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(see page 15)



**April
2018**

Classic Torque



**More on Show & shine
- page 2&3**



Still wondering where to go for that next holiday experience?sick of all the city traffic...!! And crowded bus tours in Europe don't get you going... well try a holiday in Thailand . hire some motorcycles and then set off to see, experience and taste the local country culture... this is exactly what Michael and Julia Smith did.. Turn to pages 6&7.. for Michaels Article on their trip to Thailand.



Note: there is no copywrite on Photos used above

Show & Shine - 17th March - Alstonville

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Show 'n' Shine

To all who were able to attend the show n shine what a great day we had, lots of Public attended and donated to assist us to reach our \$1000 donation goal. As I arrived early there were many members who were already working setting up LJ Hookers, Vintage Japanese and our sponsor Shannon's Insurance quick shades. It was so heart-warming to see this hive of activity, showing what our club members do so well, assisting others. Members quickly had the catering trailer positioned, unhitched and unpacked ready for business. Others come and started to core business of cooking the BBQ, constructing the sausage sandwiches and handling the money, they had it all worked out like a well-oiled machine while others grabbed the donation bottles and started collecting.



There were so many offers of help that we couldn't accommodate them all. Looking around the carpark it was great to see members in all sorts of activities parking bikes, registering bikes in, shaking the bucket etc, but best of all was observing members interacting with the public who came to view the bikes. So, to all who attended well done, I hope you enjoyed the day, the event was a success.

The Committee wish to thank those who organised this event and all those who displayed their bike and attended to make the 2018 Show 'n' Shine a success.

Special Thank you to our Sponsors Richard Campbell of LJ Hookers for the use of the car park, quick shades and garbage bins, and our trophy sponsor Shannon's Insurance company Mary W PS also found one { 1 } glove at S+S ... will take to next meeting if not claimed before



SHOW & SHINE RESULTS

Best Veteran { heritage vehicle built before 31.12.1918. } - Bryson Walker - 1912 Triumph

Best 1932-1039

- Col McAndrew - Triumph Tiger 80 Cub

Best 1940 - 1949

- Walter Klossner—Nimbus-C Bumblebee

Best 1950 - 1959 - Ian & Cathy Mackie - 1956 MotoGuzzi Airone

Best 1960 - 1969 - Bill Roberts - 1969 BSA Rocket

Best 1970 -1974 - Tony Evans - 1973 Aeromachii

Best 1975 - 1979 - John Charlton - 1979 Yamaha 500

Best 1980 - 1988 - Warren Walmsey - 1980 Motto Guzzi Le Mons

Best Sidecar Michael & Julie Smith - 1954 Ariel

Best Original / Unrestored - Neil Williams - Honda CB750 FZ

Best Classic Race Bike - Chris Boucher - Ducati Epicycle

Presidents Report - April 2018

From the presidents chair April 2018

As I ponder what to say, I think about who reads this little communication. By the number of members present, some out in the chair area I hope many, not because I was the author but because of the message it gave. This is a message of hope for the future of our club. With that said, I thank each and everyone who attended the March meeting and hope we will see you at subsequent meetings.

February and now March meetings were so well attended with much to do I was unable to get out from behind the desk, which for me is not ideal, as I want to get out amongst you to greet new and long standing members and friends. Newer members may wonder at the wisdom of a female chairperson but I would like to say that I love participating in club activities and assisting the club to be alive and growing with members being acquaintances and friends. Please introduce yourself to me, as I have a terrible memory for name, and chat I am a motorcyclist just like you but sometimes the club comes between me riding my motorcycle and bringing the clubs equipment for others to enjoy.

I thank you all for your assistance in the Show n Shine for without you all giving your assistance it would not be a success. Thank you to Col & Nancy McAndrew for their full commitment of the years since it began; it just goes to show how an idea can become a major event and charity fund raiser in the clubs calendar. Col & Nancy are stepping down and I Thank Ian Mackie for stepping up to assist this year's event and to continue running this in the future with the assistance of you the members.

Now the rain has let up and the weather has cooled a little it is ideal motorcycling time so get out the bikes ride them as they expect and enjoy the journey.

Mary Walker – it is a little shorter than last month by just a little.

More Photos from S+S ...



BBQ staff

Photos taken
By Dieter Opfer and Editor

Abbreviations used in Minutes MW Mary Walker

MINUTES OF MEETING HELD ON: 13th Mar START: 7. 30pm

WELCOME by President. Special welcome to the life members present at this meeting.

Meeting attended by 54 **members, 3 visitor and 12 apologies** as per the attendance sheet

MINUTES OF PREVIOUS MEETING: - Not read to members .. Secretary moved that minutes of 13 th FEB club meeting as published in clubs Mar 2018 newsletter be accepted. 2nd by Jack McIntosh motion carried

BUSINESS ARISING FROM PREVIOUS MINUTES:

MW updated member on the following ongoing items

MW reminded members that if you haven't paid 2018 M'ship fees, you are NOW not a financial member of the club and are riding an un-registered bike, RMS rules state to ride a classic MC you must be a club member.

Bike vest no 16 is still unaccounted for please check your bike gear. Number 6 has been returned

Show 'n' Shine 7am start for early helpers ,18 March, Ian Mackie is assisting Col , Col to contact LJ hookers and others as per his list. Members will be asked to help with the donation buckets, S+S is also club rego day

2 Utes are needed to put S+S advertising signage on highway see Ian Mackie. Crawford house will be open.

Col asked the club to put the Aussie Triples 50 anniversary 3 day ride on the club calendar and asked for Marshalling on the 3 days 17/18/19 August.

Over the Hill Run, 6th - 11th May. Tony Kempnick commented it would be good to see some new Riders on tour.

CORRESPONDENCE IN:

Newsletters from Clarence Valley , Tweed Heads, Queensland, Newcastle, Inverell MC Clubs

CHMC. Affiliation Notice & Census form - Given to Treasurer to pay ..MW said paid

Shannons invoice for trailer insurance. Given to Treasurer... MW said paid

Post Box Invoice, given to Treasurer ...MW said paid

Clunes Coronation Hall – tax receipt received

From previous months corro in. Rally info for Inverell, Tweed Valley still available

CORRESPONDENCE OUT:

Invoice to Shanons for S+S sponsorship

TREASURERS REPORT: – presented + moved by MW as Marc Jennison away 2ND Peter Lake ...Motion Carried

GENERAL BUSINESS

*MW had phone call from Chris Lee 0404678735 who has a lot of early Bathurst Motorcycle badges 1972-1988 looking to sell off his collecting as he is soon moving into care facilities

*Membership stands at 135

*MW asked members present if the yearly roll out of M'ship cards is required , those present said YES ,so the club will print more cards ,and some later paying members will need to wait for these.

*MW has membership cards and money to be picked up at the end of the meeting to members present , Marc will have left over's to be collected at next meeting,

*Adrian Dawson \$40 paid no paperwork not at meeting check next meeting

*Annual Beef meets Reef" Event at Evans Head the first week of Beef Week , They again have asked our Club to show our bikes along with Hot Rods in a larger area than before. Set up by 8.30am Sunday 20th May. This will be an official club ride , Lyn Stratton spoke re this event, please attend if possible.

*MW received Phone call from RSL Life Care Ballina inviting us to visit the complex for morning tea with residents 10am to 11.45 and show, your machines. Suzie Maloney 0400250955 For Wednesday ride.

*Velocette Rally 8th-12th Oct, 2 back up vehicle drivers req'd each day, please assist this great international rally.

*A huge Thank you to Parcel from Jeff Skillen containing 3 trophies that we will use for the Rally

Rally Chamber of Commerce trophy was displayed at meeting before being returned to Evens Head

Alec marsh memorial trophy displayed for members to see.

*Eric spoke about re-starting the Bunnings BBQ Charity days, giving info needed to Secretary, who'll write letter to Bunnings. Eric to follow with & set up future date . Peter Harvey spoke for charity Breast Cancer-Prostrate Cancer. Members showed their willingness for the charities and to support with their help.

*Col asked if other clubs events could be listed in Clubs Newsletter

*MW thanked Mark F and Aussie Diggers Camping in North Lismore for two Quick shade brackets.

*John Mazzer asked if any members were interested in having a social get together , general agreement ., every 3 months being a suitable time.

REPORT BY REGISTRATION OFFICERS - one Suzuki

EARLY DAYS Bryson spoke on an early ride where a stranger gave a lending hand , saving the day

REPORT ON CLUB RUNS:

18th Feb Run to Annie's Garden Cafe.—21 bikes also 2 reports in March newsletter by Dieter and Mary.

Minutes of 13th March meeting continued

REPORTS FROM EXTERNAL CLUBS EVENTS

- * Vintage Japanese Rally in Tamworth 2, 3, 4th March, Peter Lake attended with over 200 bikes in attendance This rally will be held on the Gold Coast Friday 17- Sunday 19 May 2019 at Gold Coast Holiday Park . 2020 rally will also be held there.
- * Maleny swap meets not much bike stuff there
- * Ballarat swap Lyne & Alan Stratton said Huge amount of bike stuff all in bike sections.
- * Taree Rally ..75 bikes entered .Col & Nancy McAndrew reported it was a great rally .

NEXT CLUB RUNS:

S+S on Sunday 17th March

MEETING CLOSED AT 8.40



As mentioned in minutes...
 From left.
 Chamber of Commerce - rally Trophy
 Alec Marsh Memorial Trophy
 And the 3 Amal trophies donated by
 Jeff Skillen-



More S+S photos



Motorcycling around Northern Thailand, it's Fantastic!

Part 1 By Michael Smith

2 weeks, 4 old school friends along with 3 of their wives, riding rented sports adventure bikes and some of the best roads through the mountains of Northern Thailand, what could be better? Almost nothing!

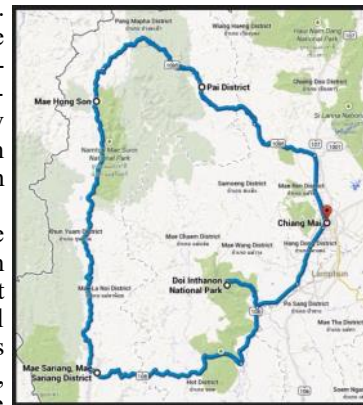
We received an invitation from Dave, a mate who has ridden bikes in many countries around the world, this time he was returning to Thailand. It was almost a 40 year reunion of old school friends as we gathered at the Gold Coast for our flight to KL, then to Chiang Mai in Thailand to start a 3 part mini holiday in Asia. Part 1 was the main bit, riding sports adventure bikes around the mountain roads of North West Thailand.



Our adventure started in Chiang Mai which was bigger than I imagined, with a population of about 200,000 people but it is still a pretty city with an historic old inner city which is surrounded by a canal and an ancient brick wall. Our accommodation here was 100 mtrs from the inner city's southern gate so very convenient to the street markets, street food and airport. We picked up the bikes from C & P motorcycle hire and after some negotiations we agreed to leave double our rental fee instead of leaving our passports as security. We figured we would need our passports if we got into trouble and for our hotel check-ins so this turned out to be a good decision. We were refunded the extra when we brought the bikes back without any hassles.

The bikes were all quite new, had good quality tyres, very good aluminum panniers and good top boxes. I ended up with the Kawasaki Verseys which took a few hours to get used to but proved to be a great bike. There was a 500cc Honda for Kim as he was single and 2 Suzuki V-Stroms for Phil and Sandra and Dave and Janeen which were probably the bike of choice.

Phil and I went for a shakedown ride that afternoon and we all headed out of the city the next day for the first leg to Pai. There are 762 corners on the road from Chiang Mai to Pai, the t-shirts in Pai say so, so it must be true. And the longest straight was maybe 10kms long so it was a bit like riding the Burringbar range all day. No it wasn't, it was much better with tighter corners, some of the hairpin corners were 1st gear and it was far steeper. We went through a few road blocks on the trip, not sure if they were army or police but we were waved through every time as we were on the whole trip and we arrived at Pai in the early afternoon. Pai was busier than I expected, our accommodation was right next to the river and the food was fantastic. We introduced Kim to Pad Thai noodles and Chang beer which was his staple meal for the rest of the trip.



We had 2 nights in Pai so the next day we rode back towards Chiang Mai along that same glorious road for about 50kms, we then headed back towards Pai, turned off and rode further up into the mountains and through some smaller villages, we passed mainly dry rice fields, lots of temples, hot bubbling springs and lots more for a day ride.

Mae Hong Son was our next destination, so after a quick look at the map an alternate route was found to take us along even more twisty roads and hopefully past some elephants. We found the elephants, got to feed them and Julia got a cuddle from one who was looking for a banana, but the photo looks like it was trying to eat her.

The road twisted and turned, lots of 1st and 2nd gear corners and we really did feel we may wheel-stand coming out of these tight corners due to the steepness and the amount of gear we were carrying. The further up the mountains we went the cooler it was getting. This is the area of the Karin tribes (the ones with the rings on their necks) so when it got to 16 degrees we stopped on top of the mountain in the cool fog to get our thermal liners out and shop at the Karin village there. It's high, it's steep, it's cold and it's so pretty. Once warmed up and suitably dressed we rode down the other side where we stopped off for a coffee break



at a shop where the Thai lady spoke very good English. Her kids were even better, almost with an Aussie accent . . . as they should; they are from Newtown in Sydney. She was Thai born and this was her family's shop so she gave us some tourist information about a fish cave and a Swiss type village on a lake that was worth seeing.



Michael Smiths - Motorcycling around Northern Thailand, it's Fantastic! Part 1 Continued

Off again and we found the fish lake easily enough. The common thing they do in Asia is have two entry fees to see attractions. The fish lake was 20tb for locals and 100tb for tourists. Try as I did I couldn't pass us off as locals, even when I sat in the office and spoke directly to our group. OK, so this Swiss Village sounded good too so off we went in search for it. This is where we may have got lost. We rode through some very small villages where the foreigners on adventure bikes were not the norm and eventually got some directions from some very polite Thai soldiers and after some back-tracking we found the village. It was very pretty on the lake, maybe not Swiss looking but very pretty. This is where Julia struck up a conversation with a Malaysian man who told her how close we were to Myanmar (Burma) so off we went to find the border. We found it, parked and with the permission of the Thai soldier we crossed into the 100 mtr area of no-mans-land. After some hand gestures with the Myanmar soldier (with the gun), we crossed that border for a quick photo in Burma. I'm not sure how long or how far we could have gone into Myanmar without a visa or if we could have taken the bikes but everything looked different on that side, right down to the loud speakers blaring propaganda to the villagers. We did know the border closes at 6pm so only went a few meters in and only for a short time. Back on the bikes and more corners and into Mae Hong Son for the night.

How the locals get around



Part 2 of Michael Thailand Odyssey... continues in the May Edition of Torque

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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 holds its annual Classic Rally in September each year. The club Show and Shine is held in March. 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 of the club is for those who have an interest in restoring and riding classic motorcycles

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. A classics only run is held on the first Sunday of the month. Both runs start at the Blue Kitchen Café, Windmill Grove, 105 Wilson Street, South Lismore at 8.30 am. Every Sunday can be a club run but members must contact the Events Organizer. Club events are also listed on the club website. There are also 2 Mid-week runs departing Lismore railway station on 1st and 4th Wednesday of the month at 9 am. .



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Nimbus-C, "Bumblebee" 1934 to 1959.

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P. A. Fisker had two sons and two daughters. The eldest son - Anders Fisker - graduated as a civil engineer (Mechanical) in 1932, and already in 1926, when he was 18 years old, he was given his own Nimbus. Anders Fisker was a passionate motorcyclist, and it was a great disappointment that his father had to abandon the Nimbus production. He, however, began to design a new Nimbus and in 1932 succeeded in convincing P.A. Fisker and the company's board of directors to resume production of motorcycles.

Anders Fisker used sound economic arguments, based on a factory that could handle an annual production of one thousand machines. It was therefore decided to resume production. Father and son jointly designed a prototype, but there is no doubt that it was the son who provided the project with ideas and innovation.

The initial work was done in the basement under the family villa at C. F. Richsvej, Frederiksberg. The two worked with sketches, and when they had reached the solution to a design problem, they fabricated a model of the component. At the same time a new factory building was under construction on the company's site at Peter Bangsvej. Anders Fisker subsequently became employed there as manager of the draft section, and he concentrated on developing the new Nimbus.

Already in May 1933, a useful prototype was ready, and although many things had been changed, it was still unmistakably the Nimbus-Bumblebee, as we know it today.



Anders Fisker, 1927
It is Anders Fisker at the right in the picture (19 years old) and to the left is a study friend.



The picture at right shows 25-year-old Anders Fisker on the new Nimbus. It is a prototype, presumably the one of two which were made in this configuration. The picture is from May of 1933. On the actual production model, many details were different, and the first production number was 1301. Anders Fisker was given that machine in April 1934. The prototype seen here has a very light front mudguard. It may also be noted that on the front right of the cylinder block is an extension to a plug which might have been the oil drainplug. A three-brush generator can also be seen.

The public was introduced to the new Nimbus in April 1934. But at the time, there was only one machine, No. 1301. By the end of June, the first sales models came on the market and they were immediately successful. The public quickly gave the machine the pet name, "Bumblebee", and this name was far better accepted by old Mr. Fisker than the "Stovepipe."

Nimbus became popular and became part of the street scene of the day. It was generally known as a solid machine with good durability, and use for it was quickly found in the military, postal authorities and police, as well as at the various public institutions such as electricity and water supply companies, gasworks and the fire service and small couriers.

In the period before the Second World War, Nimbus reached such high sales figures, that in the capital, every second motorcycle sold was a Nimbus. The factory was unable to keep up with the demand and did not reach the production figures it was looking for. This only occurred in 1938, when 936 machines were produced, and in 1939 a total was reached of 1085 machines. Then the Second World War broke out and the project fell into disarray once more.

However, product development continued, and the model that was sent to the market in 1939 as a 'Sport' model was probably one of the best of motorcycles of its time.

This Nimbus distinguished itself from others by:

- Having 4 cylinders in line, cast in one block
- Overhead camshaft
- Cross-flow cylinder head, with hemispherical combustion chambers and obliquely arranged valves
- Automatic ignition timing with bobweights
- Battery ignition
- Pressed steel handlebars with all controls built-in, incl. speedometer, ignition and light switch
- Enclosed generator, with integral drives to the camshaft and oil pump
- Electrical system with voltage regulation (except for the first 250 machines)
- Ignition coil and distributor in one unit mounted in connection with the camshaft and something very new: telescopic front fork, patented just before BMW



Nimbus model 1934, production number 1492
This '34 Nimbus belong to Jens Bisbjerg Andersen.



The above image shows the latest type of Nimbus emblem. This emblem (about 80 cm wide) was

awarded to the dealer in Odense, M. Nielsen, when he had sold five hundred Nimbus.

Nimbus-C, "Bumblebee" Continued

Some found that it was a step back that Nimbus removed the suspension of the rear wheel. However, there were many problems with that component, and it was expensive and difficult to manufacture. Since the hydraulic shock absorber was not yet well developed in 1934, it was found that the most sturdy and stable way to mount the back wheel was in a solid frame. This meant also, that the removal of the back wheel could be done in a few minutes. To disassemble the rear wheel on a "Stovepipe", on the other hand, was a difficult task.

A sore point was - especially in the beginning - the brakes, which were only 150 mm in diameter, and because of the construction, they also required considerable force to achieve an effective braking on the front wheel. The front fork was, despite the innovation, in no way dampened. This problem was initially solved by making the so-called 'knob-forks' which had a friction-piston dampening the bottom stroke movement of the forks.

For rallies and trials, a so-called scissor-friction damper was installed, which can be seen in many pictures. An effective solution was only found in 1939, when Nimbus introduced a truly oil-damped fork. At the same time, it also got a 180-mm full-width hub brake on the front wheel. The rear wheel was already fitted in 1937 with a 180-mm brake.

The first 250 machines were equipped with pressurised lubrication of the crankshaft and with a three-brush generator without a voltage regulator. None of these features were successful, and the lubrication system was changed to the-tested splash or drip lubrication system. The generator was replaced by a two-brush type with a voltage regulator. Both changes were made already in 1935. The factory offered to customers with these machines, to do the modifications to the current level of development and equipment at a very small cost and in some instances for no cost at all.



Nimbus model 1939.

The image shows a page from a promotional print. The motif is a 1939 Nimbus Sport with the new front fork with oil damping and 180 mm full-width hub brake.

Fisker & Nielsen Pty. Ltd.'s factory 1940.

During the German occupation period 1940 to 1945, only about 600 Nimbus were produced, the factory managed not to work for the Germans. This meant that the workforce was cut down to the lowest possible number. Only a few key employees were retained. During the war, the company's long-

standing operating engineer left the company and Anders Fisker took over his position.

When it was time to resume operations after the war, it was difficult to recapture the workforce and the specialised staff. Production, however, restarted in 1946. Provisionally, they produced the models that had been made up to 1940. A 1940 Nimbus did not differ significantly from one in 1946, but the war had been tough on some German subcontractors. The company, Riemann, which had supplied headlights and horns, was just a ruin, and was based in the eastern zone and could therefore no longer supply F&N. The company Hella, which also made headlights and horns, replaced the supply instead, and after some waiting time, the speedometer manufacturer VDO could also deliver again.

Nimbus managed in the meantime with other suppliers, and for military supplies, Smith's speedometers and Lucas headlights were used exclusively. But in general, the supply situation was very bad, - for example, such things as tyres and batteries could not be obtained. What did they do then? They delivered the motorcycles without tyres and battery, deducted the amount from the invoice and wrote this: 'without rubber'. Paint was also in short supply, so that they could not deliver in the standard colours.



This picture is from 1946 and shows two Nimbus delivered to the dealer Fisker-Jensen {family related}. Due to the situation of the shortage of rubber immediately after the war. The motorcycles were delivered without tyres, tyre tubes and battery. The cost of these items were deducted from the price. It became the customers problem to get these items on the Block market

Nimbus 1948

From 1948 everything was under control again, and from production number 7501 on major changes took place. One of the most visible was the introduction of a new front fork, the 'high-front fork'. Basically, this component was the same as the one from 1939, but with longer sliding tubes. Here was the front mudguard bracket mounted so that the guard was moving with the wheel. Therefore, a lighter and more elegant guard could be used. In the

past, the guards had deeply-valanced sides to enclose the up-and-down moving wheel. This new fork was maintained until production ceased. In addition, as mentioned, from 1950 the saddles were suspended in rubber straps.

Prototypes.

In the last few years of production, a number of component variations had been tested, particularly front forks and rear suspension and different engine designs. A very promising innovation was an engine without poppet valves. It had rotating valves of the tubular type.

The factory succeeded in building an engine based on Anders Fisker's idea and engineer Johannes Ersgaard's work to solve a problem, which many constructors had experimented with, namely a so-called "valveless" engine. The construction was patented, but it never came into production, mainly because Anders Fisker was seriously ill, which impaired the influence he could bring to bear in the organization, and the other team members were in conflict amongst themselves.

During the war, Anders Fisker, who was the driving force behind Nimbus, had already experienced the first attacks of the disease that would end his life, disseminated sclerosis. He fought it vigorously, but gradually became more and more paralysed and eventually he died in 1964, 56 years old. Anders Fisker's father, P. A. Fisker, survived his son by eleven years and died in 1975 at the age of 100 years. He was succeeded as director by his youngest son Erik Fisker.

Nimbus-C, "Bumblebee" Continued

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Another equally promising engine project, under the name MC100, was also set aside. It was a traditional engine design, but far more modern than the standard engine and with solutions to all the known problems.

Only one engine was made in 1954, which was tested in one of the two prototype frames previously mentioned. The project was later reignited by engineer Ersgaard, who improved it a little and then manufactured one new copy. Ersgaard drove to Nordkap in 1956 and returned home on this machine. He later disclosed, that the engine delivered just over 32hp, which, at the time, was equivalent to a 650cc British machine.

There is no doubt, that it would have been a significant improvement, if this design had been put into production. It was a good engine and it did not have the problems which may have occurred with the 'valveless' engine, even though, -or perhaps because -, it was highly advanced.

This machine was an attempt to re-make a Nimbus with rear-wheel suspension, with new rear wheels and a new type of Earl's-type front fork. Many other details such as reversed exhaust, extended petrol tank, reinforced handlebars and a panel with parking lights under the front headlight were to be found on this prototype model. Two of this variant were built and two with a slightly different frame structure. It was intended, that a customer should be able to choose between a standard fork and the new one as well as between a standard rear wheel and the new one. It could probably have increased sales, but it was abandoned.



The end of production

The production of Nimbus motorcycles officially ceased in 1959, and in 1960 the last machines were delivered to the army and postal authorities. An agreement with the state ensured continued availability of spare parts for another 15 years, which coincided with the fact that the defence forces phased-out their last machines in 1975.

Postscript

Different explanations have been offered as reason for the end of Nimbus production, but the simple explanation is, that fewer and fewer Nimbus were sold. In 1958, only 53 were sold, and in 1959 the number was 61. No motorcycle manufacturer can exist on that!

It can be argued, that management should have more actively product-developed and kept ahead of the market. But, the driving force was from the beginning Anders Fisker, and the situation with his illness meant that no actual coordinated development occurred. But even if Anders Fisker had been well, the factory would probably only have bought a few more years for Nimbus production.

During the 1960s, for example, all German brands of motorcycles disappeared except BMW, and by the end of the decade only three British brands remained. Small cars could be purchased for the same price as a Nimbus with sidecar, and for buyers with a modest economy it was still more attractive with a roof over the head.

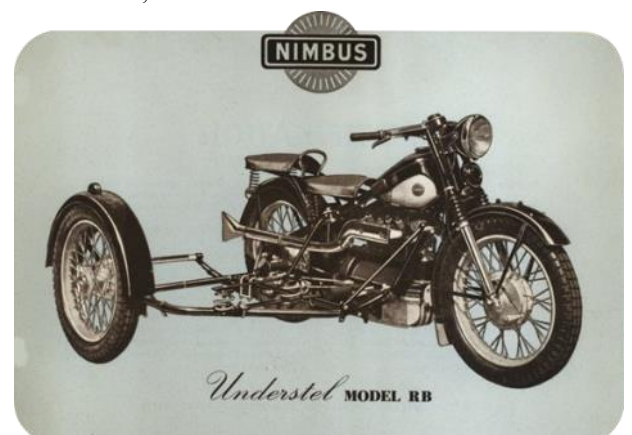
However, Nimbus has experienced a new golden era in its time." Denmark's Nimbus Touring" was founded in 1974, and today it has approx. 1,600 members at home and abroad. The Central Register for Motor Vehicles has stated, that in Denmark approximately 4,300 Nimbus motorcycles are registered. It is known, that there are approx. 500 Nimbus abroad, and that many Nimbus owners have more than one machine. So, a careful estimation is, that approximately 7,500 Nimbus still exist. This is a very high survival rate, so high that it can be said that no other motorcycle brand in the world can show an equivalent for what is, after all, a one-edition product. Around 60 years after the end of production, more than half of the machines built are still in exist.

This is quite a unique record, and it is due to the sound design principles applied, to the solid construction of the motorcycles, the vision and high standards set by the Fiskers and to the energy and devotion which the private owners put into the maintenance of their machines.

Nimbus is truly Denmark's motorcycle! Original article written by Allan Klove Nyborg , English translated by Lars Glerup And it's with Lars permission to publish this story, through the help of Walter Klossner, Both owners of wonderful Nimbus motorcycles. ... Editor

Nimbus 1948 with sidecar frame

The picture here is from a brochure for sidecar frames from 1948/49, but also shows the first edition of the "high" front fork. Note the narrow English front mudguard, Smith's speedometer and Lucas headlight. The machine is strangely equipped with sport exhaust. Also note that the saddles are mounted with coil springs. The rubber-band seat suspension came in 1950.



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 contact the editor - details on the 'Club officials' list somewhere in this newsletter. Unless otherwise arranged, advertisements will be maintained for two issues.

Would anyone in the club might have a GPZ throttle assembly in there shed that I could purchase it would be much appreciated. Abe MAZZER ...T +611300850253 M +61413621214



For Sale CX500 Sports Had a low speed drop. Needs a make over. Price \$550 Phone 66888183 M.Fox



Editor .. The bike shown above in photo is not the actual bike for sale, only web picture show model

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Dear LTT Founding Members, Guests, & Affiliates.

We are proud to announce that your LTT is back & will be brought to you in 2018.



Meetings with Kyogle Council early this year has seen the successful formulation of strategies where your LTT Directors & Team will be guided by the Council & Local Authorities to deliver your LTT safely in 2018. Bridge works along the Lions Road this year have pushed your LTT into next year which we view as positive by way of planning purposes. Our vision & passion has never wavered since the immense success of your first LTT in 2014 & what this brought to your local communities & surrounding regions. We take this opportunity to Thank You for your ongoing support & for sharing Our Vision. "Spread the Word".....your LTT will be back in 2018. Stay tuned

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NRCMC Club Events

- *Club run each month on the Sunday after the meeting.
- *Classic (pre 1987) run first Sunday of the month . Ride Organizer is needed
Until one is found, riders on day to organize their own destination & route to nearest Coffee Shop
- *Mid-week runs start at Lismore Railway at 9 am on the 1st and 4th Wednesday

NOTE: WEDNESDAY rides to continue to start from Lismore railway station, but all other club events to start from the Blue Kitchen Café. (Note: More details on rides are on club website)

April 15—Ride to Red Rattler, Murwillumbah

May 6 to 11—Over the Hill Tour

May 13—ride to MooMoo café, Moobal

June 17—New Italy Café

Check website for more information on upcoming events

Upcoming Rallies & Events Organised by other Clubs

- *Bathurst Tour ...25th March– 01 April
- *Inverell Motorcycle Restorers Club 26 Annual Rally April 13 - 15th
- Speedway Championships at Tamworth 13 –14 April
- *Ducati Owners club of QLD, Bevel&Bullshit Rally Tenterfield 14 &15 April
- *Ray Owen Classic Bike Show & Swap Meet Sunday 13th May Canungra Showgrounds
- *Tweed Heads MC Enthusiasts Club , Annual Border Swap meet 10th June at Rec Oval, Tweed Heads
- *Tweed Valley Vehicle Restorers Club—33rd Invitation Rally 5th & 6th May. 2018
- *Singleton Rally 04 - 06 May *Coffs Harbour Rally 25-27 May
- *Nabiac Swap 29 July * Aussie Triples Rally 17 –19 August
- *Clarence Valley Rally 24-26 August * Velocette Rally 8-12 Oct
- *Hat Head Rally 02-04 November Hat Head
- *Beef meets Reef, Evans Head 20th May—Refer to minutes
- *Denotes this rally / event will be written in Day Book



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Club Rides and Rally Reports

CLASSIC CLUB RIDE 4th MARCH - 2 REPORTS

Mick Crane reports only 4 members from Ballina, Bonalbo, Casino and Coraki showed, it was decided all the local Lismore area members must have been at Mardi Gras, on a hot sunny day, Evans head coffee shop decided on as destination down numerous tiny country lanes [footpaths?] I've never seen before, all bikes ran well. I also think maybe these classic rides need a bit more mentioning or promoting, I was unsure if they were still a happening thing and made phone calls to other members beforehand to ask if anyone still went on them. The last one I went on, one other bike turned up, that day it was raining, cheers Mick



Sunday Classis Ride 4 Mar 2018

NO MARDI GRAS FOR US.

A brisk ride led by Will on his B25, along Coraki Rd, Wyrallah Rd, along Oakland Road where we got burnt off by skiers in the river, thru Woodburn followed by Bonalbo Mick and Donna on their Ezy 2, Kurt and Felicia on their CB750-4 and Moony on his R80 found the Evans Kiosk closed for a makeover. Plan B took us to Evans to Betsy for fine repast and bike stories. We figured that us from out-of-town, i.e. Bonalbo, Casino, Kyogle and Ballina preferred a bike ride we can only assume that the Lismore members went to Sydney for the Mardi Gras...

Jim Moon (intolerant, apathetic, opportunistic oddfellow)...

John Carson reports on **TAREE RALLY 1ST to 4th MARCH 2018**

Up at 5am and on the road at 5.45am – the best time of the day, a time I don't see too often! The light to the east changing colours and nature starting its day, others ending it.

Although I was invited to ride down on Wednesday from Urunga, with Nick Hillier, I wasn't ready, so left on Thursday.

After many stops, I arrived at Happy Hallidays Holiday Park mid-afternoon, found some friends and joined the Happy Holidays, \$12 to roll out a swag.

Friday, 2nd March – ride for 86kms through Nabiac, Dyers Crossing, Krumbach to Tinonee School, \$7 lunch, and, judging of bikes by the school kids; Best Girls' Choice and Best Boys Choice.

Back to Happy Hallidays at your own leisure. BBQ for dinner, \$5 a head, with a lot of people and much yarning into the night.

Saturday, 3rd March – had another good night's sleep, after the neighbours turned in.

A lot of bikes left at 9am for Tuncurry for judging and morning tea. I didn't count them, but I estimate at least 200 bikes, including onlookers' bikes, and, heaps of people.

We stopped at a huge park beside the river, just before you go over a concrete bridge into Forster. When leaving, many people lined the footpath, watching.

I was just behind a "U" 1200cc side valve Harley Ex- Police bike, still with the siren on it. He would turn it on from time to time.

On to Seal Rocks, then back to Coomba Park Aquatic Park for a \$12 BBQ and salad lunch, proceeds going to Sailing for the Disabled.

Return to Happy Hallidays at your own leisure, another 200kms.

I went around, saying farewells, leaving around 5pm, getting home at midnight, running over a 5ft snake near Grafton. A fantastic 3 days, heaps of beautiful bikes and around 1200kms travelled.



Member John Carson at Tuncurry morning tea stop while attending the Taree Rally

Showing an Australian Film — “Three Summers”

Dinner and Film - \$25.00 per person Film only \$10.00 Dinner from 6.00pm film starts 7.15 pm ish

All profits raised go to saving & restoring the Eltham Railway Cottage -Bookings Essential Ph 66291131 {Editor}

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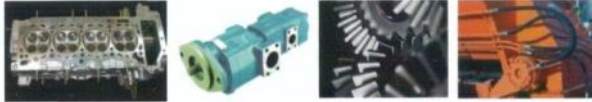
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