

Northern Rivers Classic Motorcycle Club Inc.

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Heights, NSW 2480

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or Ph 0266 246724



July 2014

Classic Torque



Sunday Run to Evans Head 15th June 2014 – to see the F111.

A beautiful day for a run after days of drizzle and rain. Clear skies and nothing wrong with the world – but we STILL can't get marshalling right!

GUYS, WHAT IS WRONG WITH US? It's OK to rush off and ignore the need for marshalling if, A) everyone knows exactly where to go, and, B) no one has a problem or breakdown; but it's not OK if we want to run as a group and look after each other.

So how should it work? First, clear instructions of the whole process need to be given at every briefing – no assumption that everyone knows the trick. You only need one visitor or one forgetful person to screw up the run.

It goes like this; The LEADER heads off followed by the group with a nominated TAIL END CHARLIE at the back – last bike who has to be identifiable by everyone and who always stays at the back of the run.

At each intersection where we have to turn away from straight ahead, the LEADER points to the second rider (The one IMMEDIATELY behind the leader) who MUST (repeat MUST) stop, preferably before the corner, to indicate to following riders which way to turn. This doesn't mean just standing there – it means pointing in the right direction so that the following riders can set up for the turn in plenty of time.

This marshal WAITS at the corner until the TAIL END CHARLIE arrives and tells them to move on – NOT BEFORE!! If there has been a hold up in the pack – a breakdown for example - the tail end Charlie may be late, but if the marker at the corner leaves because they think it is taking too long, the tail end Charlie and back up trailer won't know where to go. And equally importantly, the other marshals who have taken up positions further along the track won't know when to move on because the tail end Charlie is no longer on the right trail to tell them to move on.

Run to Evans Head, continued:

SO DON'T MOVE ON UNTIL THE TAIL END CHARLIE TELLS YOU TO!!!! If you get behind him, you're on your own, so pass him ASAP when you get the signal to move on from your spot. The tail end Charlie may stop and wait for you to get going, so be ready so you don't hold up the system.

We have a rally rule that if the break down can't be fixed in 5 minutes, then the bike must go on the trailer. This is so it doesn't hold up the tail end Charlie too much.

Simple really if you follow the rules.

Remember, a marshal can ride faster than the run, because after their wait at the intersection, you can ride as fast as you legally like until you catch up to the front runners. If you want to go faster than the leader or always stay right up front of the group, either pass the leader – in which case you have opted out of the group and are on your own – or, make sure there is always someone who's prepared to stop and marshal between you and the leader.

So how was the ride? Excellent apart from the marshalling issue. Most of us went via Whyralla Road, left down Broadwater road, right at Kilgrin road and along the river to Woodburn. From Woodburn a simple run to Evans Head and coffee at the riverside café in beautiful sunshine.

The visit to the aircraft museum was well worthwhile, especially for those who hadn't been before, and the F111 is an eye opener. I remember the first time I saw it, I was astonished at how big it was (although Lina was astonished how small it was!). And the pilots sat in a tiny cramped cabin (which could be ejected by rocket propulsion as a whole in the event of trouble). The bulk of the plane was fuel tanks, even up into the tail fin! This gave it its remarkable range, very suited to Australian needs. And its ability to fly under control of its on board radar at 2800 kph at a constant terrain following 400 feet (sorry, a bit over 100 meters) above ground is mind boggling, especially when you realize it did this in mountainous country as well! It had a range of different armament possibilities and could carry 48 bombs on its wing mounts, but with a full bomb load, it needed to take off with low fuel tanks and then top up in the air from a tanker plane. The bomb aiming and photography equipment was upgraded during its service life and could aim and control a bomb from 4 miles distance so it could hit a target the size of a door! The on board cameras could clearly pick up the door handle! The swing wings pivot on a pin about 60mm in diameter and 400mm long! And this tiny piece holds the wings firmly in place and carries the entire weight of the aircraft, which can be enormous when its in a tight turn or has a hard landing!

The old yellow tiger moth which was there last time I visited has been reclaimed by its owner and replaced with about a sixth scale model, so it looks as if the original shrunk in the wash.

Lets see if we can get the marshalling right on our next run – it's not difficult, just requires the need to control the urge to rush out in front. RS



Ready to leave from the Rous hotel;
Arrival at Evans Head Riverside Café;
A lovely Trumpy:

Northern Rivers Classic Motorcycle Club Inc

MINUTES OF MEETING HELD ON: 10/06/20134

START: 7.40 pm

WELCOME: 32 MEMBERS 1 VISITORS, 4 APOLOGIES as per attendance sheet.

Welcome by president and introduction from visitors

MINUTES OF PREVIOUS MEETING READ and ACCEPTED: David Jupe SECOND: Peter Lake

BUSINESS ARISING - Nil

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

ACCEPTED: Norm Balzer

SECOND: Richard Swinton

CORRESPONDENCE IN

1. 6 newsletters from various clubs
2. Invite to Douglas Rally, Bathurst Nov 5-8
3. Shannons flyer
4. Entry forms for Tamworth Rally July 8 - 20
5. Reply from RMS

OUT

6. Email to RMS concerning non financial members ACCEPTED: Peter Lake, SECONDED Richard Swinton

Registration office reported one BSA checked during the past month.

GENERAL BUSINESS:

1. Peter Harvey raised point of problems members could have if with historic registration bikes and do not renew. The club is required to keep details of the registration plates of historic registered motorbikes. Col send email to all members requiring them to return their registration details.
2. Lions TT - proposal is long term plan starting this year with a cafe racer style drag race in Kyogle and ride through closed roads at the speed limit. They hope to build the event up hoping there will be a road suitable for racing on over time. July 6 club ride to Kyogle for lunchtime meeting for the committee and supporters. Leave Rous Hotel 10.30 am or meet at Kyogle at midday.
3. Summerland Car Club show August 3 - there has been a change of management and a \$5 entry fee has been imposed this year because of DA requirements from council.
4. Lismore Motorcycles fundraising day and trade show September 6 would like to incorporate a classic show open to all. Afterwards ride to Channon pub for anyone interested.
5. Norm advises 21/22 June at Lismore Showground North Coast Road Racers - noted as a club run.
6. Teams Trials 21-22 June Rathdowney (take your own petrol)
7. Frostbite Rally Jule 25 - 27
8. There are 2 separate entry forms for members and non-members to try and avoid confusion.
9. Fundraiser from our show raised \$900 for North Coast Cancer Institute plus half of the Bunnings \$. Presentation will be organised to hand these cheques over with photographs.
10. 20th July another working bee at Katrina's, more details next meeting.

MEMBERS REPORTS

CLUB RUNS: Inverell rally 230 entries, lots of modern bikes, and people attended without paying.

NEXT RUN: Leaving and ending at Rous Hotel 8.30am

Nymboida event was washed out, will be attempted later in the year again.

Coffs Harbour rally had 65 entrants in a great location and should grow.

Wednesday rides - ending at Eric's home via a very long country route.

OTHR - very well organised with no hitches and highly recommended to all.

Ray Owens - bike of the day Sunbeam 1911, many more classic bikes in the car park rather than the show.

Sunday ride - circle all around Lismore with marshals and Rick as tail end Charlie. It was almost successful in teaching most members how to wait at a marshal point.

This Sunday - Evans Head to see the F111 display at 10am. Leaving Rous Hotel 8.30. \$5 entry fee. Slow bike ride with back up trailer.

MEETING CLOSED: 8.40 pm

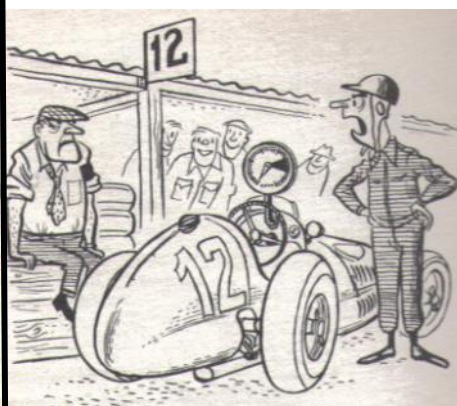
Presidents Report: postponed to the following issue—which I hope won't be far away. RS

Club Runs:

Wednesday , July 2.

What could be better on a sunny, crisp and frosty morning? Go on a bike-ride of course! [I can almost hear the chorus of caustic and disbelieving comments from wives and non-riders]! But indeed it was true, with 10 stalwarts from our Club setting off for another successful Mid Week Run. This time we went via Boatharbour Road, to Teven, Tintenbar, then up the southern section of Friday Hut Road to a planned coffee stop at the Newrybar Store.

Unfortunately there we were turned away from this now up-market establishment, as pre-bookings are now apparently compulsory. While there seemed to be plenty of room inside, I suppose the proprietors can make any rules concerning whom they will or will not serve. Regretfully this was the very first refusal to allow our members entry to any local establishment in the 5 years of the Mid Week Run. So some opportune words were said on the subject before we moved off a far more friendly venue in nearby Bangalow. It had a cosy back-room too, ideal for our use. Here we spread out and had a warm and friendly chat, with lots of time for leisurely coffees, late breakfasts or sweet snacks with cream - according to preferences. Unfortunately in all the confusion, Tracey had some difficulty in joining us, riding the classic Fisher ex-police Guzzi - but she got there eventually! Luckily while she was still in transit, a male rider had a trouser suspension problem [which could be described euphemistically as a "wardrobe malfunction"] - but otherwise things went pretty well! Bikes on this run were generally the more modern types, except for the classic Guzzi, sporty 250cc Honda and a superbly refurbished early Suzuki T500 along with a potent Yamaha RZ350. Nothing can really beat the smell of racing 2-stroke oil on a cool morning's breeze! Most riders then returned home via the Bangalow Road with its recently removed railway-bridge and two lots of frustrating roadworks. Back to Lismore by 11.30AM in time for bike and gear-cleaning before having lunch in the warm midday sun. RA



I've had enough of your thinly veiled insults!!



There's always a clown in every group photo! (or maybe his license is Cancelled!>:) Coffee at Bangalow!

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Other Club Rallys:

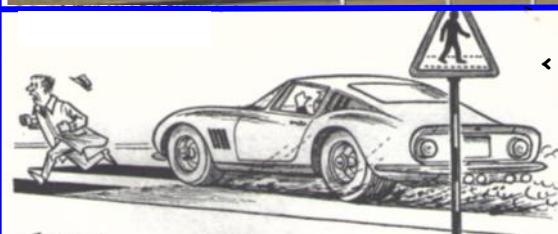
Report from Teams trial, 2014

This years Teams Trial was based at Rathdowny. Saturday's ride of approximately 120kms commencing at 1pm took us on a scenic ride to Lake Moogerah for afternoon tea. The usual pre-dinner drinks preceded dinner at the bowling club. Come Sunday am sun shining and morning crispness saw twenty teams of 3 bikes set off down the Lions Road, onto the Summerland Way, to Woodenbong, Urbenville then for a morning tea stop at Toloom Falls. Following morning tea, all made their journey back to Rathdowny along the Mt Lindsey Highway. A total of 163.7kms. The format this year was somewhat less strategic. We didn't take home any medals, but a good time was had by all. Now that this event is even closer to home maybe next year we could hope for more teams from NRCMCC. TK



Above: Tooloom Falls

Below: Camping Ground at Rathdowney



< I wish they'd make the road signs more realistic!!

Another Russell Brockbank cartoon...and isn't it a beautiful rendition of a Ferrari 250 GTHO?

One of the best looking cars ever built, I think.

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WednesdayRun 25 June to Kyogle Info Centre coffee shop:

As you can see from the top left photo, our ride leader has changed his spots—no longer on his trusty and easily recognizable BMW R90S, Peter Lake is now perched on a Yamaha 600cc single!

This run on another beautiful day went up the road to and through Nimbin (avoiding the temptations) and out onto the Murwillumbah—Kyogle road where we turned left down to Kyogle. A simple run with little chance of getting lost. The coffee shop behind the tourist info centre provided cakes and coffee and we all sat outside in the sun chatting about anything and everything—as you do. That's the point of the Wednesday run.

After coffee members headed home as they saw fit—some going via Cawongla and Rock Valley. A good ride. RS

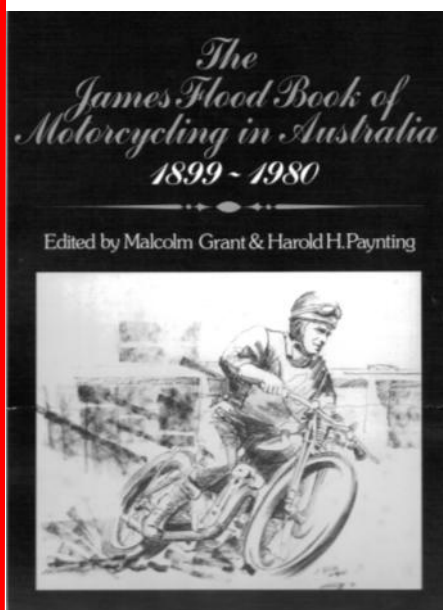


Just a couple of shots of the Kyogle TT rally held recently. Bernie Shailer was obviously very impressed—
“Had a big ride with some very rare bikes today; best day I've had in along time...GREAT! Very quick, SAFE riding...GREAT!

These bikes are simply ‘rare pieces of beautiful art’.
Of course, I am on ‘Polly’ the Beemer” BS



Book for the month:



The Club owns a limited edition copy of the **James Flood book of Motorcycling in Australia—1899—1980**

Here is just one random page of pictures; There are pages of modern colour photos of restored bikes of all types and rarity, coupled with page after page of historic photos of racing, military use, and general motorcycling. A fascinating read—although it's mostly pictures!



Alan Wall number 11 and Eric Walsh number 30 Rob-Rex Hill Club.



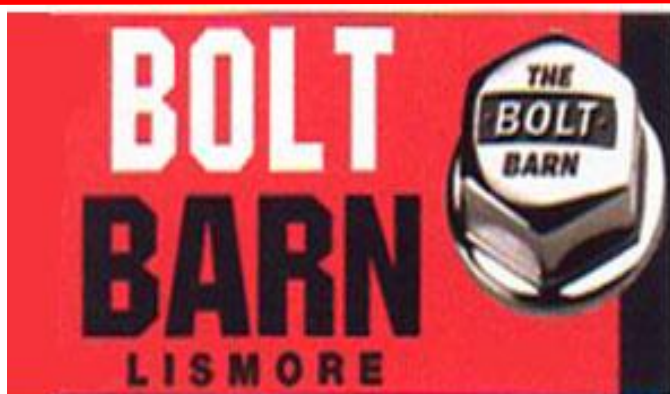
From the Editor:

A thousand apologies for the lateness of this edition. The challenge of retirement is that suddenly it can get very busy with projects, commitments to others and family members arriving for school holidays all happening together! Where, Oh, where did my management skills go!?

Thanks again to those who contribute to the newsletter. Also thanks to club member Terry Paxton who has sent me a comprehensive list of the bike manuals and other bike books he has which might be of interest to other members. I will add these to the club library list ASAP, and if you want one or other of them, his phone number will be there and you can ring and arrange to borrow direct from him.



If anyone else has manuals and books that may be helpful to others, please let me know



A Sheepskin Seat Cover ?

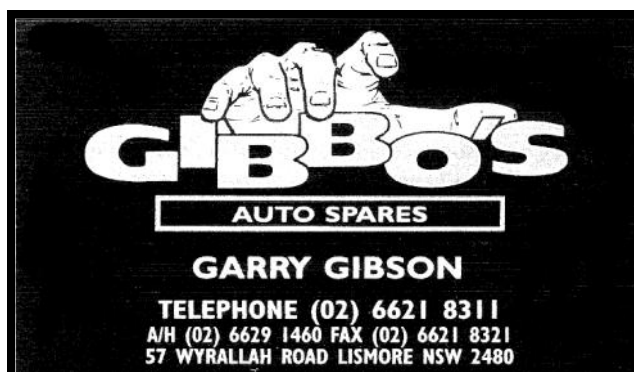
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Laidley Motorcycle Swap at Laidley Showgrounds Saturday, Sunday Oct 25th, 26th. Vendor entry from 4pm Friday \$15. Lookers Sat \$10, \$5 Sun. Entry door prizes Saturday. Sunday door prize drawn at 10am is a 1960 Norton Model 50. (right) Enquires Brian 0459211365 or bholzigal@y7mail.com



You like the retro look? How's this???

'14 Yamaha Star Bolt – Hageman Motorcycles

Once in a while, the eyes of even the hardest of hardcore custom bikers wander. Sure, old custom bikes are the duck's nuts - but what if one were to loose all sense of rhyme and/or reason and buy a brand new Japanese bike? Maybe one to keep in the garage next to the antique Far East classics you currently have. Have you ever felt the urge? We have. And guess what? There's actually isn't that much on offer. With the notable exception of the just re-released Yamaha SRs and the Honda CB1100, you're pretty much up Soichiro Creek if you actually want something that looks half decent without a heap of work. Until now, that is. Japanophiles – meet your factory custom bike saviour. His name is [Greg Hageman](#), and this is his rather masterful tilt at a 2014 Yamaha Bolt, factory warranty and all.



Safety Issues Again: We often think and talk about safety gear—jackets, boots, pants, armour inserts for spine, elbows, shoulders, and of course the crash helmet.

This young couple seem to have forgotten something—but HE was booked - Why? Because she wasn't wearing a crash helmet!!! Still, if the Victorian motorcycle police can wear short sleeved shirts on a hot day...?

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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

July 20—Working bee at Katrina's, 9.00am. Contact Frank 6686 0771

Aug 17— Sunday run—marshalling for Triples rally

Aug 22—club ride to Motorcycle races, Lismore racetrack. Contact Norm Balzer 0427 310 635

Sept 14—Sunday run in preparation for Club rally, Brunch at Richard and Cindy's place

SEPT 19/21 NRCMCC RALLY— club members to marshal, etc

ENTRY FORMS for Visitors and Members are available on the club website, www.nrcmcc.org.

NOTE: Please register formally rather than just turn up on the day. It is difficult to cater for an unknown number of late entries. Dinner will not be available without an entry.

October 10/12—Drum brake only ride—details to be decided

Upcoming Rallies & Events Organised by other Clubs

July 18—20—Tamworth MCC rally, contact 67656085

July 26 –27 —Frostbite Rally, Warwick

Aug 3—Summerland Sports and Classic Car show in Lismore. NRCMCC to show bikes

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

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

Aug 29-31—Grafton rally – contact Terry 0409745011

Sept 13—15—Qld, All British rally Yarakool, contact Fred 0418381934, www.bsaqlld.com

Oct 25—26—Qld, Laidley Swap meet (used to be Gatton) see ad in this newsletter.

Nov 1—2 Hat head rally

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

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. ———

WANTED: I have a friend, an ex motorcycle racer, who has a complete Triumph cub which used to belong to his father, now sitting in his shed with a couple of his other bikes. Stephen wants to restore it—He can handle the tinwear, frame and suspension, and it was running well when last used; but he wants to find someone to who can dismantle the engine and gearbox and probably hone and re-ring it, grind valves (if required), new seals and gaskets, and check the gearbox and clutch.

If you know of such a person—yourself or someone else, please contact Stephen Uphill on 0427 647 334. He wants to join the club when his bike is up and running. RS

WANTED: Barry McDonald of BRM Motors is looking for a CB500/4, around 1973 model, but all possibilities considered. If you know of something that might suit him or wish to get more info from him, his contact is sales@brmns.com.au CMcA

FOR SALE: James Walbi (Tel 66222255) has this early "iconic" 2-stroke Yamaha 250 RDLC (known as "Elsie") circa 1981 for sale at the moment - as per photo. It is around (est) 95% complete but all the needed spares are still available. Price is by negotiation, but unlikely to be high! Rob Andrews inspected this machine. It needs a full [but comparatively easy] restoration and is in a surprisingly original good condition for this model.

[This was the "hoon" bike that got L-platers restricted to 125cc mopeds from the previous 250cc rule in England!]

No power-valve yet so the engine comes on suddenly with a viscious power-band. Most were raced, but this one wasn't - as far as I can see. A slice of history and very collectable indeed. RA



A man is stranded on a desert island, all alone for 10 years. One day he sees a speck in the ocean—he thinks to himself; 'it can't be a ship'. The speck gets closer and he thinks –'it can't be a boat'. It gets even closer and he thinks –'it can't be a raft'. Then out of the surf comes this gorgeous blonde woman wearing a wet suit and scuba gear. She comes up to him and says 'How long since you had a cigarette?' 'Ten years' he replies. She unzips a waterproof pocket and pulls out a pack of fresh cigarettes. He takes one, lights it and sighs 'Man, is that good?!'. Then she asks 'How long since you had a whisky?' 'Ten years', and she pulls a flask from another waterproof pocket. He takes a long swig—'That's fantastic!' he says. Then she starts to unzip the long zipper down the front of the wet suit and says "And how long since you had some REAL fun?'. The man replies "Don't tell me you have a motorcycle in there?"



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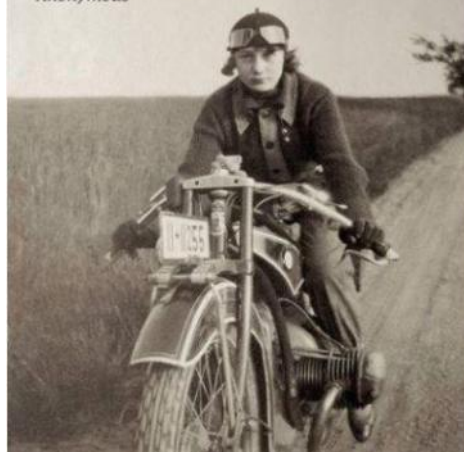
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*The first motorcycle race
began when the second
motorcycle was built.*
—Anonymous





Some more picture from the James Flood book of Australia Motorcycling.

(top left) - 'Harry Busteed of Melbourne, Victoria on his huge 16hp V-twin machine which he built for racing'. — just the thing for a slow bike run!??



NRCMCC OFFICIALS CONTACT NUMBERS

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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 Sunday can be a club run but members must contact the Events Organizer. 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.