safe riding ... DBM



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