

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

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September
2011

Classic Torque

Sunday 14 August NRCMCC ride to Grevillia

On what turned out to be an excellent day for riding, 25 bikes plus some pilgrims gathered at Lismore railway car park ready for another adventure.

Our intrepid run organizer was called away for family reasons (We hope things are OK, Peter) so Rob Andrews stepped into the breach. The destination was Grevillia, the route went out the Kyogle road, left at

Naughtons Gap where we played TT riders, then right at Manifold road (where my blinkers and voltmeter started to play up – eventually reading below the scale!! A worry! – was it charging or not?? – should I go on?)



Our "Classics" lined up outside the store

rate of knots which shocked most of us – even our own speed freaks! For other peoples sake I hope he successfully completed his trip!

The Grevillia store had been pre warned – in fact they wanted us to come, and they coped with the sudden influx of 30 odd people very well with hamburgers and coffee devoured by most.

Then people headed off home by various routes. All in all an excellent ride in beautiful conditions. Oh, a replaced fuse fixed the blinkers and the volt meter returned to normal – why did the volt meter collapse when the fuse for the blinkers blew? Must check the wiring.

Richard Swinton




"I am shouting all the club members hamburgers", says Mark

"Did you hear what Mark ordered? Yes sounds like bullshit to me" says Paul to Peter

NRCMCC MINUTES of MEETING		9/8/11	START:	7.50pm
WELCOME: MEMBERS 34 as per attendance sheet. Welcome to new member Greg Breen				
VISITORS PRESENT:		0 as per attendance sheet		
APOLOGIES:	3 as per attendance sheet			
MINUTES OF PREVIOUS MEETING READ				
ACCEPTED:	Doug Foskey	SECOND:	Frank Widdows	
BUSINESS ARISING				
1. Bunnings BBQ will be on September 3, from 8.30 to 4pm. Mostly members are needed for setup, lunch rush and pack up. Please help as you can on the day for a few hours and bring your bike to display.				
TREASURERS REPORT				
OPENING BALANCE:			CLOSING BAL:	
ACCEPTED:	Noel Edwards	SECOND:	Mary Walker	
CORRESPONDANCE				
IN:	<div>1. QLD Historic Motorcycle Club magazine</div> <div>2. Northern Rivers Classic Car Club</div> <div>3. Grafton Vintage Motorcycle Club</div> <div>4. Gold Coast Enthusiasts Club</div> <div>5. Newcastle Vintage Motorcycle Club</div> <div>6. Inverell Motorcycle Restorers Club</div> <div>7. Shannons Route 66 competition</div> <div>8. Maclean Swap Meet Sept 25</div> <div>9. Shannons Show & Shine – Grafton Aug 28</div> <div>10. Tri-Spark Classic Twin Digital Ignition systems</div> <div>11. RTA – catering trailer rego</div> <div>12. Letter Coffs Harbour Restorers club re Sunbeam Rally</div> <div>13. Council of Heritage Motor Clubs AGM report</div> <div>14. Natureland Classic Motorcycle Club invitation to November rally and inclusion of our rally in their run list.</div> <div>15. Woodburn Chamber of Commerce letter regarding 30th anniversary of opening of bridge celebration on Oct 8 inviting club members to attend and do a display of bikes.</div>			
OUT:	1.			
ACCEPTED:	Paul Reynolds	SECOND:	Pat Holt	

Continued next page



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NRCMCC Minutes for August . . . Continued from page 2

GENERAL BUSINESS:

1. Ladies night money has to be paid tonight if you are attending
2. OTH will be held 29,30 April 2012
3. Pat reports he was approached by someone with 2 Honda's for sale, will sell both together for \$2200 – please contact Pat if you are interested.
4. Paul Rigney has had an accident between his mountain bike and a car and is in hospital in Brisbane – a card is going around for signing tonight.
5. Eric reports on the outcome of the sub committee looking in to the club constitution – the executive need to meet with the sub committee to discuss the document, hopefully by the end of the year, so that it can be brought to the club and dealt with as needed. 4 copies are presented to the executive.
6. Doug Foskey talks about Open Street Maps app for mobile phone and suggests the club could add points of interest and good motorcycle roads for tourist information. Doug will get Noel to put an article into the next newsletter giving people instructions on how to get information to him.
7. Latest issue of Northern Rider was released a few weeks ago. Each issue a classic bike will be featured if members would like to assist with photos and articles of interest.
8. Rob Andrews says some good manuals available at Lismore Motorcycles.
9. Bryson reports Aug 21-28 rally in Kingaroy
10. 27-28 August Leyton sprint
11. Guzzi rally 9-10 Sept in Gloucester
12. Phone call from Ed Farrell and is looking for someone who can work on an Indian bike please see Mark for contact details.
13. Cleveland Show and Shine has been postponed to October 9.
14. Triples rally coming up in 2 weeks – 20 – 21 August, Peter passes marshalling sign on sheet around. Peter discusses the route.
15. Peter discusses upcoming runs early next year and some options for overnight runs.

MEMBERS REPORTS

CLUB RUN	Brunswick run started in the rain at Goonellabah but dry in Lismore. Only Peter and Rob left Lismore and a further 6 to pick up in Bangalow and black skies ahead. In actual fact the skies cleared as they headed north and Brunswick was packed with people and cars.		
	Classic car and bike show – Eric and Peter arrived early, and our 30m space was crowded with at least 30 bikes on display, thanks to members for their great contributions. Tony Penrose, Dave Charlton and Pat Holt all won awards for their bikes.		
	Mid week runs have had good turn outs and are going well.		
NEXT RUN:	Grevillea Store is the destination leaving Bangalow 8.30, Lismore 9am for a good winter ride.	MEETING CLOSED:	8.42pm



Hallidays

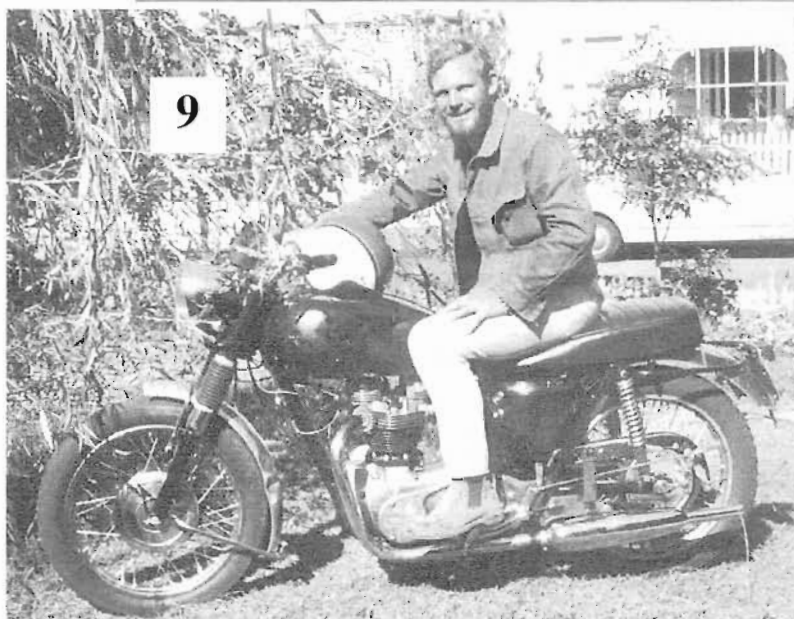
ENGINEERING

Phone: 6621 3906

McLennon Lane, Lismore (behind Farmer Charlies)

The Old Photo Gallery

Who are these members? All are currently active but do not necessarily still have these bikes



Hint for picture below right: Taken in Germany 1956



NRCMC Club Events 2011

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

Bangalow: runs start from top restaurant car park / from Lismore Railway Station.

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

September 18th "The Circle" Lismore as base. Leave 9 am for One and half hour ride.

September 24/25 NRCMCC Annual Rally based at Ballina. Registration and breakfast at 8.00 am. Leave Ballina 9.30 am. Sat. and Sun

October 16th Moto GP weekend) Slow Bike Run to Casino (Park beside the river) leaves Bangalow 8.30, Lismore 9 am.

November 13 Run to "House with No Steps" coffee shop. Leaving Lismore 8.30, Bangalow 9 am.

December 4th Toy Run: Ballina Football Oval 10 am

December 11th NRCMCC Christmas Party and Rego Day at Clunes Hall, 9.30 am

December 18th Club run to Frank Widdows in Ballina. Leave Bangalow 8.30 am: Lismore 9 am

January 15th Drake Pub Run for lunch, leave Lismore 9.30 am. Anyone interested in a week end stop-over at Tenterfield the same week-end? Contact Peter Lake

Plan ahead for these other club events for 2011

October 29/30 Gatton Swap Meet at showground, run by Toowoomba area.

November 4/6 Hat Head Rally, Natureland Classic Motorcycle Club 16th Annual Rally, Kempsey

November 19/20 9th Walcha Challenge, Ph Neil Weir 0404041627 c/- Taree & District Vintage & Classic Motorcycle Club, accom. at New England Hotel Ph: 6777 2532

NRCMCC OFFICIALS CONTACT NUMBERS

President: Mark Hunt Ph 6686 9005
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Deputy: Peter Lake, Ph 6628 5872
Librarian: Eric Wilson Ph 66243157
Rally Com. Person: yet to be decided
Registration: Officer:
 Bryson Walker: Ph 6629 1509

Registration Officials: Pat Holt Ph 6629 1051
 Brian Riordan 6621 5535, John Sinclair P6688 4130
 Bryson Walker 6629 1509
Editor: Noel Edwards: Ph 6624 2506
Email: noel_mavis@hotmail.com
Deputy: Richard Swinton Ph 6629 1069
Catering: Ian Wilks and Wendy Hagan
Raffles: Dave Bonhote-Mede Ph 6621 8803
Events Co-ordinator: Peter Lake Ph 6628 5872
Mid-Week ride organizer, Rob Andrews Ph 6621 4083

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ATTENTION MEMBERS

CHANGES IN HISTORIC PLATE REGISTRATION

We received a letter from the clubs affiliated body, Council of Heritage Motor Clubs, NSW Inc., too late for mention at the August monthly meeting. The letter asked our clubs thoughts re current / historic plates rego, and how we might like it to be.

What bought about the matter is that Victoria and South Australia government departments responsible for historic rego have changed the method and driver / rider responsibilities and we must be prepared for NSW to possibly follow these states

We have to reply to the letter by next meeting so that the council can discuss all club replies at their October half yearly meeting in Queanbeyan, so you must give your thoughts to our vice president in writing no later than end of September.

For your consideration, the following is what has occurred in Victoria and South Australia.

VICTORIA

Financial member of Vicroads approved club—logbook issued with rego -- log book must be filled in at start of each run as to destination etc—log book enables the rider/driver to use vehicle for 90 days in each year of rego without club permission--(so could be used for commuting provided log book is filled in for each journey) and log book must be carried at all times. Failure to produce it results in a fine— you can opt for a 45 day log book at less cost— clubs must sign an agreement with Vicroads that if they suspect a member is not adhering to rules and don't notify the Vicroads, their club approval may be withdrawn — permit and logbook fees are:

45 DAY LOGBOOK	\$64.50
90 DAY LOGBOOK	\$114.40

SOUTH AUSTRALIA

Must be member of approved club --log book issued by the club on paying the rego — must be carried at all times vehicle is operated -- must be filled in at start of use—fine of \$750 if not done — can be used for up to 90 days in a year period, and you can get rego for 1, 2, or 3 years period, rego fee including CTP for all vehicles is \$125 for each 12 months.

There are a lot of minor regulations attached in the forms, but I have given you the main changes that have already happened in two states, and I think that NSW will follow suit here soon..

One state has put the onus on reporting misuse of rego on the club, for instance, and one has a heavy fine for not carrying the logbook.

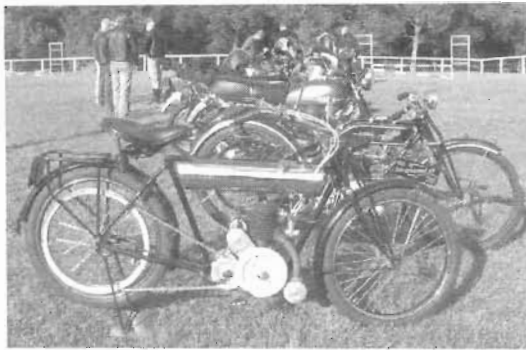
If you want any more information, call me, and please have your written note to give me at next meeting so the club can contribute our thoughts to the council

Eric, Vice President

REMINDER OF RESTORATION TROPHY FOR 2011

Members are reminded of the rules for entering a restored machine in this year's Jack Ahearn restoration trophy.

1. Machine can be any make or model bike provided its 30 years old this year
 2. It must be a model as it left the manufacturers factory, and not a later conversion to a street bike or special such as a Rickman or a Norvin.
 3. It doesn't matter how long you have been working on it, it must be finished and registered on full road plate or a historic plate this year and before 31st December
 4. You can notify Eric Wilson or John Cafe of your entry anytime but must have the machine available for inspection in January 2012 by John, Eric, and Jack Ahearn
- So come, be famous and get your name on this beaut trophy when the winner is announced at the first club meeting in 2012.



1916 baby Triumph 220 cc 2-stroke



1954 Adler 250 twin 2-stroke



1966 Francis Barnett 250 single



1966 Yamaha 100cc twin



1967 Russian Voskhod 197 cc single



1922 Australian made Waratah

'Stink wheel rally' 2011

The rally held each year by the Pine Rivers branch of the MMCCQ is unique in Australia as far as we know as it is open to only "Classic" 2-stroke motorcycles. As it was washed out last year we spent some time anxiously watching the weather on our trip north but fortune was with us this year as the weather remained perfect for the day.

Numbers were down from previous years, and there were only 3 entries from our club though 2 of these were first time attendees. Ray rode his 1974 CZ, Paul the mighty Suzuki Waterbottle (all the way from Lismore) and I the very dependable Yamaha RD but there were still over 2 dozen entries ranging from a 1916 Triumph 200cc to Paul's incredible 1972 750 cc Suzuki. The assembly point and sign on was at the North Pine Country Markets and Pony Club grounds at Old Petrie Town.

Well I now can report first hand that we are not the only motorcycle club to experience a hiccup in their marshalling arrangements. On the first stage of the run we were to follow the first entrant to register out the gates of the pony club grounds but the organiser of the run forgot to place a marshal to guide us to which direction to take from there. Consequently we all took the wrong way and after travelling 25 klms to Dayboro and not seeing a marshal, we all returned to the assembly point, had morning tea and coffee and waited till all the marshalls returned. The rally then restarted (with marshalls ready at the gate).

The route followed the Dayboro road and up the Mount Sampson Road, skirting around Lake Samsonvale and over Clear Mountain and through the state forest and back to the start. It was a very scenic and mountainous tour and we all very much enjoyed the ride and of course all the socialising and bullshit that accompanies these types of events.

I can also report that contrary to a lot of scepticisms about older 2-strokes machines and their reliability, there were no breakdowns in the over 100 kilometres travelled.

Noel Edwards

Doc's health tip for September . . . INSOMNIA

The inability to fall asleep or remain asleep resulting in long periods of wakefulness. The results can be quite counterproductive – poor performance at work, motor vehicle accidents are some of the more serious consequences.

Insomnia may be a symptom of a underlying disorder eg. anxiety or depression. Pain is another cause, eg. arthritic pain. Coughing is another. All these are symptoms of some underlying cause which may need medical attention.

Some hints on how to prevent / treat insomnia:

- * Warm comfortable bed in a quiet bedroom.
- * Relax in the hour or two prior to retiring
- * Take a walk after dinner
- * Avoid stimulants prior to bedtime ie. coffee, tea
- * Avoid alcohol in the period before retiring as this can also cause interruption of sleep
- * If you awaken , don't stay in bed, get up and do something mental/physical activity, ie: read a book, work any leftover chores.
- * Have a hot shower or drink some warm milk
- * A mild sleeping pill may be helpful but go easy as the use of these is generally used as a last resort.



Just remember your body needs sleep to remain healthy. The average person requires a minimum of 6-8 hours per night, so make sure you get your adequate "shut eye". *Regards Doc.*

SATURDAY 24 at Commemoration Park, **SUNDAY 25** Ballina . . . at 8 am **NRCMCC Annual Rally**



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Lismore Motorcycles

From the Editor's desk

Hope everyone has or is getting around to putting in their entry form for our annual rally in less than two weeks time. At the time of printing this newsletter the response has been rather disappointing so we can only hope this improves. This rally is our main hope to keeping our finances at a sound level and requires a large amount of work necessary to ensure its success so please participate and get your entry in soon.

The weather man has been a little kinder to us over the last couple of weeks and has made it possible for good attendances at our various club events. Keep your fingers crossed for the next couple of weeks as we need some fine weather for our major rally.

Noel Edwards



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MORE PHOTOS WANTED

I am looking for more "OLD" photos from members of their 'Classics', motorbikes, the older the better, but the photo must have you in it or on it.

Please either email them or loan me the photo, I will return them.

Noel Edwards: Editor

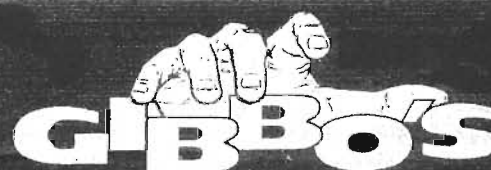
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The 2nd Aussie Triples Rally has been run and all participants had a great weekend. 42 bikes were entered including Tridents, Rocket 3's Hurricanes and specials including Rickmans, Tritons, a Son of Sam T160 and a very rare Legend (only 61 were made in 1976)

Entrants came from afar with one from Darwin, others from the ACT and North Queensland.

We and everyone attending wish to express our appreciation for the assistance provided by members of the Northern Rivers Classic Motor Cycle Club who stood in the rain at times to help ensure the event went smoothly.



Above is a pic of the Triumph Legend which was at the Aussie Triples Rally at the last weekend of August. The owner comes from Broken Hill.

Les Williams (LP Williams) built only 61 of these in 1976 after Triumph ceased major production. Only three came to Australia and one of those now lives on Norfolk Island. *Col & Nancy*

The NRCMCC extends an invitation to all enthusiasts to view our club bikes prior to Rally, Sat & Sun 24/25 September at Commemoration Park, Ballina from 8 to 9.30 am



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Summerland Classic Car and Motorcycle Show and Shine

Held this year at its previous venue, the Brown's Creek Car park where it proved more popular than last year as there were over 40 motorbikes on display. An additional group of bikes arrived from Tweed Heads representing the Tweed Heads Restorers Club. For the hundreds of classic car and motorcycle buffs the day was perfect.



Above and below are just a few of the many superb examples of some of our members "Classic motor cycles" on display at the show.

At Left:

Our president, Mark Hunt studying this unique invention of a combination pedal power with a 35cc petrol engine. We wondered if he intends to trade his BMW in to save on fuel.

Bottom Left:

"Last chance gas" depicting a 1950's service station with the appropriate petrol prices still on the pump meters.



Results for the Motor Cycle section for the most Recognised Excellence" trophy.

First: Tony Pembroke / 1981 Moto Guzzi LeMans

Second: David Charlton / 1974 Ducati Sport

Most Desirable Motor Cycle was won by Pat Holt with his 1962 Norton 750 Cafe Racer



A GREAT DAY ...UNTIL.....

One fine sunny day (summer '79) my girl-friend and I, suffering from "cabin fever" decided we needed to get out of the four walls. Great - except for one little drama. Our transport, my 1978 Triumph Bonneville needed a little repair job. The bottom front mudguard stay had broken and I didn't want to ride it with just the top stay, because that too after a while, with vibration would break. Okay, I said, just take the guard off and when the new stay comes in at the bike shop next week, fit it all back on!

Oh, but what to do with the front number plate? Remember those curses? I know - just make an L-shaped bracket and quickly bolt the number plate to the right hand fork slider! No worries.

Okay, so there we were, a nice Sunday morning riding out of East Maitland headed to catch up with friends and get some essential supplies such as food! Coming over the crest of a hill and there was this cop waving us over. Right. The usual licence and rego check and then "Where's your front guard?". After calmly trying to explain my case he wasn't having a bar of it and booked me. I can't remember how much the fine was at the time, but it was enough to upset me anyway. Muttering under my breath we got on the bike and I started it - giving it a fist full of revs. Not the best idea, because at the time I was running drag pipes on the Triumph. The copper jumped back out of his Charger and yelled with his book and pen in hand "Undue noise, you didn't have to make that much noise!" - and was going to book me again. By this time my girlfriend had enough so she started into the copper saying things about just booking me, etc., etc. Well, he just waved us off and got back into his Valiant Charger! Not letting a chance go by we left at a quiet sedate pace. We continued on our little venture and with luck finally on our side saw no more cops. As a side thought - is it still legal in Victoria to run no front guard on your motorcycle if you want to?

And also - What's that saying? "It's a beautiful day - now watch somebody come along and stuff it all up!" How true.

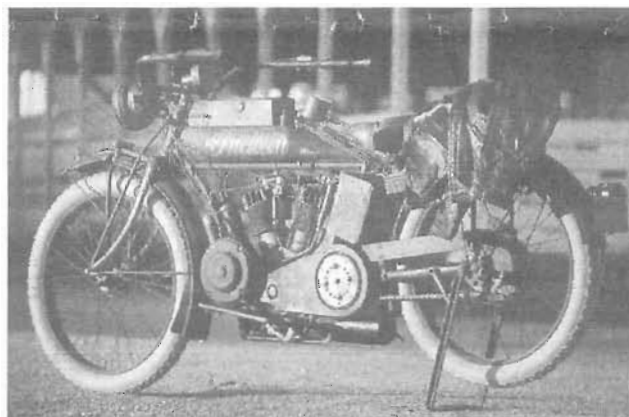


VIA CON DIOS - 'The Dog'.

Indian was first electric starter

Indian was the first to offer electric starting on a production motorcycle when it introduced the Hendee Special in 1913. Described by The MotorCycle as the most important and complete system ever fitted to a motorcycle, the vee twin Indian also featured electric lights, horn, and coil ignition. Weighing in at over 25lb the combined starter motor and dynamo is rated at 1.5 hp. Because the chain driven armature is so large, the motor exerts considerable torque to crank the engine over. A cold motor should start in about 12 seconds, a hot one at the touch of a button.

The Hendee Manufacturing Co may have taken the motorcycle into the twentieth century, but battery technology wasn't ready for the move. Two 6v Witherbee batteries were connected in series by a switch for 12v starting. Stored under the saddle, they added 19lb to the Indian's weight. Rough roads soon shook the guts out of the batteries and with no kickstart the Indian rider was left to hitch a ride home.



Triumph Trident went electric start in '75" with a car type pre-engaged Lucas unit. Starter motor pinion meshes directly with gear teeth on back of single dry clutch. Electric starters have been available in Japanese bikes for over 40 years and were not considered luxury extras as the 1969 Honda CB 175 used epicyclic reduction gear and chain to drive the crankshaft.