

Northern Rivers Classic Motorcycle Club Inc.

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**November
2014**

Classic Torque

More shots from the 2014 NRCMCC Rally (from Holty again)



Reminder about the Club Restoration Trophy:

It's nearing the years end, and it's time to enter that restoration you have been slaving away over for the last how many years.

Here are the rules:

- The bike must be at least 30 years old as calculated from the beginning of this year.
- It must be completed, running and registered, either as full rego, or with historic plates, by December 31, 2014
- You must be able to show that you have done a significant amount of work yourself—the more you have done, the more points awarded to you
- The bike must be true to original —no specials or one-offs
- You must be a financial member of the NRCMCC

Judging takes place by arrangement between judges and entrants in January, and the winner gets their name engraved on the jack Ahearn donated perpetual trophy and a personal trophy for their mantelpiece.

Please contact John Café or Eric Wilson (02 6624 3157) for more information and for entry details.



Sunday ride, 19 October;

Actually not much to write about— Quite a crowd gathered at the Rous Hotel and coffees were ordered and drunk with lots of discussion about bikes, events and accidents. However when it came to the ride, there was no one with a plan. Our illustrious ride leader was isolated at home on his crutches—Peter, we missed you!. So after discussions which seemed to lead nowhere, the group broke up into smaller groups with some heading to Casino for the car show, some going home, and some going who knows where.

If anyone who went on one of these rides has a story to tell, please let me know so I can include it in the next issue.

RS

Another Wednesday ride—22 October (being a month with 5 Wednesdays coupled with a delayed newsletter)

Due to showery weather only 3 stalwarts turned up for the final October Mid Week Run. These runs are fully sanctioned 'Club Rides' and are eligible for any 'H'-registered classic bikes of any capacity. But we always try and fit the planned run to the participant's machine & abilities. So it was this time. There was a motley mix of a Yamaha RZ250R from the late 1980s (newly re-bored, running-in and only 50Km on the clock - with a nervous owner), an immortal BMW "brick" and another faster 2-stroke - a 1985 RZ350. This mix indicated a route that was varied in speed and not too far or fast, just in case something went wrong with the little 250cc 'stroker with it's new top-end.

After calling in to see our esteemed previous Editor at his home in Goonellabah (but hopes for a third Yamaha rider were dashed!), our brave band of three set off to the Garden House cafe. [This tea-room/nursery is south of The House W/N Steps on the Wardell Road - highly recommended]. We rode a circuitous route, trying to avoid the showers. The leader changed the planned route mid-way and headed directly to Wollongbar, then down the Wardell Road trying to escape a incoming squall. But all in vain - we hit it in the plumb middle! Later mischievous allegations were made that the choice of the BMW with its rain-shedding faring was not a just simple co-incidence and that the evil RZ250 owner had deliberately lead the others into the showers to assist in his running-in



process by cooling-down the motor! T

To make a long story short - we all arrived at the garden centre safely - albeit slightly damp, but in good spirits. Here we were treated well, with good friendly service, good coffee and delicious home-made scones with jam & cream. At around 11.15 after some interesting conversation/theories regarding bike-related matters, we returned home together via "Cow-poo Corner", Dalwood and Skyline Road to East Lismore - the "Koala Road" is now sadly restricted to 80Kph. Generally the roads were now dry and provided most enjoyable & cool riding

Cheating—a picture for an earlier visit to the Alstonville garden Centre!

President's Report

Another year is rapidly coming to an end and our AGM is to be held on the 9th December. Please note that all committee positions will become vacant and that some of the current committee will not be standing for re-election. While considering a team to represent you and to lead the club into the future you should be aware of our club's objectives which are part of our constitution.

The Objectives of the Association are:-

1. To encourage the restoration, preservation, and use of motorcycles more than 30 years old and defunct models.
2. To ensure the preservation of records, documents, information, and equipment pertaining to old, unusual, and out of production motorcycles.
3. To provide through its members and committee, service and assistance in the restoration of motorcycles, location of parts, services and technical advice.
4. To publish a regular magazine for the benefit of members.
5. To organise and participate in displays, rallies and events, and promote the better image of motorcycling.
6. To hold regular meetings at a place suitable for the gathering of members for the purpose of official business, discussions, reports, films and social activities of members.

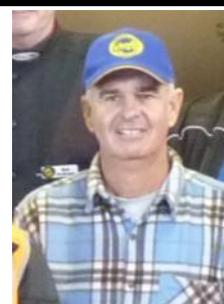


Col

A thank you from Peter Lake:

I would like to thank everybody who has helped or offered to help me after my accident: To all that helped at the accident site; who picked up the bike and got it home to my pace; to all who visited me in hospital and phoned me or visited me at home—Thanks

A special thank you to Eric Wilson for taking me shopping and to other places, and to Frank Widdows who lent my sister an automatic car so she could drive me around to appointments. For the rest of my life I will try to repay the generous offers and assistance given to me, and it makes me proud to be a member of the Northern Rivers Classic Motorcycle Club. Thank you all. Peter Lake



Back in 1968, when I was in my first year at Melbourne University studying Architecture, I owned a Durkopp Dianna 200cc motor scooter (My mum wouldn't let me own a motor-bike!!) but a bike or scooter was essential because there was bike parking in the Uni grounds whereas car parking was impossible! I eventually bought a '65 Bonnie.

We soon formed a motorcycle club and arranged for the Victorian motorcycle police trainers to come round one day and give us some hints on staying upright. An excellent day, but I can really only remember 2 things from it—One: avoid white lines all the time so you will automatically avoid them when they are wet and slippery; and Two; ride as if everyone else on the road is out to kill you!! Excellent advice!!

I can sympathise with Col and his accident.—on my way home from Uni one afternoon I was in a left lane about to turn left when the guy on the inside (right) lane cut across into my lane and turned left in front of me—fortunately I was a little behind him and was able to jam on the anchors and pull up just before he drove me into the curb. He was really surprised when I rode up beside him and abused him with my helmet almost in his window!! Get well soon Col. RS



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‘What we did for our spring holiday’ by Richard Swinton

Here’s a list: — Clunes, Cobar, Broken Hill, Peterborough, Adelaide (and grandchildren), Quorn and Pichi Richi heritage railway, Parachilna Gorge in the Flinders Ranges, Adelaide again then Naracoortes fossil cave., Princess Mary Rose cave, Great Ocean Road to Wye River and my sister; then Colac and help my son move cattle on his new farm, Geelong for a family dinner, then Melbourne to stay with my stepdaughter. On to Gisborne (60kmNNW of Melbourne) to see my daughter and then three days home via Narrandera and Werris creek: Total 7505km. Whew!

A great trip to connect with family, and all it needs is a light trailer and the bike to attend rallies in comfort—wellll—sort of. ROS



Upper left: the van in Parachilna Gorge

Left: Pichi Richi Railway

Below left: ‘59Bonnie at Mt Macedon

Below: Other bikes at the mountain

Right below: Unbelievable! A 1938 SS 100 in original condition, unre-stored but running and registered at Quorn.

Right: The Pichi Richi 1951 W class 4 -8-2 Loco

Right above and above: wonderful mailboxes along the road



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Wed run 24/9/14

Due to cloudy & cooler weather, plus this Run's close proximity to our annual rally (an altered weekend diary-date missed by your hopeless scribe) - there were only five (5) riders on the last MWR for September. The main interest in our usual Railway Station discussion was Ian's new bargain bike - a bright yellow (for danger?) fully-fared SV650 v-twin Suzuki. It was really in "immac" show-room condition and had all the usual extras. Threatening rain-clouds appeared to be coming down south from the Qld border, but even so the slightly elevated Wadeville Woolies destination was decided upon for a pleasant ride, plus the all-important pie, chat and coffee. After all - a mere shower is nothing to us hard-bitten bikers - eh? We went via the usual route:-Tuncester, Rock Valley, Cawongla and onto the Kyogle-Mur'bah Road. Even patched-up this road can be a shocker as regards sudden bone-jarring bumps. So it was this time too. The countryside was nice and green after the recent showers and it had recovered from the winter frosts somewhat. We had little mid-week traffic to worry about, so it was a nice "cruisey" ride up there.



Just as our group arrived at the shop, which is under new management and our friend "Podge" is no longer there, an evil and ragged jet-black rain-cloud dumped a heavy shower on all and sundry. Luckily we were just near enough to our destination to dive under the newly refurbished open-air shed at the top, so both bike/riders and gear were not affected. Beat that for good ride-organisation and excellent timing!

This country store does a reasonable coffee now, I am informed, but perhaps it could be stronger if ordered by the mug. The pies were of the good home-made type. I thought my spinach/fetter-cheese pie was excellent and well up to (or even exceeding) the high standards of Wardell Pies. (But then - perhaps it actually was one?) At 11.15AM it was decided not to go via the Stoney Chute Road/Nimbin Road home to Lismore as planned, due to the slippery roads & debris after the squall. Safety is always paramount on MW Runs. Discretion is often the better part of valour. There is nothing worse than 5mm of rain after a dry spell on poor rural roads, especially if riding with dry-weather slick/sports tyres on an unfamiliar machine. So three (3) riders returned via Rock Valley, the other two went via Nimbin and Kyogle for various errands. Nearing Lismore the weather greatly improved. Home for lunch with plenty of time to clean-off those freshly squashed and annoying sticky little flies from bike screen and mirrors. What could be better in this difficult and often troubled world than "motorcycle-riding therapy"? If you find something else, let me know!
RA



Wed run Oct 1 On a lovely North Coast school holiday day 10 riders including some prospective members met at Lismore Railway Station car-park at 9AM. We arrived 'in convoy' at the suburb of Wollongbar. This was a planned side-trip to visit our injured ride-organiser and club stalwart Peter Lake. He was very cheerful, not in pain and was very well looked after by his sister from Canberra, who was up for a short welfare visit. He has had great support from the Club, especially senior club-members and specially Frank and our welfare officer Uncle Eric. Most gratifying to see this assistance - especially if it ever happens to you.

At around 11.00 AM the ride to Evans Head Kiosk recommenced, but now via a more direct route through Meerschaum Vale to catc- up on time spent with Peter.

(Like like all social visits they always take longer than originally scheduled!) Our thanks to the Lake household for putting up with such a lot of members and well-wishers packed into his front room (see photo taken by Peter's sister). But it was great to see Peter in such good spirits and also see some of his racing memorabilia.

Due to other distractions/conversations only half of the MWR riders eventually made it to the Evans Head Kiosk. Here most of the usual fare was "off" - due to the holiday influx/demand - so no lunch was possible this time. The coffee was as good as usual. The weather was ideal and the views sparkling and spectacular. After coffee & conversation was finished at 12.30PM the return ride to Lismore was pleasurable and also nicely traffic-free. RA

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Book for the month:

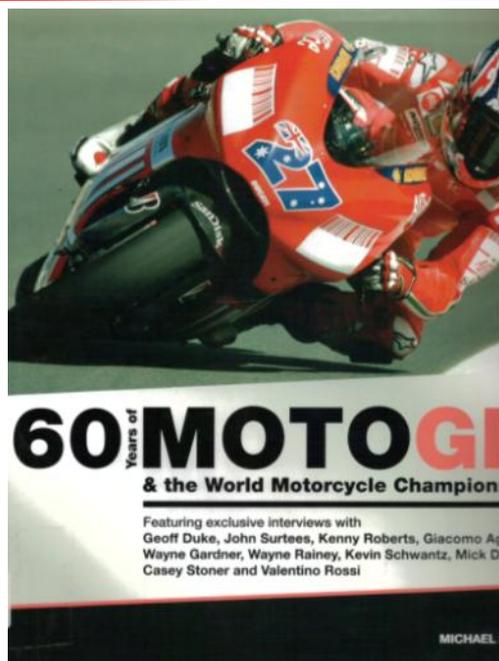
This book by Michael Scott was donated to the club library by our Patron, Jack Ahearn. It starts off with an introduction that starts with the very earliest races (the first in Austria in 1899!) The Brooklands track and the Isle of Man were the first dedicated race circuits.

The chapters deal with roughly decade periods with interviews with the classic riders of those times—Geoff Duke, John Surtees,



Kenny Roberts, Wayne Gardner and Casey Stoner being only some of them. The chapters cover from 1949 to 2008. Great photos, colour and black and white.

Available from the club library

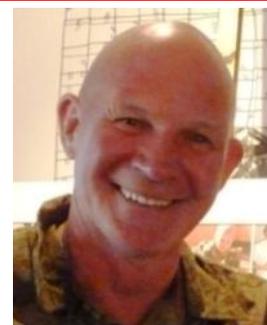


From the Editor:

One of the challenges of editing the club newsletter is having material to edit! If any of you attend a rally, see a classic bike run somewhere, or come on a great story; please pass it on to me—preferably with a picture or two. Don't worry about spelling, grammar, or anything else—I can tidy it up for you. Even a phone call could provide me with a story or joke.

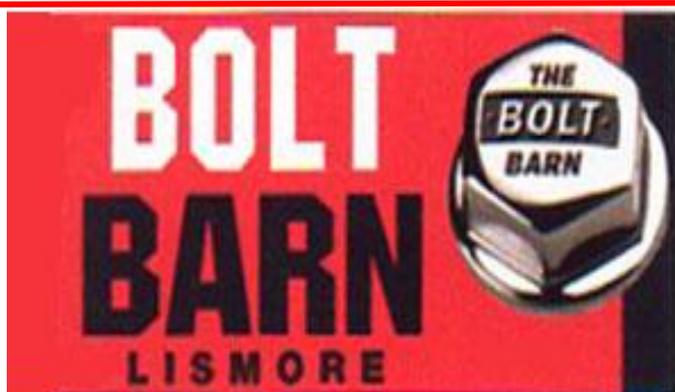
Two of our members have had altercations with the road surface on their bikes—Peter losing grip on a greasy wet road, and Col nudged off his newly purchased bike by a woman moving left into his lane on a roundabout.

Best wishes for a rapid recovery, guys.



On another note entirely, if you are getting this newsletter from the web, you can access more club pictures on Facebook. <https://www.facebook.com/pages/Northern-Rivers-Classic-Motorcycle-Club/1421493291398646>

The link is on the club website www.nrcmcc.org Check it out.



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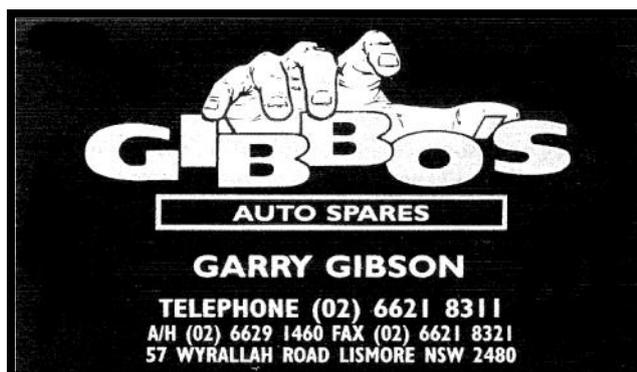
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**A story about a rally raffle:**

Rick Lauf—driving instructor extraordinaire—donated a driving lesson as a raffle prize for the rally dinner. The winning ticket was drawn by Tony Evans who very generously gave it to young Christopher Opfer. Christopher had a great lesson and he and his family want to thank Rick for the excellent lesson and Tony for passing it on.

Another point that comes out of this story is that club members should do all they can to use and promote the sponsors who advertise in our club newsletter. Tell your mates, your family and friends about the services available.

Here's some interesting data trawled up by Rob Andrews from old magazines: Below, from Cycle Magazine ,September 1991 and, right, from Cycle Magazine, September 1978 (all classic bikes now)

| MOTORCYCLE    | TOP SPEED MPH | QUARTER-MILE SEC. @ MPH | HORSEPOWER | PRICE   |
|---------------|---------------|-------------------------|------------|---------|
| ZX-11         | 176           | 10.36 @ 135.54          | 118.0      | \$ 7799 |
| FZR1000       | 168           | 10.50 @ 134.12          | 117.7      | 8799    |
| GSX-R1100     | 161           | 10.64 @ 130.05          | 109.2      | 7299    |
| CBR1000       | 153           | 10.71 @ 127.47          | 107.9      | 6998    |
| V-Max         | 145           | 10.66 @ 127.47          | 110.6      | 7999    |
| ZX-7R         | 154           | 10.97 @ 128.57          | 96.2       | 8999    |
| GSX-R750      | 151           | 10.82 @ 126.22          | 91.0       | 6499    |
| 851 Superbike | 145           | 11.23 @ 120.80          | 75.7       | 12,150  |
| ZX-6          | 146           | 11.21 @ 120.64          | 73.2       | 5599    |
| CBR600F2      | 145           | 11.09 @ 122.11          | 79.7       | 5298    |
| FZR600        | 139           | 11.26 @ 119.00          | 70.9       | 5699    |

I have read your magazine periodically for a few years now and have always been impressed with the performance figures you manage to extract from your test bikes at the drag strip. For this reason, I have written to you asking if you could please send me details of the standing quarter times and terminal velocities of the fastest motorcycles you have tested.

Peter Scott  
South Perth, Australia

Here they are, Peter:

- 1978 Honda CBX .... 11.55 @ 117.49 mph
- 1978 Yamaha XS Eleven .... 11.82 @ 115.38
- 1978 Suzuki GS1000 ..... 11.89 @ 113.35
- 1979 Yamaha  
Eleven Special ..... 11.93 @ 113.63
- 1978 Kawasaki Z1-R ..... 11.95 @ 110.25
- 1979 Kawasaki KZ1300 ... 11.96 @ 114.35
- 1977 Kawasaki KZ1000 ... 12.06 @ 111.66
- 1973 Kawasaki 750 H2 .... 12.28 @ 110.29
- 1975 Kawasaki Z1-A ..... 12.37 @ 107.39
- 1973 Kawasaki 903 Z1 .... 12.39 @ 110.70
- 1979 Kawasaki  
KZ1000ST ..... 12.41 @ 108.30
- 1979 Suzuki GS1000EN .. 12.44 @ 108.43
- 1976 Kawasaki  
KZ900Ltd ..... 12.52 @ 110.29
- 1979 Honda CB750F ..... 12.59 @ 107.39
- 1979 Kawasaki KZ1000 ... 12.65 @ 105.75
- 1970 Norton "S" ..... 12.69 @ 103.68
- 1972 Dunstall Norton ..... 12.70 @ 102.65
- 1973 Triumph Trident ..... 12.72 @ 106.00
- 1978 Suzuki GS750EC .... 12.72 @ 105.01
- 1977 Honda CB750F ..... 12.74 @ 105.14
- 1977 Suzuki GS750 ..... 12.75 @ 104.77
- 1970 Triumph Trident ..... 12.78 @ 103.92



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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 if you start at the Rous Hotel*

**WEDNESDAY** Mid-week runs start at Lismore Railway at 9 am on the 1st and 4th  
**Wednesday**

**November 7—9—Drum Brake Ride to Killarney**—contact Tony Kempnich 6628 1806 or 0428 285 776

**November 16—Pre-war and pre 50's bike run.** (anyone else can go, but please try to bring out your older bikes) Ride to Rocky Creek Dam with catering and backup trailers.

**December 14— REGO DAY and XMAS PARTY** at Clunes Hall—short run from Rous Hotel at 8.30am (The ride to Frank Widdows house, Ballina—**cancelled**)

**January 18—Ride to Clarrie Hall dam** for lunch with other clubs (to be confirmed)

**April 26—May 1—Over the hill Run**—Contact Tony K (as above) or Bryson W 0428 291 509

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

**Nov 1—2 Hat Head Rally** Contact Phil Webb 6566 9136, or David flint 0416 200 023

**November 5—8— National Douglas Rally, Bathurst.,** Entries close Sept 1, contact Geoff 02 6332 1699

**November 15— Walcha Challenge,** contact Neil 0404 041 627

**January 18—Ride to Clarrie Hall dam** for lunch with other clubs (to be confirmed) (Below: some pics from this event 2013. Lots of bikes of all types, good grub and a good run)



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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. —————

Please let me know if the transaction is completed; Otherwise ads are in for 2 issues.



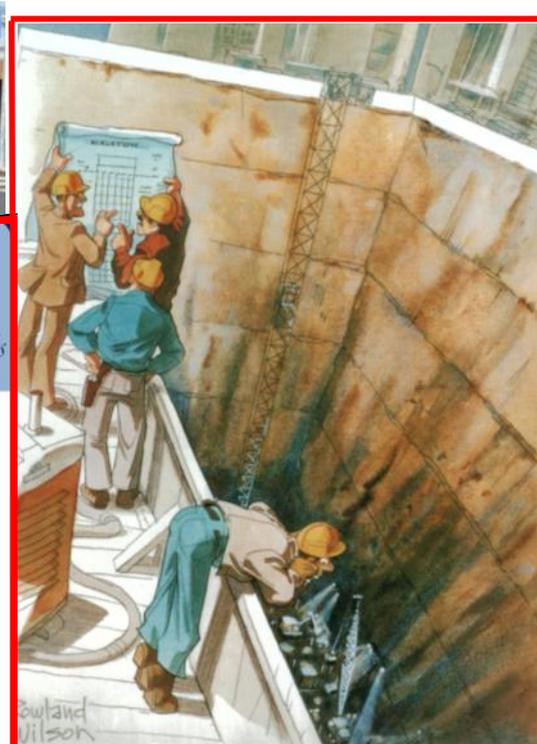
Peter Lake has a GEARSAK tank bag for sale: Excellent condition. He's asking \$50 ono. It's waterproof, expandable, and has a large clear map pocket on top. Contact him on ; 02 6628 5872 or grab him at a meeting or run



**Some shots from the start of the Compression versus Depression ride.**

At least 120 bikes were present, if not more (I didn't count them) and the run headed off to Mooball.

I wasn't able to attend, but I met the run on the Kyogle—Murwillumbah road



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STOP DIGGING! The plans were upside down

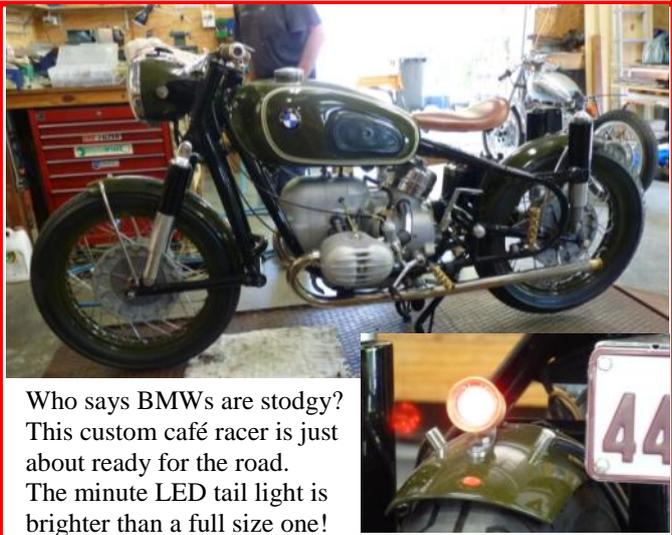
### Something a bit lighter!

A mechanic is removing the head from a motorcycle when he spotted a well known cardiologist in his shop. The cardiologist was there waiting for the service manager to come and take a look at his bike when the mechanic shouted across the shop, "Hey Doc, come and have a look at this." The cardiologist, a bit surprised, walked over to where the mechanic was working on the motorcycle. The mechanic straightened up, wiped his hands on a rag, and said "So Doc, look at this engine. I open its heart, take the valves out, repair any damage, and then put them back in, and when I finish it works like new. So how come I only make \$50,000 per year and you make big bucks when we do basically the same thing?" The cardiologist paused, smiled, and then leaned over and whispered to the mechanic "Try doing it with the engine running!"

And in the same vein—  
 A gynaecologist decides he has had enough of his work—especially the tunnel vision he was developing—so he decided to retrain as a mechanic. He signed up with TAFE and went through the course. The final exam for his certificate involved dismantling a motorcycle engine and then reassembling it and firing it up. So he stood at the bench along with the other students and completed the task. The examiners walked around allocating marks to the apprentices, but when they came to him they looked puzzled. 'Well, did I pass?' he asked. "Certainly" said the head examiner, but we feel we have to give you 150 out of 100 for the task," "Why?" said the doctor. "Well" said the examiner, "we gave you 50 for the disassembly, 50 for the rebuild and start. But we are giving you an extra 50 for doing the whole job through the exhaust!"

#### Laidley Swap Meet Report from our man in the west.

Hi Richard: Laidley swap meet report. Laidley motorcycle only swap meet was very well attended by vendors and buyers alike. On a very hot couple of days the oval was overflowing with vendors and prices in general seemed to be down, a very good swap meet, especially I think, for Velocette and BSA owners as there seemed to be plenty of those parts there. I noticed plenty of people there from the Coffs and Grafton clubs and Doug Hampson and son were also there with a stall. The meet seems bigger than the old Gatton swap and definitely better laid out, though there is absolutely no shade so a big hat and lots of water is compulsory. Good job, HMCQ. Bonalbo Mick



Who says BMWs are stodgy? This custom café racer is just about ready for the road. The minute LED tail light is brighter than a full size one!

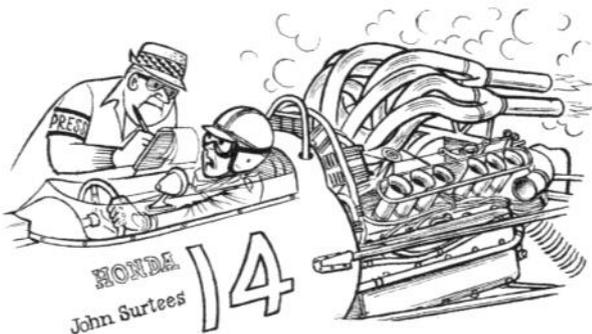
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- Vice President: Pat Holt.....04 3547 5784
- Secretary: Katrina Jeffery .....0402 009 884
- Assist. Secretary: Richard Swinton.. 6629 1069
- Treasurer: Gerard Roche..... 66884440
- Librarian: Richard Swinton.....6629 1069
- Rally Committee: Col and Nancy McAndrew
- Registration: Officer:  
     Bryson Walker: ..... 6629 1509
- Registration Officials: Pat Holt .... 6629 1051
- Brian Riordan ..... 6621 5535,

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- Bernie Shailer... 07 55905399 Rob Andrews ...6621 4083
- Catering: Frank Widdows .... 6686 0771
- Raffles: Robert Evans .....6689 5750
- Events Co-ordinator: Frank Widdows ..... 6686 0771
- Mid-Week ride organizer, Rob Andrews ..... 6621 4083
- Website: www.nrcmcc.org**

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Before all this I led a relatively peaceful life, racing motorcycles!



Geoff Duke on Gilera from book of the month



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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. 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.