

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

PO Box 7058, Lismore
Heights, NSW 2480
<http://nrcmcc.blogspot.com/>
Email: nrcmcc@gmail.com
or Ph 0266 246724



JUNE
2011

Classic Torque



The original committee members received their awards from the current president Mark Hunt, extreme right. Left to right: The original club members, John Andrews, Mary Walker, Bryson Walker, Alec Marsh and Peter Small. Absent: John Sheldon.



Part of the group celebrating the Anniversary lunch at the Clunes Hall on Sunday, May 29

NRCMCC 25th Anniversary Celebration



Pictured above : Just some of the 45 strong group gathered at the Clunes Hall on Sunday, May 29, waiting for the start of our "Celebration Run". The run comprised a circular route taking in many of the club's popular riding areas over the years. Travelling through Federal, Rosebank, Doroughby, Dunoon to Lismore and back to Clunes via Eltham. The round trip was only approx 85 kmls. and as this run was designated as a "Slow Bike Run" Peter set a nice cruising speed of between 60 to 80 kph so all the bikes had no trouble keeping up. The new marshalling system worked a treat, thanks Brian for doing 3 or 4 turns (a modern Triumph probably helped a bit) and not sure whether "Back-up Dave" had any patients but it sure helps knowing that if you do have a problem there is a way out. Our camera men were out in force so we look forward to seeing some action footage in the near future.

*President: Mark Hunt Ph 6686 9005
Vice President: Eric Wilson Ph 6624 3157
Secretary: Katrina Jeffrey Ph 6683 2559
Email: katrina@maremmano.com
Treasurer: Mary Walker: Ph 6629 1509
Deputy: Marc Jennison, Ph 6689 5366
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Rally Com. Person: yet to be decided
Registra: Officer: Bryson Walker Ph 6629 1509*

*Registration Officers: 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
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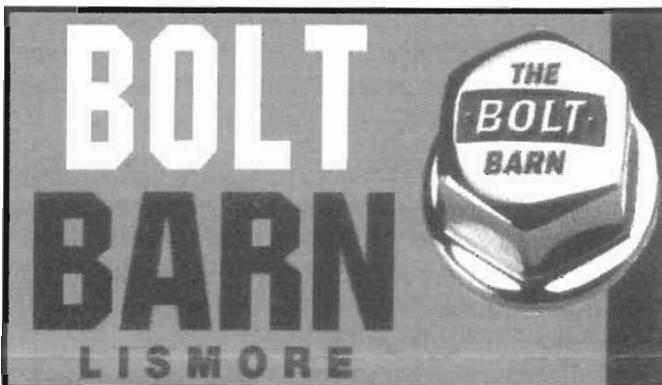
Celebrations continued . . .

At right: 25 years of life members, left to right, Mary Walker, Bryson Walker, Lena Kempnich, Tony Kempnich, Alec Marsh, Doug Hampson and Norm Balzer.

Absent: Alan Cason, Kevin Maloney and Mark Jennison.

The inaugural meeting of the club was held at the Bangalow Bowling Club on the 15th November 1984 where the first committee was elected and attended by 15 people. It was formed as a branch of the Classic Enthusiast Motorcycle Club of NSW Sydney. By August next year it had become an independent club under the name of the Richmond Classic and Enthusiast Club. This enabled the members to register their classic bikes in this area. Later it became the NRCMCC.

At right: Club memorabilia displays: Trophys for social cricket, photos of by-gone eras and other interesting stuff by Doug Hampson and Tony Kempnich.



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*The NRCMCC extends a
Happy 25th Anniversary
to all our members*



Left: John with his latest acquisition, in pristine condition; a 1979 R100 RS BMW. Did hear our club is contemplating forming an auxiliary branch code named; NRCBMW club. Would be approx 2 dozen 'Classic BMWs in our club.

Old Bluey



Right: Club's best restored bike for 2010, Tony's 1970

Dr Doug's first aid tips —

Hear no evil; see no evil equals an accident if you are a motorcyclist. The other day someone was telling me about the great new stereo he had as one of his accessories. I didn't say so at the time but I thought he was mad. How on earth do you hear a car horn or worse still, the screech of brakes prior to impact. Believe me you can purchase these "death traps". This little anecdote aside it is difficult enough to hear what's going on around you when wearing a helmet. So the next time your better half says, "dear, I think you need your hearing checked", its probably because she or he is sick of talking to the wall whenever there is a conversation. It may be something simple like a wax plug (found more frequently in those folk who insist on sticking cotton buds in their ears). That is like in bygone times when they used to ram the ammunition into the cannon from the business end, not a good idea. If the doctor finds clean ears he may perform an audiogram and if you have a hearing loss, hearing aids, here I come.

Similarly, and far more important, in fact, is your vision. If you suspect an decrease in your visual acuity then you are irresponsible not to take the necessary steps to correct it. Once again that means a GP visit, reading a Snellins (eye) chart and referral to an ophthalmologist. If you want to look cool on your bike you can get optically prescribed sunglasses that you can also sit, drink coffee and read the papers as well as ride your bike safely. Remember in any motorcycle collision the rider is going to come off second best and may end up a statistic in the road deaths list. On that sobering note do yourself and everyone else a favour and get your eyes and ears checked.

Ride safely, Doc







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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

- June 19th** Evans Head Riverside cafe run; leaves Lismore Railway station 9.30 am
Slow Bike Run
- July 17th** Brunswick Heads Coffee Run; leaves Lismore 9 am / Bangalow 9.30 am.
- August 14th** August 14: to Grevillia Store for a coffee, leave Bangalow 8.30 / Lismore 9 am
- September 3** Bunnings B-B-Q Saturday 9 am to 4 pm. Please bring your bikes along.
- September 18th** "The Circle" Lismore as base. One and half hour ride to be advised as to time and start point.
- September 24/25** NRCMCC Annual Rally based at Ballina. More details next issue.
- 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, yet to be advised
- January 15th** Drake Pub Run for lunch, leave Lismore 9.30 am

Plan ahead for these other club events for 2011

- July 2/3** Kalbar Team Trials (run by Brisbane area) 50% dirt, teams of 3 compete
Contact Tony Kempnich for more details / its our turn to win!
- August 17** Pine Rivers Stinkwheel Rally, Brisbane (see Noel Edwards for details).
- August 19/22** Aussie Triples Rally from Ballina / needing marshals Sat & Sun, please contact Col 6683 4429 as marshals will be needed Sat. and Sunday.
- August 26/28** Jacaranda City Rally, Grafton, contact 0407 212 691
- 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 near Kempsey

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Mid Week Run 4/5/11.

For a brilliant change, after the disappointment of two consecutive runs cancelled due to heavy rain, it was at last a really lovely autumn day for our club's first Wednesday Mid Week Run for May. Consequently it had a good turn-up of nine riders. There was a slight but chilly breeze from the south with only a little high cloud. The "Midweekers" set off on clear roads to Casino, via Parrots Nest and Tatham, then onto Sextonville and via the Stratheden Road, then over MacDonalds Bridge to the Summerland Way and a stop for coffee at the cafe near Kyogle's Post Office. There was a vague idea that for a change we might try Pete's Cafe. Information suggested that establishment was secreted down the hill somewhere, being towards Fawcetts Creek and past the Pub. The country scenery was green and smiling, the soya harvest was yellowing, signifying it was ready for harvest, but delayed due to the recent rain and so all the harvesters were out of action and unmanned. Some cultivation paddocks near Casino were still under several inches of water and I feel it will be some considerable time before any wheeled vehicles can be used anywhere off-road. It was great to be out and about and cruising on clear mid-week roads on a positively purring machine after its oil and coolant service the day before. Unfortunately, our dear leader thus pre-occupied with merry rustic thoughts, observing cafe-au-lait flooded creeks and having several deep soliloquies completely missed the 90 degree turn to Stratheden and lead the largely unsuspecting group onto completely 'the wrong road'. It was a really bad mistake, as it was unfortunately also of the generally hated gravel construction. Shock horror! But it was a pretty good road and obviously unfrequented by large trucks. Thus the gravel in good condition and still moist had only a few water-filled potholes. It was not generally muddy or very slippery. After a while, the leader's conscience got the better of him and a conference on 'what to do' was called by the roadside. The consensus was to push on and join up with the MacDonalds Bridge road from the Doubtful Creek end. As no-one was riding a sports bike with wide road tyres this proved to be a good decision. It may possibly be useful experience for more unsealed riding by some for the proposed Club monthly Run to Toonumbar Dam, as the last 7Km is of similar (actually better) gravel construction. We will see what transpires. There are of course many good rides incorporating inter-connecting gravel roads that can add much more variety to many of our normal rides over the local area. I personally hope we can explore these more fully in future with the agreement of all concerned.

Pete's Cafe in Kyogle was passed over as being too well camouflaged for quick identification from the saddle and so we had a pleasant snack and coffee seated at a large undercover table at the PO cafe instead. Being ever the opportunist entrepreneur, one of the female workers at the "Op Shop" nearly had some success in selling Alistair a novel strap-on wicker-work pannier for his 500cc single cylinder SR Yamaha. But sadly despite some SE Asia-type sales routines, she failed to sell anyone a pair of rather sexy, real leather, Aussie-made fashion trousers, with shiny silver (and very prominent fly-buttons and drain-pipe legs for a "unrepeatable price" of just \$30.00. I tried to bargain, but as usual was easily repulsed. But hey - did that elderly volunteer lady tried very hard for a sale! Not sure how she went but do know Ray was interested in trying them on.

The return trip was split 50/50 between our riders for Cawongla and Bentley routes back home to Lismore. Distance covered was around 130Km, all returning safely just after 12 noon in time for lunch. A good riding day and hopefully just one of many to come as the weather fines up, as it usually does this time of year.

Rob Andrews



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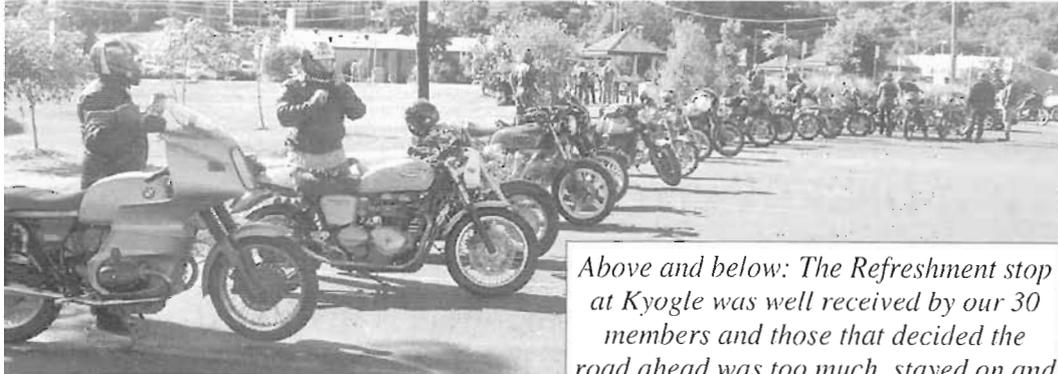
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Sunday Club Run to Toonumbar Dam 15/5/11.

Obviously we had all been waiting for such a beautiful day to get our bikes out for a run and we rewarded at long last. Approximately thirty bikes (the Northern Rivers Classic BMW division accounted for 10 of the numbers) gathered at the Lismore Railway but owing to a few problems (broken clutch cable, running in a brand new engine and a couple of health issues) twenty seven of us departed to Kyogle via different routes for the coffee stop at the rest park. Dave and Jack had



Above and below: The Refreshment stop at Kyogle was well received by our 30 members and those that decided the road ahead was too much stayed on and socialised

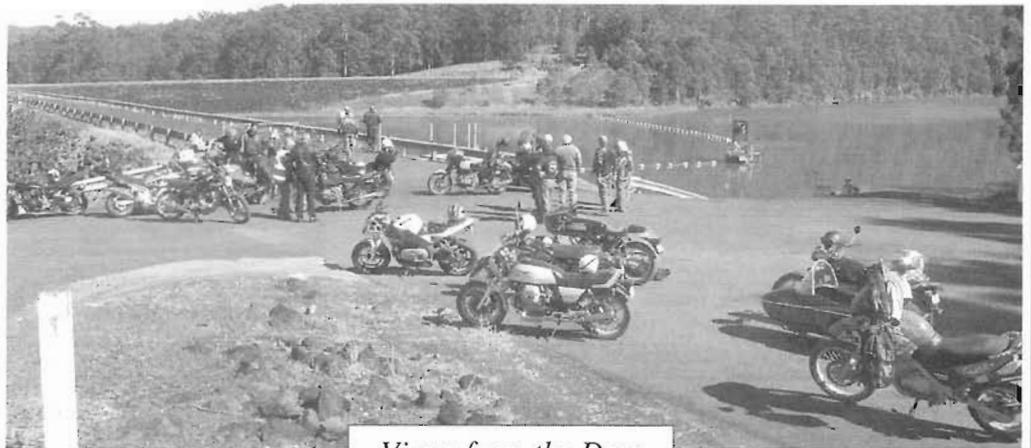
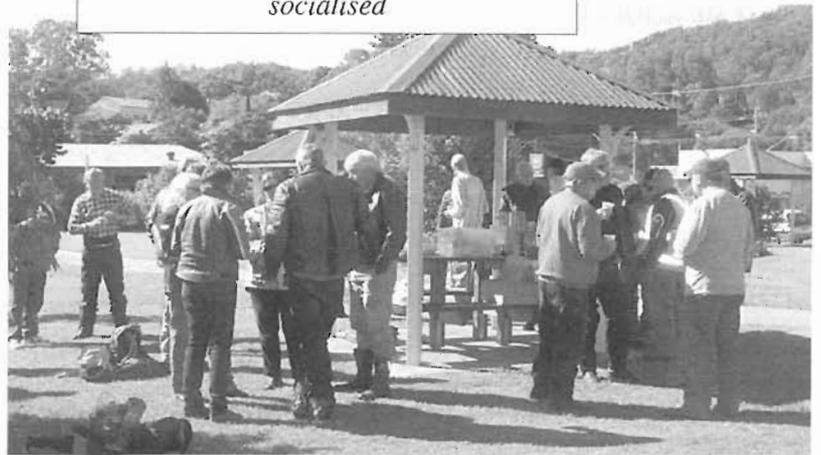
the coffee, biscuits and home-made cake all ready for us when we arrived. For the next leg of the club run to the dam it was noted that we had 33% less

starters than had arrived in Kyogle. Did this have anything to do with the fact that Peter had emphasised at his riders brief that this section had 7 klms of dirt? Allowing that a few had legitimate reasons for not going on to the dam, the others excuse for not was, "no I don't want to get the bike dirty", WHO were the 'WOOSERS'???

Ok, it was only a bit dusty, but the road surface was ok, it was only 7 klms of dirt and the bitumen section of the road leading up to it was superb. The dam looked in good shape, plenty of water running over the spillway, albeit a little muddy, we were assured that there would be plenty of fish in there waiting to be caught, but no one brought a line. Must mention also that 3 of us (just following the leader down 2 klm of goat track) ended up initially at the camping area about 2 klm north of the dam at 'Bells Beach' no Bells Bay, definitely no waves where we were.

We all returned home mostly via separate ways after what I think was a most successful and interesting Club ride and thanks go to all those who helped make it so.

Noel Edwards



Views from the Dam



We had 8 (plus a Norton) at Clunes coffee shop on the run

It was a reverse 25th Anniversary Route with Peter as a fairly fast leader. Generally good, except for road works on the junction of Rosebank/Hunters Hill Road - no water over the crossing. Main difficulty was the shade by the trees over sections making road-reading and pot-hole spotting a real problem. Sun in the eyes also a problem on some corners, but low traffic and with a cold westerly - overall good condition. Home by 12.15 and 85Km travelled.

The Clunes coffee shop had paper cups only due to their washing-machine breakdown, prices 0.40c increase consequently. Good coffee and a svelte young server in shorts to boot.

The mid-week run last week planned for Lennox Head was washed out . . .bugger.

Rob Andrews

INTERESTING OBSERVATION

1. The sport of choice for the urban poor is **BASKETBALL**.
- 2 The sport of choice for maintenance level employees is **BOWLING**.
- 3 The sport of choice for front-line workers is **FOOTBALL**.
- 4 The sport of choice for supervisors is **BASEBALL**.
- 5 The sport of choice for middle management is **TENNIS**.



And....

- 6 The sport of choice for corporate executives and officers is **GOLF**.

THE AMAZING CONCLUSION:

The higher you go in the corporate structure, the smaller your balls become.

There must be a ton of people in Canberra playing marbles!



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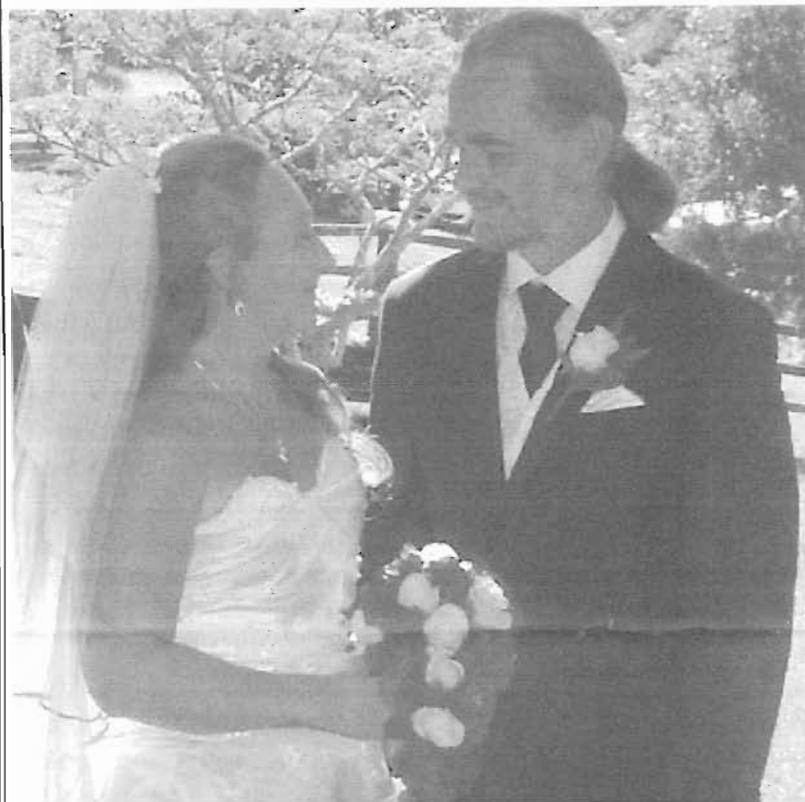
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Katrina's beautiful wedding

Congratulations go to our esteemed secretary, Katrina on her marriage to Chris Jeffery on Saturday, May 7. They were married at their new property at Tuckurimba with their many friends and family in attendance amongst a beautiful garden setting. A purposely constructed gazebo by the previous owners was used for the celebration. All their children and grandchildren participated in the ceremony and it was lovely to see the two little granddaughters as beautiful flower girls.

From the Editor's desk

As the year rolls by and of course the weather improves, it is noticeable that more of our motorcycle enthusiasts are getting out and about. The club's run last month to Toonumbar Dam was brilliant, with thirty bikes participating. A few of us have also been able to enjoy the Mid-week runs and look forward to more friendly motorcycling weather.



Then of course our club's 25th Anniversary held last Sunday week was an outstanding success and most of this has to be put down to our own "Uncle Eric" who put in a lot of thought, enthusiasm and time organising it. The 80 klm rural run was good, thanks Peter, the tucker was great, thanks Len Ward so on behalf of the club, thanks Eric. Having only been a club member for ten years I had to ask a couple of our oldest members, "did we break a club record for the most motorbikes on a club run on this day"? Pat Holt gave a definite NO as he can remember over 60 bikes gathering at the Drake pub in the late 80's and that beat the heck out of the 45 we had on our Celebration Run. Anyway as far as I know it was the best attendance for a club run in over 10 years. It was good to see a lot of our long distance members turn up for the day, some from the Tweed, Bonalbo and other outlying towns.

Have to apologize for the non appearance of the minutes but they will be back next month.

Noel Edwards

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POLARIS

New bikes will be produced in 2012

HESKETH motorcycles



Set up by Lord Hesketh back in 1980, the UK-based Hesketh Motorcycles have been making and selling the V1000 touring bike for almost three decades now. Over the years, Hesketh have also made a few units of variants based on the original V1000. These bikes – the Vulcan, Vampire and Vortan – all use the same 1000cc V-twin engine, with minor mechanical and cosmetic changes. There seems to be no record of how many of each of these machines have been sold

and we doubt if you'd find a Hesketh anywhere outside of the UK.

Until very recently, it looked like there was little hope – and probably no future – for Hesketh Motorcycles. However, according to a report in the June 2011 issue of *Motorcycle Sport & Leisure* magazine, a British businessman, Paul Sleeman, has bought over Hesketh from Broom Engineering, the company that's kept Hesketh alive for all these years. And Sleeman fully intends to revive the marque and develop a brand-new motorcycle that will carry the Hesketh name in the future. Sleeman says he'll build five more units of the original V1000 and sell them as 'final edition' models, after which it'll be time for the all-new Hesketh to go into production, sometime in 2012.

According to the *MSL* report, Sleeman and his team spoke to engine suppliers like Cosworth, Umor and Rotax, though they choose not to disclose which supplier will finally be making engines for the new Hesketh bike. What they do tell us is that it will be a liquid-cooled, fuel-injected 72-degree 1000cc V-twin (there will also be a 1200cc version later...), which will produce at least 150 horsepower. The first batch of these engines is expected to be ready in the next six weeks and Hesketh will be testing the engines for the next few months, before the bikes finally go into production sometime in 2012.



Whether there really is space for Hesketh in today's world of motorcycling and whether running a small volumes motorcycle manufacturing outfit that's based in the UK can be made financially viable, remains to be seen. Mr. Sleeman, we wish you all the best!

Source: *Motorcycle Sport & Leisure* <http://>

The 'not' over the hill mob run – May 2011



Once again the Kempnich team beat the odds and provided a wonderful 9th Over the Hill Mob run. Despite weeks of more or less continuous rain beforehand, the tour was dry with only a few drops falling on one lunch time; Lina must have pretty good connections 'up above'. On the morning of Sunday, May 1st, 17 bikes plus a good selection of pillions set off from Lismore Station and headed down to Nambucca Heads – not the easy way, but by every deviation possible. The destination is nothing – the ride's the thing. Morning tea at Lawrence, lunch at Glenreagh. Many thanks to Lina and her assistants for the delicious cakes, biscuits and lunches! The usual social afternoon drinks and nibbles ensued at The White Albatross Motel/Caravan Park and a southern contingent joined the group. Only one rider was incapacitated – Andy - but not by falling off his Guzzi V7.

Dave was having trouble starting his reluctant Velo in the chill of the second morning, and Andy offered to push. The Velo started on full throttle unexpectedly and Andy couldn't move his legs fast enough to stay upright, and down he went spraining his wrist! So that solved the problem of who was to drive the backup vehicle for the next few days.

Day 2 saw the group avoid the highway as much as possible south to Telegraph Point, thence to Wauchope and up the Oxley Highway to Walcha.

Morning tea was in the park at the delightful historic town of Gladstone on the Macleay River and Lunch next to the Long Flat pub.



Tuesday,

Day 3; Destination was Guyra, but did we head north? No! South we went on the excellent Thunderbolts Highway for 50 Km, then west up the Port Stephens cutting road. 6 km of graded dirt led onto a beautiful winding road and we diverted briefly south to have morning tea on the shores of Chaffey Dam. The Cutting itself is an extremely narrow, steep, twisting, almost single lane road down off the plateau. There are only a few places wide enough for 2 cars to pass, and of course a tourist going up nearly got into trouble meeting a timber jinker on its way down! The jinker pulled over to let us pass – very nice of him. Back onto the highway north of Tamworth to divert at Bendemeer down the Oxley highway to lunch at the Walcha Road Pub before heading north to Uralla and Guyra. The historic Pub is part time home to a painter with a very jaundiced view of naked women, and the photos of the pub surrounded by snow made us realize how lucky we were with the weather.

Continued page 12

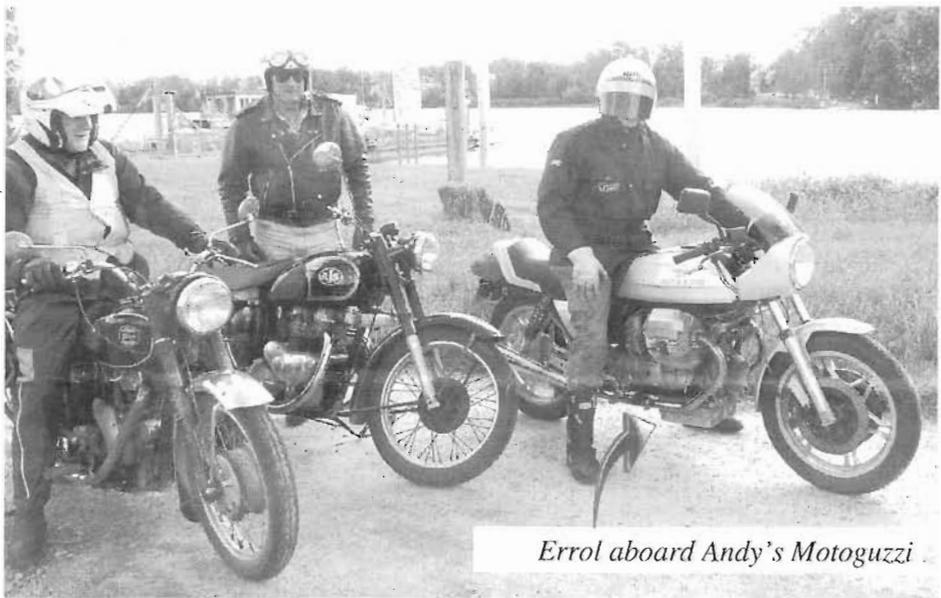
“OVTH mob rally continued . . . From page 11

Day 4 – A quickie for a change – or so we hoped. We visited a 20 Ha(!) glasshouse hydroponic tomato farm(?) first – fascinating! And then round the back of Black Mountain following Peter



-would I lie?-Wells advice that the road had only a short section of dirt. When we eventually reached the bitumen we had lost Errol who, in an attempt to be dashing, splashed through a small causeway and drowned the magneto on his AJS. The advantage of a well equipped backup vehicle (now driven by Cindy and Helen) was apparent and Errol soon rejoined the group. Then through Armidale where we refuelled and onto the waterfall way to Dorrigo with a tea stop at Wollomombi Falls. This has got to be one of the nicest roads I have ridden – great views, lovely sweeping curves and a good road surface. Col and Nancy narrowly avoided being involved in an accident when they were suddenly

faced with a 4WD and caravan snaking out of control covering both sides of the road heading towards them. The combo flipped on its roof just as Col was about to head bush, and the tail enders, with backup driver Cindy in charge, rendered assistance until the police and ambulance arrived. Surprisingly no one was hurt badly despite the tree trunk which pierced the cabin right between them!, but a sorry end to a couple of grey nomads first day on a planned 3 month trip! Lesson: learn how to tow and pack a caravan before you head off on your dream tour. A group visited the Dorrigo railway museum which brought back



Errol aboard Andy's Motoguzzi

memories of sitting trackside as kids. An enormous collection with 67 locomotives from all eras plus heaps of rolling stock. A must- see for railway enthusiasts. Others went down the escarpment to visit Graham's bike collection and have afternoon tea in Bellingen, and others congregated at Juan's Café del Fuego (smallest motorcycle museum in the world) in Dorrigo for coffee. 'Big Ned' is on display along with other bikes and lots of m'cycle memorabilia. If your partner speaks Spanish – watch Juan – he's fancies himself as a ladies' man!) That evening we had the final dinner together at the Look-out Motor Inn; the only place in Australia where, in a cold winter, you can stand in snow and look at the Pacific Ocean! Fortunately it wasn't that cold. A number of members and friends rode down (or up) to Dorrigo to spend the last night with us.

OVTH Mob rally continued . . . From page 12

The final day started early and we headed up through Tyringham and Nymboida to Grafton, stopping at the Nymboida Coach House for morning tea and an exploration of the fascinating Russell Crowe sponsored 'Museum of Interesting Things'. If you're there, don't miss it! 80 year old Errol was persuaded to try Andy's Guzzi for a while – he liked the performance but reckoned his



Lena's hospitality group, morning tea ready yet?



Dave leading off from the Lawrence ferry

knees didn't bend that far! We crossed the Clarence River on the ferry at Lawrence and then rode back to Lismore via Woodburn and Wyrallah.

All in all a great trip – many thanks to all who contributed, but especially to Tony and Lena and to their incredible ability to pick/control the weather! And next year is the 10th OTHM – it's great fun, so take the chance.

Richard Swinton



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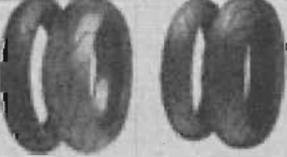
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Our Club's objectives :-

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 in the car park, next to the top roundabout in Bangalow 8.30 am or Lismore Railway 9 am. Every other Sunday can be a club run but members must contact the Events Organiser. 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.