

Northern Rivers Classic Motorcycle Club Inc.

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May 2014

Classic Torque

What is a classic? Is my bike a classic?

We call ourselves the Northern Rivers Classic Motorcycle club, but are all our bikes classics? It all depends on the definition you use – the RMS approved definition is that the bike be at least 30 years old – a moving feast since time inexorably moves on, so today's 'old bike' becomes tomorrow's 'classic' under that definition.

But is that the real definition of classic?

Gary Johnstone in his book "Classic Motorcycles", defines a classic as 'a machine of outstanding design and engineering merit which has stood the test of public scrutiny and time'. It's not just 'old' which would be better classed as historic – contributing to the record of life in the past with all its vagaries and pleasures.



So on that basis, I would have to say my BMW R100S is not a classic, but the R90S and the R100RS are classics. They each contribute something special and innovative whereas my bike is just another model in the line up.

Consider the BSA Bantam; an excellent little bike that opened up opportunities for people who only had shanks pony before. Is it therefore a classic bike? Or is the Matchless Silver hawk, an expensive and rare v twin, a classic, when it impacted on so few?

And is it important? Not really – I love my bike, and there are many much loved older bikes out there which would not fit Gary's definition; and all of them are important. If we only kept the 'true' classics, we would have a very distorted view of the past.

But the interesting thing is that while modern bike design moves on, there is a growing demand for 'retro style bikes' – naked, wind in the teeth motorcycling, rather than the boy racer streamlined GP copies. Is this nostalgia, a hankering for the past? (or maybe a refusal to face up to the present?!) Or is it a resurgence of the individuality that characterized early motorcyclists? After all, who wants what the marketeers tell us we should buy?

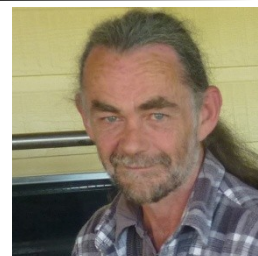
CHRIS JEFFERY

Chris was afflicted with Bulbar onset Motor Neurone Disease. This disease ate him away piece by piece, but he was granted his wings and flew away, throwing the monster over the cliff as he soared high, at 3 am April 22. His passing was peaceful, at home with me tending to him alone as we had planned together.

Chris planned to attend every rally driving backup, and during the last rally he attended in 2012 he was already experiencing symptoms with difficulty in speaking and drinking liquids.

If you wish to remember Chris in some way, please make a donation to MND NSW. They loaned us, free of charge, \$50,000 worth of equipment to allow Chris some comfort and quality of life, and supplied our own coordinator who was invaluable to us. To make a donation go to <http://www.mndnsw.asn.au>

Thank you to the club members who supported Chris and me during this time by helping with work on our property. Katrina



Northern Rivers Classic Motorcycle Club Inc

MINUTES OF MEETING HELD ON: 08/04/20134 START: 7.47 pm

WELCOME: 41 MEMBERS 6 VISITORS, 6 APOLOGIES as per attendance sheet.

Welcome by president and introduction from visitors

MINUTES OF PREVIOUS MEETING READ

ACCEPTED: John Mazzer

SECOND: Tim Thearle

BUSINESS ARISING -

1. Insurance company sent paperwork for Professional Indemnity insurance for our registration officers. Committee will fill out paperwork to find out costs.

TREASURERS REPORT OPENING BALANCE: \$ CLOSING BAL: \$

ACCEPTED: Mary Walker

SECOND: Pat Holt

CORRESPONDENCE

1. IN: 7 newsletters
2. Invite to show bikes at Alstonville Antiques Fair 17/18 May
3. Natureland Clubs Swap Meet 18 May
4. Invite to Tamworth Rally 18-20 July
5. Invite Coffs Harbour Rally 23-25 July
6. Notice of AGM Heritage Motor Club 18 April
7. Letter from Penrite Oils offering Rally support and discounts
8. Receipt for PO Box rental
9. Insurance forms to fill in

ACCEPTED: Mary Walker

SECOND: Peter Lake

GENERAL BUSINESS:

1. Penrite Oils - offering money donation to our rally and is worth following up.
2. Question put to Bryson on fuels for old bikes - Aviation fuel v additives.
3. Norton Owners rally - Nundall 2-4 May, noted as club run.
4. Casino drags are on this Sunday, so going there is noted as a club run.
5. Peter has badges from previous rallies if anyone is interested.
6. Bunnings BBQ on Easter Monday, from 8.30 - 3.30, all helpers are very welcome.
7. Money raised to Breast Cancer Support group and North Coast Cancer Institute split evenly.
8. 12 members are heading to Bathurst rally.

MEMBERS REPORTS

CLUB RUNS: Inverell report from Dave Charlton, 208 entries.

Wednesday rides - first was wet and a no show, second was to go out to a shed of bikes and after turning up on the wrong property they found the right place.

Report by Tony on 'camping weekend'. Food was purchased ready, rain started, so dinner was held at the Walkers shed and plans starting for the next event.

Club show was a great success, discussion on some of the high and low points and ideas for next year.

NEXT RUN: Riding to Kyogle, Jack will take the ride out to the dam, reminder there is a stretch of dirt road.

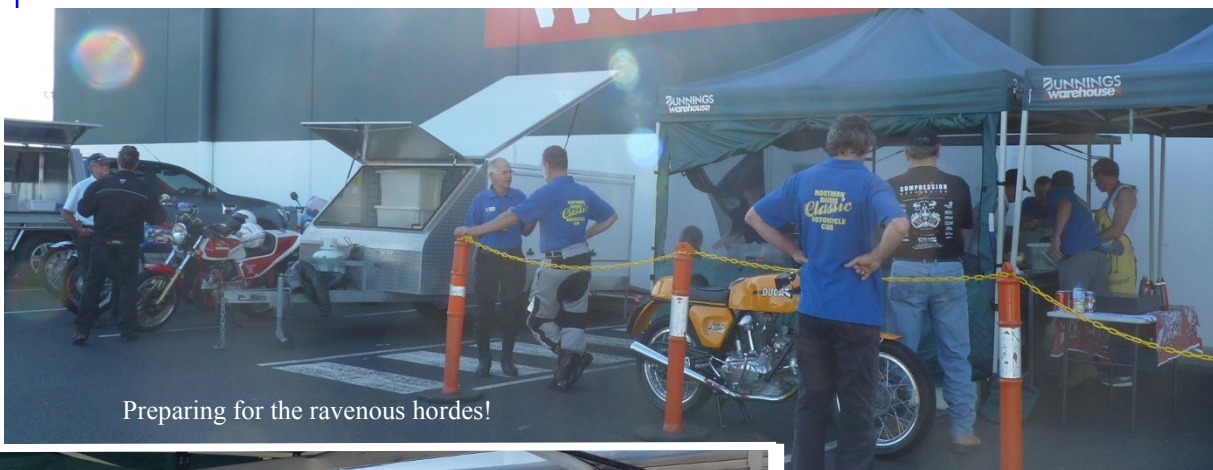
Leaving Rous Hotel 8.30am

PRESENTATION OF TROPHIES FROM CLUB SHOW

MEETING CLOSED: 8.42 pm

Bunnings Sausage Sizzle - Monday 21 April.

What an unusual Easter weekend! Even the climate change deniers reckon there's something strange about an Easter long weekend and Blues Fest without rain!! But it was ideal for the Bunnings sausage sizzle. Norm B had organized it and a useful group of club members turned up with their bikes and cars to help. It was a slow start, probably because customers were enjoying the thrill of a last Monday sleep in, but by the time I had to leave at lunchtime, the customers were queuing for our sausages. There's no question that Huntley's Sausages are popular—one lady even came back for seconds because she said the sausages were the best she'd had!! The sizzle raised \$1100 for the breast cancer support group and for north coast cancer institute. Many thanks to all those who helped and especially to Peter Harvey's daughter and granddaughter. Best wishes for your Duke of Edinburgh Award!



Preparing for the ravenous hordes!



Above: sometimes a little spark makes a big difference!

Left: just some of the workers—well, Jim's working!

Indian Rally, Murwillumbah, 18—21 April

Some members of the club visited the Indian Rally held up at Murwillumbah, 18-21 April. I visited on the Sunday morning when the Indian club had organized a Gymkhana on the show ground oval. From a spectators point of view, it was fun, and the entrants certainly seemed to enjoy it. There were slow races, serpentine drives

through a twisty line marked course, a speed and stop race where you raced to the finish line, but had to stop on the finish line—a tricky test on wet green grass! Also a predictability race where you nominated how long it would take you to do a lap of the oval—closest to prediction was the winner.

The bikes were beautifully presented, but the bike that attracted the most attention was a 1923 Indian chief that had been in the same family since grandpa bought it new! And apart from an overhaul of the engine to check it out, nothing had been done to it. It was fascinating to see the crowd around it while next to it, nearly ignored, was a beautifully prepared Indian and sidecar—nearly as old!



Presidents' Report

Firstly on behalf on all members I offer condolences to our Secretary Katrina following the passing of her husband, Chris. ***Our thoughts are with you.***

Another month gone and we still have great motorcycling weather with us. Members have been attending a large selection of rides and Rallies recently, which is great to see.

12 NRCMCC members attended the 40th running of the 8 day Bathurst Rally last week. This is a must do event to put on your calendar for next Easter. 230 entries, many bought along a couple of bikes. A full report will be in the next magazine.

Col



Col McAndrew



Some photos from the Bathurst Rally:

Above: Nothing like the professional touch!

Right top and bottom: just some of the bikes at the Bathurst Rally.



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Road Testing for Beginners (Dummies?)

Following a suggestion from a club member, I plucked up my courage and asked Dale at Ongmac Motorcycles if I could test ride one of his new **Royal Enfield Continental GTs**. And he had the courage (?) to say yes!!

So, why the RE Continental GT? Well it's becoming a very popular retro bike ("Retro – harking back to, having the character of, an earlier time") It's starting to sell like hotcakes, according to Dale, but mainly to the older riders. Our club is into classic bikes, their restoration, preservation and operation. But many of the bikes are in sheds only rarely brought out to ride because, often, the age of the rider makes such rides difficult. – kick starting is one issue since not many traditionally classic bikes have electric start. Maybe that's why BMWs, late model European bikes and Japanese classics are so popular?

So if you like (love?) the sound of a 500 single, but want the reliability and ease of a more modern bike, the RE continental GT is well worth a look. It's designed and sold as a café racer with pictures of leather jacketed, be-jeaned and open face helmeted rockers, located (in your dreams) in the Ace Café park. And that's what it's ideal for – posing and having fun. And it's in a blatant crimson so it doesn't hide away. And it has an electric foot!!

It's great fun to ride, more fun for your dollar than most, but I wouldn't recommend it for the older rider wanting a long distance cruiser. I've got short legs and even then my legs felt overly bent, but the seating position gets better as you accelerate. A little wind in your chest, flies in the teeth, and a grin from ear to ear.



Performance isn't its forte, top speed 135kph, 29.1 hp at 5100rpm (redline at 5500!) which does seem a little lax given its 535cc capacity. But in fact its power to capacity ratio is almost identical to my BMW R100S, and like the Beemer, its secret is Torque. I think you could happily tow a trailer with the bike, or leave it in top gear pretty much all the time because of the long, flat torque curve. Just wind open the throttle and you'll be surprised how quickly the speedo spins round. Steep hills do require a downshift, but someday soon someone will come up with a package to up its performance. Maybe a good blueprinting job would make a big difference?

Accompanying the lovely single sound inevitably comes the single cylinder vibration. It does tend to smooth out as you rev, but it's always there – fun for a while, but tiring for a long trip. Maybe some softer handgrips on the clip-ons?

It's ideal for Wednesday and Sunday club runs and it's learner approved so you may have to fight your kids (or grandkids) for it.

Braking was a bit of a shock for me – I thought my Beemer wasn't too bad, but the GT leaves it for dead. The brakes were fantastic, light, and very effective (although I didn't try a stoppie!). And the new Harris designed chassis makes cornering a pleasure – so quick and responsive!

The price? \$10,000 ride away – like I said, great value for your dollar. Heaps of fun. If you're interested, Ask Dale for a test ride.



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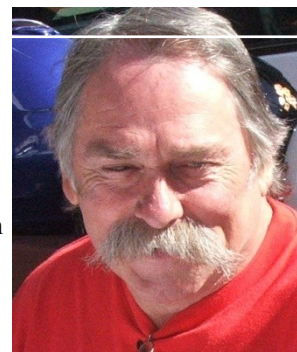
Lismore Motorcycles

Club Runs:

Wednesday Run 26/03/14. (a monster run by the sound of it—Ed)

I wheeled out my trusty Honda 250cc to be greeted with falling rain and a leaden sky,. Not having had the classic out for some months, I'm going anyway. Luckily I had applied Rainex to my visor so at least i could see. After avoiding many water filled pot-holes, errant dogs and some roadworks, I've arrived at the Lismore Caltex service station a little cold! Just as well I was wearing my winter shorts! I filled the tank with vortex 98, just the stuff for classics.

Its stopped raining now so I venture out into the Lismore traffic and after a few more lumps, bumps and potholes I arrive at Lismore railway carpark to be greeted by no one; so I wait, and wait, then wait some more; then a little late at 9.04 All alone I wheel out of the carpark and head past the Norco cheese factory and on to the roundabout at the Bruxner highway. I move onto the highway and aim for Casino, another wednesday ride beginning. I gaze at the huge number of caravans in the Perkins caravan site, the lack of bricks and pavers on the mills brick and paver site, past Lismore Bikeworks kawasaki dealer and on to the three chain road roundabout; a right turn here then another up past Lismore motorcycles and on to Century batteries, greeted there by Greg and Kerry [the friendly battery suppliers]- once inside I was served scalding hot coffee and lashings of crunchy biscuits, just the ticket for a cold wet and hungry motorcycle rider, after regaling tall tales and true from the legendary past, I bid my farewell and head out once more into the miserable rain, and go home - Ian McC.



Wednesday April 2nd— Bexhill

Six members turned up for our first April Mid Week Run. Two were a trifle grumpy that the last one was "rained-off" by the organiser. As I have said before - if you want to go on this Run and it also looks like rain, phone me on 66214083. Then we will see what we can do. As long as someone wants to go, I will join them - unless other duties intervene. This is a Club and it doesn't really matter what we do, what we ride or for how long - just as long as we stick together and have fun!

This time I had arranged for a shed inspection at Bexhill of an increasingly rare 1981 Yamaha 350cc RDLC liquid-cooled two-stroke twin. Yes - it was the (in)famous "Elsie"! The smaller 250cc version frightened the English authorities so much that they immediately restricted their L-platers to 125cc mopeds! When they were new they were a sensation, though now pretty mild by 2-stroke standards set by the Suzuki with their beautifully fared, alloy-framed 50BHP 1989 RG 250cc V-twin.

Our main problem was getting safe access to the shed, as the entrance was directly off the fast 100Kph Bangalow Road, then straight up a steep gravel driveway. This time I was giving my aged '85 Kat 750 it's scheduled monthly run. But it's owner was unfortunately experiencing stiff hip-joints from a perch-fishing trip the day before. As the riding position was purposefully very "boy-racer" I had visions of a low-speed "step-off" accident - especially with such a tiny front wheel and a weary rider. Any delay in "putting a foot down" could mean disaster with it's 4 cylinder in-line, no engine-bars fitted. So a solution proposed by Peter was adopted. We would go out via Woodlawn to Bexhill, then over to Eltham and back to Bexhill and so be able to turn into the property on the same side of the road. This went well - untill it was found there were two houses off the same gravel access. Which one was it? Brian bravely lead and chose the lower one, but seeing frantic waving from the top of the hill it was yet another MWR "about-turn". We had to carefully negotiate a tricky/tight right turn and then up an even steeper gravelled hill to the shed. [Wish I had brought the V-Strom... but no accidents occurred.] At the garage we were met by the owner and his father and saw an assortment of bikes. The ex-Norco sourced s/steel ex pipes/ skillful welding on the Honda were remarkable. They they certainly would provide heat to the carbs in freezing weather. Old Miss Elsie was tired-looking. She certainly needed some more work, the oil-pump was u/s, but it did have a rare period after-market faring. 'Pro-Am' quality it certainly wasn't, but overall it appeared pretty original. (It later sold on E-bay for \$3K.) The "catherine-wheel" alloy wheels and bulbous tank being hall-marks of this short-lived 2-year model, leading directly to the more successful 10 year reign of the Yamaha RZ range. After some talk and a look at their modern Suzie RM 125cc scrambler, we headed off to Federal for a coffee. I took it easy, enjoying the ride and seeing the country so lush/green after the recent drought. It was a perfect 27 degree day with little mid-week traffic - the day improved still further when my NSAI 'Mobic' pill kicked-in. Back safely in Lismore 12.15PM for lunch - a perfect day!



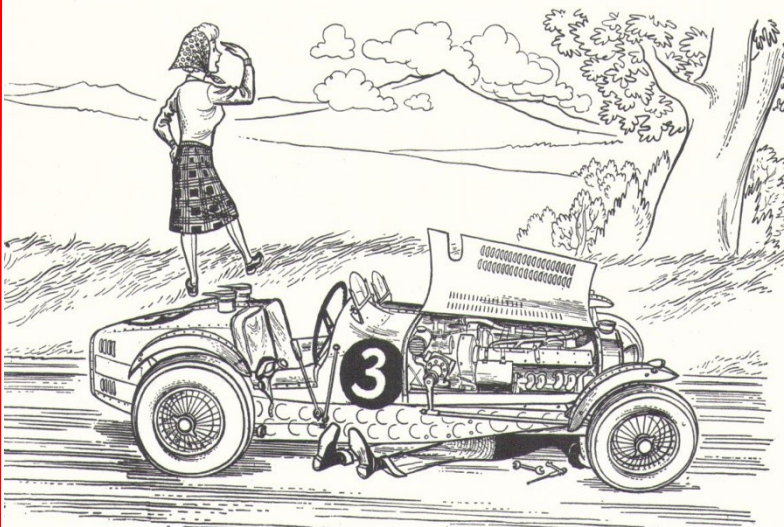
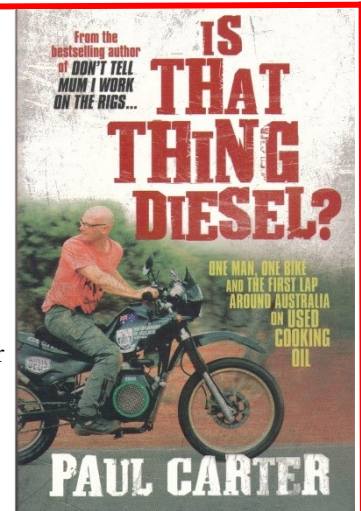
Rob Andrews

Book for the month:

'Is That Thing Diesel?' by Paul Carter, is an excellent read, especially for the adventurous or the dreamer.

This is the story of a 'retired' oil rig driller whose suburban life just doesn't cut it. So he decides to ride around Australia on a diesel bike—powered by homemade biofuel just to add to the challenge! He's an experienced writer—his first book being called *'Don't tell mum I work on an oil rig—she thinks I'm a piano player in a whorehouse'*. He has a great sense of humour—which he surely needs as incident after accident befalls him. A stay in hospital adds a bit of extra length to the trip, but he makes it in the end. The biggest early challenge was to find a suitable registerable diesel bike—solved when he discovered an Adelaide University modified Cagiva fitted with an 8hp Yanmar diesel. The bike had won its class in a fuel efficiency competition held as part of the 2007 World Solar Challenge—Darwin the Adelaide—2.7l/100km. A good read, and available through the library (check the catalogue on line)

Royal Enfield imported 8 diesel Bullets to Australia. Cheap riding anyone??

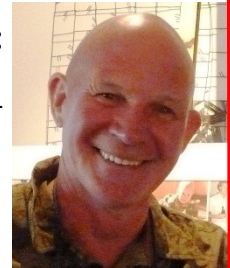


'One thing about a breakdown – it gives me a chance to look at the scenery.'

Do our pillions think this???

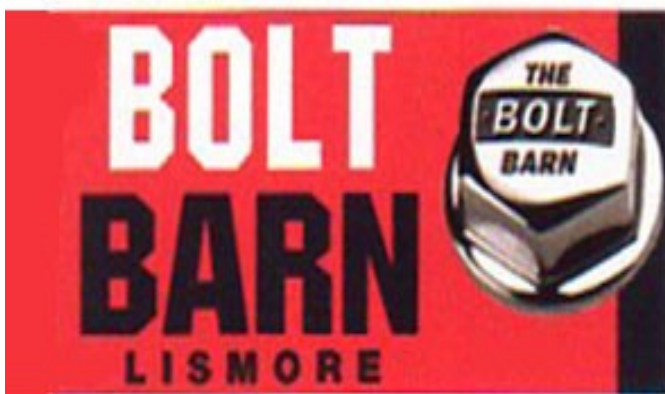
From the Editor:

In keeping with the classic theme of this newsletter, one of my favourite motoring cartoonists is Russell Brockbank. He could do a drawing of just about any car—from



any period up to his demise in the 90s—and it was always perfect. Look at the type 35 Bugatti here—makes you want to own one! Unfortunately he was never very keen on motorbikes, except when ridden by police.

In answer to a suggestion for the newsletter, I have included a road test of the Royal Enfield Continental GT as seen at our Show and Shine. I won't do it again, but if anyone feels like doing something similar—please feel free! Just send it to me with photos.



A Sheepskin Seat Cover ?

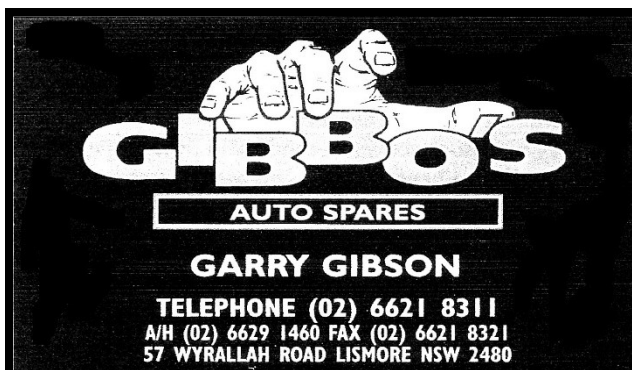
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Sunday run—to Toonumbah Dam? 13 April. RS

A group of around 10 riders set off on Sunday 13 April from the Rous hotel. Just time to gulp a cup of coffee before we left—on the most roundabout way to Kyogle ever!! Apparently Peter Lake was checking it out for the a rally. Off along the Bruxner highway (after passing Ray Fisher travelling in the opposite direction on Colemans bridge) then south down Tatham rd, crossing the Richmond river into Tatham, then a nifty dogleg south onto Fogwell's Rd to Yorklea, then Ellengowan rd to South Casino, hard left at the roundabout and head west along the Bruxner and turn off along Sextonville Rd, onto Stratheden Rd, then onto McDonalds Bridge road and back onto the Summerland Way into Kyogle.— basically a big horseshoe around Casino.

The run passed some excellent rural residential and farm houses—an interesting trip just for that; and some very pretty country as well. We met up with a few local club members there and coffee'd at the café behind the tourist info centre at Kyogle where Ray Fisher finally caught up with us. Apparently he followed someone else after Lismore, realized his mistake, and ended up having to make his own way there!

No-one wanted to go out to the dam—a pity really, because, thinking about it later, I remembered that the bitumen section before the last few kms of gravel is an excellent ride—perfect m'cycling with lots of sweeping curves and hardly any upright bits. Maybe next time.

The majority of the group elected to ride home via Cawongla and the Rock Valley Road, but I speared off to Lillian Rock to meet a friend (who wasn't there!) All in all, an excellent run with perfect weather—not hot, not wet— perfect!



Safe and Considerate Riding in Groups:

A common winge at club functions is the challenge of riding in groups when some bikes are almost as old as, if not older than, their riders and some bikes came out of the showroom yesterday—or are even real classics which are superbikes. The age of the bike is not really an indicator of performance with some classics easily able to out perform modern bikes.

So what's the winge? Firstly, from my own experience, there aren't many things more frightening than riding comfortably along in a group strung out nicely enjoying the experience when some clown on a performance bike rockets past me at high speed, no warning and not much clearance room!! My fault for not keeping my eyes on the mirror? Or his fault for not being considerate? I was once passed (on a group run, but not our club) by a clown who overtook me at high speed on a narrow road with a car coming towards me and not very far away!! He nearly forced me and my pillion off the bitumen - I'd have happily forced him into the oncoming car if I had time to think—just as well I didn't—but I simmered up to lunchtime when gave up trying to find him. If you do want to pass at speed—pass wide and at safe legal places.

Another issue is the challenge of riding a mixed group of bikes when the oldies (bikes) have pretty poor (by modern standards) brakes. The riders have learned to allow plenty of space for stopping, but the space disappears very quickly when some modern 'stops on a dime' rider pushes across in front of the old bike. Not only inconsiderate, but a very good way to end up wearing a front wheel parked neatly in your backside!! RS

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NRCMC Club Events



Club run each month on the 1st Sunday after the meeting.

Sunday runs now start only from Lismore

Rous Hotel

cnr. Keen and Zadoc Street at 8.30 am sharp

***Note:** Every Sunday is now an authorised club ride.*

WEDNESDAY Mid-week runs start at Lismore Railway at 9 am on the 1st and 4th Wednesday

May 2—4—Ride to Numndle Contact Ray Fisher 66293250

May 11—16 - 12th Over the hill run. Contact Tony Kempnich 02 6628 1806

June 15—Slow bike run to Evans Head F111 museum and coffee at riverside cafe

July 13—Ride to MooMoo café, then to Brunswick Heads hotrod show

SEPT 19—21 - NRCMCC rally—Commemoration park, Ballina , Marshalls needed each day please

Upcoming Rallies & Events Organised by other Clubs

May 3— Vintage Japanese Motorcycle Club, show and shine pre 1984 m'cycles @ Oliver's Motorcycles, 1098 Ipswich rd, Moorooka registration @ 9am

May 18—The Circle, take 2, start at Rous hotel

May 24—25 Ray Owen Concourse At Mt Tambourine, Qld

May 30—April 1— Clarence Valley Nymboida Canoe Centre overnigher—contact Terry 0409745011

July 18—20—Tamworth MCC rally, contact 67656085

July 26 -27 —Frostbite Rally, Warwick

Aug 9 = 10—Stinkwheel Rally, Pine River contact Ralph 0732899589

Aug 15—17—Aussie Triples Rally; (Marshalls needed for 16th and 17th)



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For Sale (or give away) and Wanted to buy (or find):

Errol Smith has been told not to ride anymore, so his favourite bike is for sale, price by negotiation. He has a lovely 1955 Matchless G80 with new mufflers. He especially wants the Matchless to go to someone who wants to ride it, not to a collector or speculator.. Contact Errol on 02 6628 2004

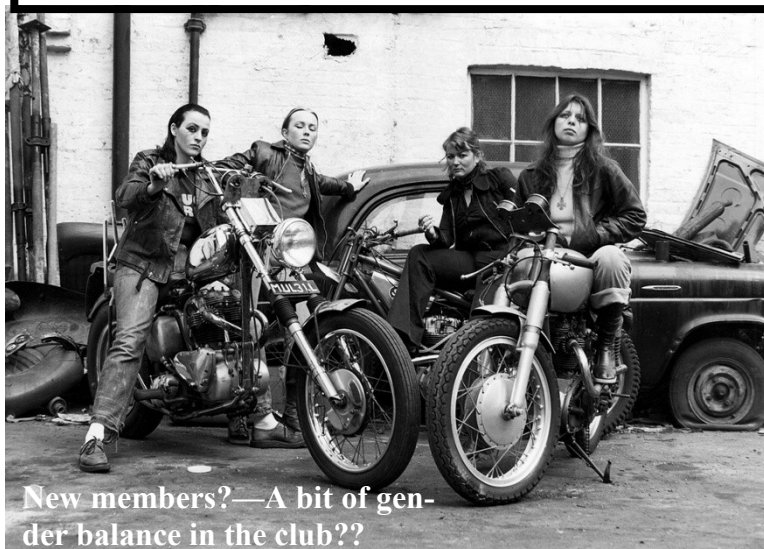
Ray Fisher has a surplus of bikes . He has for sale—

Right: 2008 Moto Guzzi Breda 1100 with factory hard luggage and screen,

Bottom: And a 2001 Moto Guzzi California 1100 sport with touring screen and rack.

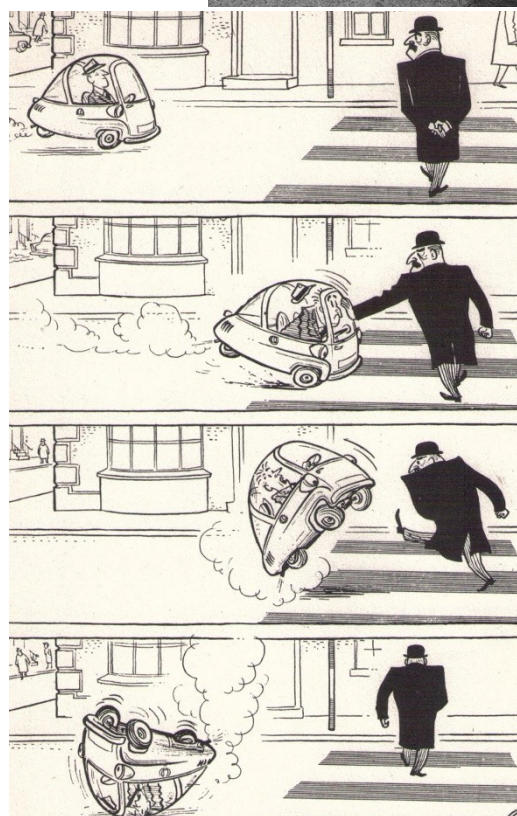
Price by negotiation. He will consider a swap or trade. Contact Ray 02 6629 3250

If you have something you want, or want to sell or trade or even give away, please let me know, preferably with a picture or some history.



Right: Are they checking out the seat on that bike or wot?

Below: Here's that Russell Brockbank again!



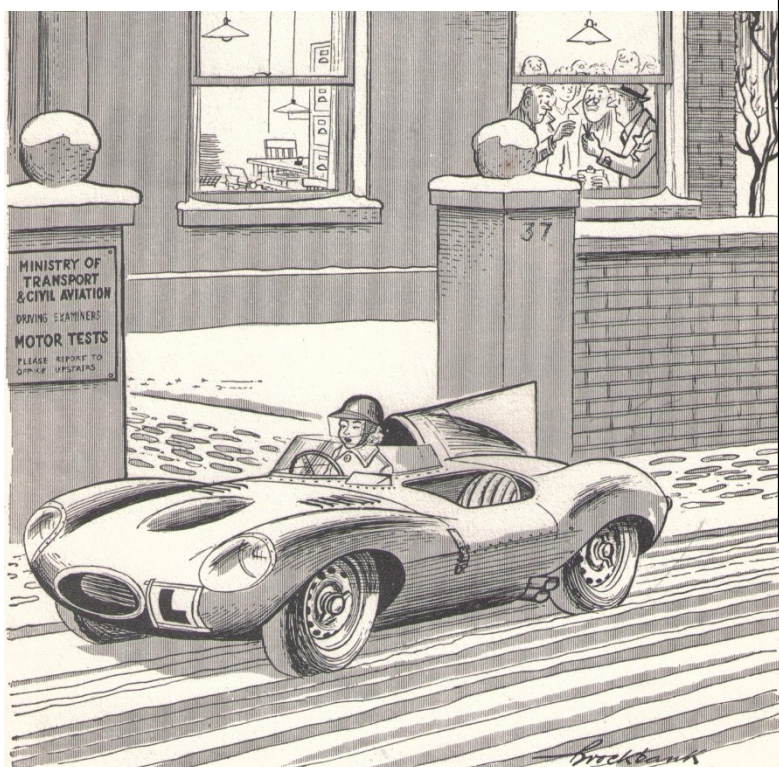
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Another Russell Brockbank—dedicated to Rik Lauf

Motorcycle Gymkhana:

Do club members want to hold a NRCMCC Gymkhana? A ground such as the Wardell sports club could suit—softer than bitumen if you drop the bike at low speeds.

An event at the Indian club rally was perfect for kick start, hand gearchange, foot clutch Indians—run to the bike, start it and first over the line! Very funny as the fastest starter stalled on the line.

I'm sure there are lots of possible events—grading from easy to tricky—and all safe and minimum risk to bike or rider. And it's a great way to increase skills and riding safety and have fun.

Why bikes are better than cars 2;

- Young riders pick a place to go to; old riders pick a direction and go.
- A bike on the road is worth two in the shed
- Motorcycle riders are safer, they don't text on their phones while riding.
- You can fit 3 or 4 bikes in a garage.

NRCMCC OFFICIALS CONTACT NUMBERS

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 Vice President: Pat Holt.....Ph 04 3547 5784
 Secretary: Katrina JefferyPh 0402 009 884
 Assist. Secretary: Richard Swinton..Ph 6629 1069
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 Mid-Week ride organizer, Rob Andrews Ph 6621 4083

Website: www.nrcmcc.org



More from the Indian rally gymkhana





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Our Club's objectives :-

The objectives of the NRCMC are *primarily* to encourage the restoration, preservation, and riding of older motorcycles. Through its various activities, the club promotes 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 holds its annual Classic Rally in September each year and entry is open for everybody to attend regardless of the type or age of their machinery. Club members also attend rallies organised by other clubs throughout the year.

The club endeavors to cater for families and all members partners and children are most welcome to attend any meetings or outings. Membership is open to anybody with an interest in motorcycling and there is No prerequisite to currently own a new or old motorcycle.

Monthly Meetings

Monthly meetings are held on the second Tuesday of each month in the Clunes Memorial Hall, Walker Street in Clunes. They start at 7.30 pm. Membership \$40 per annum, fees due in December.

Organised Runs

A breakfast run is held on the Sunday immediately following the club's monthly meeting. We meet at the Lismore Rous Hotel at 8.30 am. Start times sometimes vary so please check the latest newsletter or the club website. Every other Sunday can be a club run but members must contact the Events ~~O~~rganiser. There are also 2 Mid-week runs departing Lismore Railway on 1st and 4th Wednesday of the month at 9 am. Contact Rob Andrews on 6621 4083.