

# Northern Rivers Classic Motorcycle Club Inc.

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**August 2014**

## Classic Torque



Above: Just two of the many bikes at the Mooball café;  
Below: Anyone for a restoration?



**Sunday run, July 13.** A run with a dual outcome—we all went to the Moo moo café at Mooball, but those who wanted could go on from there to Brunswick heads to the Hot Rod Show.

About a dozen bikes left Rous Hotel in the morning and we zigzagged our way north to Mullumbimby via Dunoon, and Federal, Then onto the old highway and on to the famous Mooball Café. We were greeted there by some of our northern members and fought our way inside to join the queue to order coffee. Apparently the owner was thinking of shutting up shop so he could go to Brunswick Heads, but I'm sure he was glad he didn't. There were bikes and bikers everywhere! The collection on show is constantly changing, so don't think if you've been once, you've seen it all.

Then some of the group rode back to Brunswick Heads to look at the hot rods. Some wild machines on display.



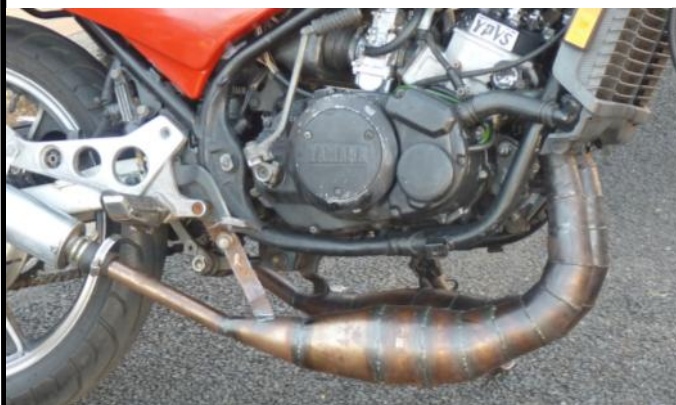




Some more pics from the Brunswick hot Rods Show;  
All the main picture needs is a couple of blondes draped over the convertible and it would look as if it were straight from Hollywood in the 50s.  
The Brunswick hotel makes an ideal background for the cars.



How's this for a bit of welding? A project bike ridden by a members son. He designed and built the expansion exhaust . Some minor mods needed to improve road clearance, but it sounded fantastic when on song. Congratulations!



## Northern Rivers Classic Motorcycle Club Inc

MINUTES OF MEETING HELD ON: 08/07/20134      START: 7.40 pm

Meeting chaired by Pat Holt in absence of Col McAndrew

WELCOME: 34 MEMBERS    2 VISITORS, 9 APOLOGIES as per attendance sheet.

Welcome by president and introduction from visitors

MINUTES OF PREVIOUS MEETING READ

ACCEPTED: Tony Kempnich

SECOND: Richard Swinton

### BUSINESS ARISING -

1. Col yet to send email out to members requesting details of historic registered motorbikes.

TREASURERS REPORT OPENING BALANCE:

CLOSING BAL:

ACCEPTED: Richard Swinton

SECOND: Peter Harvey

### CORRESPONDENCE

IN

1. 6 newsletters from various club
2. Flyer Summerland Sports and Classic Car Club show Aug 3
3. Heritage council of motor clubs AGM at Armidale 2015
4. Condolin Vintage/Veteran Rally calling 1915 Model T Ford Oct 2-5 2015
5. Newcastle Vintage Motorcycle Club rally Aug 15-17

ACCEPTED: Tony Kempnich

SECOND: Lena Kempnich

### GENERAL BUSINESS:

1. If making direct deposits to pay for rally please make sure your name shows.
2. Richard apologises that the newsletter was not out before the meeting this month.
3. Non financial members are required to hand their historic plates back in to the RMS
4. Executive committee appointed Peter Lake as interim treasurer whilst Gerard is away for 2 months
5. Robert Evans suggests he drafts a letter for next meeting concerning road conditions after repairs.
6. Carroona are asking for a static bike display on Aug 9 at their fete.
7. Mention of website about extremely loud vintage classic motorbikes and sidecars find with google
8. Article about Jack Brabham in Just Bikes reported on.
9. Aug 5 - 10 Motogiro at Boona and Woodford.
10. Frostbite rally leaving railway 9am July 25 -27, as club run starts July 24
11. Grafton rally 29-31 Aug
12. Reminder the library has a lot of great interesting books including technical books for when restoring.
13. 4 new members joining tonight after having now attended 3 events.

### MEMBERS REPORTS

CLUB RUNS: 200 or more bikes attended the meeting at Kyogle concerning the TT. Reports from several members who attended, speeds and road conditions.

Sunday run to F111 museum at Evans Head. 30 in attendance for a great tour and talk.

Wednesday runs - one run to Kyogle

Teams trial - 19 teams in attendance, based at Rathdowney

NEXT RUN: This Sunday to Brunswick hotrods, via Mooball cafe.

July 20 ride to Katrina's for a fun working bee including lunch.

Aug 3 Summerland Sports and Classic Car Show Lismore

MEETING CLOSED: 8.20 pm



## Presidents Report:

The busy part of the year is on us already with the choice of several Rallies and Shows to attend.

Our own Club Rally is on very soon and we will be asking for volunteers to help to keep the event at the high standard it has become. Our visitors enjoy coming to the North Coast area. The great scenic roads and our hospitality encourage them to return year after year. Another couple of events to look forward to are the Classic Races at Lakeside and the Lions TT.

See ya on the road, Col



## Club Runs:

**Wednesday , July .23:-**We had 8 riders going to Teven Golf Club for a coffee, on a clear and crisp Wednesday. The organiser this time having phoned ahead to make sure our reception was a better than at Newrybar on the last ride. The chosen leader this time was Peter Lake on his brand-new, very sexy Yamaha MT03 650cc single, with its dual/high-level, race-type "after-burner" mufflers. He lead us via a circuitous route to Teven that included Woodlawn, Numulgi, Corndale, Eltham and then coming in via Tuckombil via the Tintenbar/Lennox Head Road to the golf course area. Fortunately, the pace slowed as we headed via Tuckombil and thus we managed to keep together and arrived 'en masse' at the welcoming coffee shop. Teven really is a most relaxing and peacefully tranquil spot - [well it probably was before we arrived]. After seemingly brief interesting conversations in the warming rays of the sun, using some of their most original chairs/tables made out of recycled fencing with a dual colour/uniquely sanded appearance, while enjoying good coffee and limited choice of snacks - all too soon it was time to go back home at around 11.30AM. I went back solo via Eltham Road; the others went their own way independently - some planning to dine-out elsewhere for lunch. A great idea on such a perfect day! It was a most enjoyable and satisfying run back to Lismore. The wind was behind and the small 90 degree 650 V-twin was delivering a more pleasing/staccato beat than previously. No traffic at all. Perfect! But 1Km past Pearson Road after the straight and nearing the brow of the next hill, just before the usually enjoyable S-bends before the Eltham Straight - everything fell flat. A stationary small white strip was barely sighted in the far distance. It was in sight courtesy only of the higher than average saddle height with a V-Strom. Braking and getting nearer, it proved to be the very top portion of the roof of a large white 4WD hauling an ancient double horse-float. No number-plate, no brake or turn signals. It had seemingly crawled out at a snail's pace from a previously ignored & abandoned quarry on the right hand side of the road, just before the final bend. It succeeded in blocking the road completely. Brakes were applied harder. Then to my complete amazement, the oblivious elderly driver very slowly proceeded to undertake a full 180 degree turn into Gray Road. In doing so he totally blocked the road yet again! Even the horse looked nervous - I certainly was! The accident potential was large from vehicles coming up fast from behind. I could almost hear the media prognosis afterwards:- 'Yet again a motorcyclist going too fast, LBH admission, blah, blah' etc., etc. But now that official speed de-restriction speed signs apparently mean 80Kph maximum and not 100Kph, I suppose it could have been partially true. You never know what's around the next bend- even "driving to existing road conditions" - especially in a rural area. The public road should certainly not be treated as a racetrack, but even sensible riding is compromised by such bizarre and careless behaviour exhibited by thoughtless car drivers. RA



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**Perhaps this is what Rob Andrews should have been riding on his way home for the Wednesday run?**

**It would have cleared the road for him very nicely!!**

**The anti tank Vespa scooter** was the child of Italian design and French military. The Vespa was mounted with a 75mm recoilless cannon. The pilot rides on the cannon (which has a leather saddle bolted on it) and while the cannon could be fired from the Vespa, it was usually shot from a tripod. It was used in Vietnam by French paratroopers who asked for a fast, light, powerful anti tank vehicle with

good autonomy; probably they should have been more specific.

**2000 of the anti tank Vespa's** were made around 1959 and deployed in Indochina. Each Vespa carried 4 or 7 shots.

The Vespa mounted 75 mm recoilless rifle, anti-armour cannon, was very light in comparison to a standard 75 mm cannon but was still able to penetrate 100 mm of armour by HEAT warhead. The recoil is counteracted by venting propellant gases out the rear of the weapon which eliminated the need for a mechanical recoil system or heavy mounts, enabling the weapon to be fired from the Vespa frame. The motor was 2 strokes 150cc, top speed 80 Km/h. Some people say that farmers in Vietnam are still riding these Vespas.

Wikipedia:

The Vespa 150 TAP is a Vespa scooter modified for use with paratroops (Troupes Aéro Portées, or TAP). Introduced in 1956 and updated in 1959, it was produced by Ateliers de Construction de Motocycles et Automobiles (ACMA), the licensed assembler of Vespas in France at the time. Modifications from the civilian Vespa included a reinforced frame and a three inch recoilless rifle mounted to the scooter.

The 150 TAP's mounted M20 75 mm recoilless rifle, a U.S.-made light anti-armour cannon, was very light in comparison to a standard 75 mm cannon but was still able to penetrate 100 mm of armour by HEAT warhead. The recoil is counteracted by venting propellant gases out the rear of the weapon which eliminated the need for a mechanical recoil system or heavy mounts, enabling the weapon to be fired from the Vespa frame.

The scooters would be parachute-dropped in pairs, accompanied by a two-man team. The gun was carried on one scooter, while the ammunition was loaded on the other. Due to the lack of any kind of aiming devices the recoilless rifle was never designed to be fired from the scooter, the gun was mounted on a tripod which was also carried by the scooter, before being fired.

The "Bazooka Vespa" was relatively cheap: Vespas cost roughly \$500 at the time, and the M20s were plentiful. The Vespa TAP was produced in 500 examples. RL

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As we read this, Club Member **Bernie Shailer** Should be somewhere in Western Australia, or even riding back from Perth.

He and a couple of mates set off from Northern NSW, headed off to Lightning Ridge for dinner (!) and then on to Broken Hill. They had a couple of electrical problems there, (flat battery and bad connections) but got going again and , at the time of writing, getting ready to leave on the rest of the trip. Some of us must be born with steel backsides!!

But the gear packed onto 'Kaiser' would make a grey nomad very jealous. Note the extra fuel-tanks below the side panels. Bon Voyage, Bernie!

Even the best of us has the odd moment when things just don't seem to go as we expect. Was it a patch of oil? A n attempt to slow up the guy behind?

This picture of our patron, **Jack Ahearn**, was sent in to me.

I'm glad I'm not on the bike (either of them!)

If anyone can identify the circuit and race and date, please let me know. And how did he go? Did he ride on?

Any historic pics of yourself or other club members would be appreciated, preferably with a story attached



Talking about historic (hysteric?) photos— Someone seems to think embarrassing photos are what we want—I don't know;

But this photo of one of our better known Norton Afficionados looks as if he's trying to keep his baby out of the dust of the road—or maybe he needs some weight in the trailer to stop it swaying—or maybe.... Could it be possible that the bike won't run!!

Onya Pat!

Reminds me that my first run with the club was a DNF

**DO'S AND DON'T'S FOR DRIVERS**



**Tthis could have been Bernie!**

DO MAKE SURE THAT YOUR VEHICLE IS ROADWORTHY BEFORE STARTING OUT ON A JOURNEY -



**Always check out knocking noises; It could save a lot of trouble later on!**



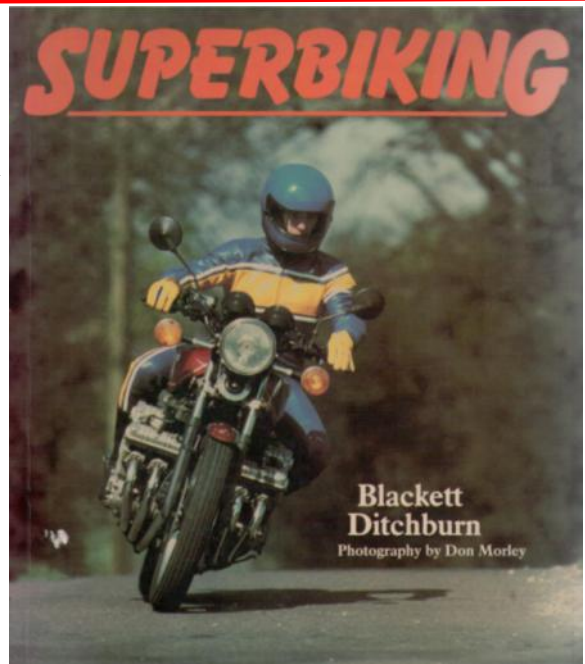
### Book for the month:

An oldie for you—it might bring back memories for some of us?

Blackett Ditchburn (what a name—sounds American, but it's English!) published this back in 1983—and you can tell because the bikes photographed doing various things include a BMW 100, a Suzuki Katana, a CBX 1000 and a Kwakka GP500.

It's full of hints and advice for safe and fun riding of the more powerful bikes. While he supports safety, he also is strong on FUN. I was somewhat surprised to see instructions for doing wheelies on a BMW!, but there's lots of advice for safer, faster cornering, braking (Chapter titled 'A quick way to crash'), trials techniques for developing better balance, the effects of weight transfer and carrying pillions. An interesting book which wouldn't go astray on the bedside table of your son or grandson if they're contemplating following you into a motorcycle future.

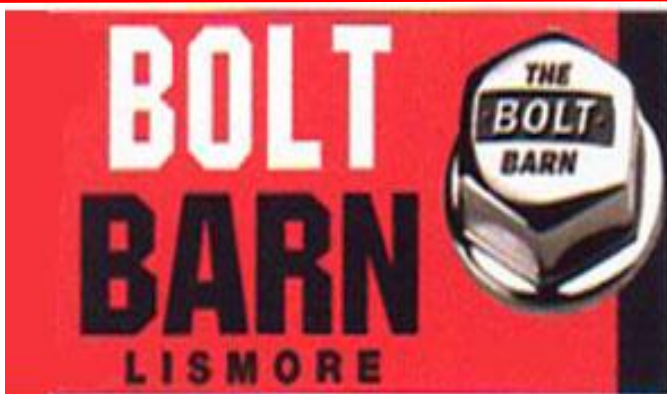
Available from the editor.



### From the Editor:

Well the July 13 Sunday run to Mooball was a bit better for marshalling, but there were still a few hiccups. These were mainly due to a new member putting on his helmet and missing the instructions at the rider briefing. He was saved at least once because the rider behind him realized he wasn't going to stop, so stopped in his place! The newcomer told me after "I wondered why the leader was waving his arms around at the corners?!" Lesson: Make sure EVERYONE attends the briefing.

Well, off my high horse—the book of the month had me delving into my collection and finding gems I'd forgotten. The new bookcase at home puts them out on easy display. If anyone out there in member land has some good books that other members might find useful, please let me know.



### A Sheepskin Seat Cover ?

Beautifully custom made seat covers are available made locally to suit all bikes.

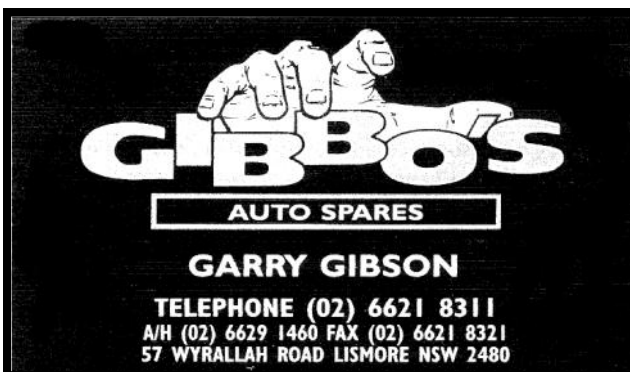
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### Old Butch, the prize Rooster

Fred was in the fertilized egg business. He had several hundred young' pullets,' and ten roosters to fertilize the eggs.

He kept records, and any rooster not performing went into the soup pot and was replaced.

This took a lot of time, so he bought some tiny bells and attached them to his roosters.

Each bell had a different tone, so he could tell from a distance, which rooster was performing.

Now, he could sit on the porch and fill out an efficiency report by just listening to the bells.

Fred's favourite rooster, old Butch, was a very fine specimen, but this morning he noticed old Butch's bell hadn't rung at all!

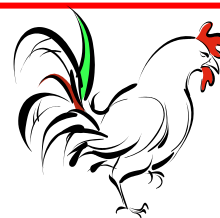
When he went to investigate, he saw the other roosters were busy chasing pullets, bells-a-ringing, but the pullets, hearing the roosters coming, would run for cover.

To Fred's amazement, old Butch had his bell in his beak, so it couldn't ring. He'd sneak up on a pullet, do his job and walk on to the next one.

Fred was so proud of old Butch, he entered him in the Brisbane City Show and he became an overnight sensation among the judges. The result was the judges not only awarded old Butch the "No Bell Piece Prize," but they also awarded him the "Pulletsurprise" as well.

Clearly old Butch was a politician in the making. Who else but a politician could figure out how to win two of the most coveted awards on our planet by being the best at sneaking up on the unsuspecting populace and screwing them when they weren't paying attention.

**Vote carefully in the next election, you can't always hear the bells.**



### Frostbite Rally

On Friday 25<sup>th</sup> July a good number of NRCMCC members headed off to the Frostbite Rally based at Allora, 25 Kms North of Warwick, some riding up and others driving towing bikes & caravans. As the rally is based at the Showgrounds most attendees camp or stay in Hotel Accommodation if riding there.

Saturday afternoon ride was a short run to Sandy Creek Hotel, a good test run for older bikes some up to 100 or so years old. Saturday Evenings proceedings began with a Jousting Competition with the North Coast Team of Michael and Bryson finishing third. During the heats however they managed to destroy their Chariot, narrowly avoiding serious injury. (See photos)



Everyone then enjoyed a hot meal and a few drinks before the raffles. NRCMCC members were lucky enough to take home several prizes. Sunday brought a very foggy morning, however no Frost. The long and short timed navigation rides met each other for Moring tea, then back to Allora for lunch and pack up. Three of our couples came home via the Killarney Tollway.

We are looking forward to the announced upgrade to start but can't see how one and a bit million dollars could even start to improve this much needed route. The only incident for the weekend was a flat tyre at Grevillia on the way home but with a spare tube, BMW tool kit and a local farmers compressor this was only a minor delay. All in all a great few days and looking forward to next year. T&LK (more on 'Frostbite' on p11)

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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

Aug 17— Sunday run—marshalling for Triples rally (also needed Aug 16). WILL NOT leave from Rous hotel—see details in ‘other clubs events’ below

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](http://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 17—19—Drum brake only ride—details to be decided

October 19—pre 1984 ride to Tenterfield to meet drum rake riders for lunch. Not a slow bike ride. A shorter ride around Lismore for others.

## **Upcoming Rallies & Events Organised by other Clubs**

Aug 9—static bike display at Carroona Village Fete, Rous Rd Goonellebah, 8.30am> contact: Kylie Connolly 02 6624 1572

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

Aug 15—17—Aussie Triples Rally; (Marshalls needed for 16th and 17th) Meet at lakeside caravan park, Fenwick Drive, East Ballina by 8.30am

Aug 29-31—Grafton rally – contact Terry 0409745011

Sept 13—15—Qld, All British rally Yarakool, contact Fred 0418381934, [www.bsaqld.com](http://www.bsaqld.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. ———

Repeat of last issue: ———Let me know if the transaction is over; Otherwise ads are in for 2 issues.

**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](mailto: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 vicious 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



Bigger and Taller ain't always better! This could only be allowed in America! Anywhere else and he'd be locked up in an asylum as demonstrably insane!

Here he is again! Maybe he has a 'Mine is longer than yours' complex?



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They did say it would be a wet weekend!





**Some more on the frostbite Rally:**

When we arrived at Allora showgrounds we were made most welcome to the camp villa of Michael and Julia Smith and Mary and Bryson Walker. Outdoor entertaining and all the comforts of home awaited our arrival and so we settled in for a weekend of relaxation ...with a bit of food and beverage thrown in. We certainly don't do it rough when we go camping!

In addition to the fun of bike riding in both chilly and glorious weather conditions, we took a few breaks to have a look around the area between Allora and Warwick. On Friday Barry and Jan visited the historic Glengallan homestead on the New England Highway. This is a beautifully preserved sandstone mansion that has been a feature of the area since 1867. Since 2002 the Centenary of Federation has restored the residence and it now serves as a heritage centre, it is well worth a visit.

Another historical homestead worthy of a visit is the "Mary Poppins House" in Herbert Street Allora. This house was home to Helen Lyndon Goff who, under the pseudonym of P.L. Travers, wrote the Mary Poppins book. The house is currently the family home of Les and Loraine Struthers and they have beautifully restored and decorated it in the Victorian style. Les and Loraine made us most welcome and provided much insight into the house and the Goff family. Les was instrumental in designing a replica of the house which was built in Hollywood on the film set for the movie "Saving Mr Banks". His other claim to fame is that he owned a Bonneville and enjoys visits by owners of vintage cars and classic bikes. KJ

**Some notes from the Lions TT Management team**

I'm sure you appreciate the difficulty of establishing new motorcycle events in Australia. It is our vision to prove the support for the concept and the economic development benefits to these progressive Councils. Through the success of the 2014 event we will then have the ability to set a new platform for 2015. Additionally we don't currently have the funds for timing equipment, nor is the road in a condition in its current state.

Under the Council requirements, we are required to advise participants that it is the responsibility of riders to adhere to posted speed limits while we have the road under professional traffic direction management during the event. The new website with entry details is live in the next few days. Lions TT info

Key Dates - We know you all have been dying for more information, and thank you for your patience. Owing to our process of engagement with Councils we want to publish the final plan as soon as it is approved. On Wednesday 6th August the Kyogle Chamber of Commerce is hosting an open forum for locals and on 11th August the Kyogle Council votes on our final proposal. To date, we have only 2 complaints and this is regarding noise in the town centre from the sprint event. We welcome your attendance support and promotion!



**For those who find welding a bit of a challenge, here is an alternative. Just don't forget the white ant treatment!**

**NRCMCC OFFICIALS CONTACT NUMBERS**

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**Jim Johnson**

All long time members would have known Jim Johnson. Foundation member & first President of the Gold Coast Club. Sadley Jim passed away recently. Our Club was represented by 4 members for Jim's send off. Alec, Dean, Judy and myself. The church was packed.

Jim was one of those blokes you couldn't help liking. Our club in the early days had many runs with the Gold Coast Club, even cricket matches. How times have changed!

Motorcycling was an ongoing thing with Jim and a life long interest, from his childhood in Cooma & then Southport.

Our Sympathies go to all the Johnson Family.

Many of our club members would remember Ross Johnson (Jim's brother) who organised those great Cooma runs that went for 5 days. Great times & great roads made for classic & vintage bikes.

In 2003 we decided to have a similar run, we called it "The Over The Hill Run". Thanks to Bryson , Mary, Tony & Lina, it still continues.



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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.