

The Monthly Journal of the

Northern Rivers Classic Motorcycle Club Inc.

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**August
2011**

Classic Torque

Club Run to Hot-Rod Display at Brunswick Heads

Just the heroic two (2) stalwart riders from the Lismore area bothered to show up on a misty, cold, overcast and "soft" morning for our usual club-run venue at Lismore Railway Station for a later 9am start. We went via Woodlawn, Lockton Road, Rosebank and then James Gibson Drive through to Clunes. Despite this apparent diversion, the journey unexpectedly only took around 35 minutes. This indicated that the so-called "direct route" via the main Bangalow Road is not as quick as I previously thought. I suppose the dead-slow 50kph speed restrictions through Bexhill and Clunes are mainly to blame. How is it that some Sunday Drivers go 10-15 Kph under the speed-limit in all driving conditions? Safer? I think not!

At Bangalow there was a positive multitude of 8 other keen riders assembled on a variety of new and older machines, including a modern 4-stroke scooter. It was also nice to see a venerable Matchless/AJS twin and a Triumph Triple, even if the Ajay did disappear and then re-surface much later at Brunswick Heads! Route to the 'Hot-Rod Reunion' was back on the Bangalow Road, then turn-off via Federal, Crystal Castle, Mullum' and turn to Brunswick Heads at Uncle Tom's Corner. Riding conditions were generally dry, except some areas under camphor-laurels were damp/slippery at times. When we arrived at this famed resort village (remember "Brunswick Heads Revisited" on the ABC radio?) it was not as packed with visitors as we were expecting, but even so, any parking was at a premium. Some hazarded parking their bikes squeezed in between already parked cars near Conti's Cafe, but I and some others parked [illegally] well off the road, but right next to the cafe's outside raised seating area. From our seats we could check on our bikes and also see any law-enforcement coming and thus have a chance to move quickly if it did. But no-one seemed unduly bothered by these minor parking infringements, especially in such a relaxed atmosphere. After all, bikes don't take up much room, thereby freeing-up more parking space for others.

After Dr Doug joined us on his brand-new Harley riding from Ocean Shores, we had a very pleasant coffee served by a very pretty youngster dressed-up as a 1930s "flapper" - apparently purely for this special local occasion. Afterwards, some of our party wandered off to see the 4-wheeled machinery on display in the main area, which was opposite "The Brunswick" Hotel in the big parking area next to the park/creek. But I returned home directly, following Peter's BMW.

Rob Andrews



What a nice classic 350 Bridgestone twin?

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Raffles: Dave Bonhote-Mede **Ph** 6621 8803
Events Co-ordinator: Peter Lake **Ph** 6628 5872
Mid-Week ride organizer, Rob Andrews **Ph** 6621 4083

MINUTES OF MEETING HELD ON:		12/07/2011	START:	7.50 pm		
WELCOME: MEMBERS 38 as per attendance sheet.						
VISITORS PRESENT:	1 as per attendance sheet - Tom					
APOLOGIES:	8 as per attendance sheet					
MINUTES OF PREVIOUS MEETING READ						
ACCEPTED:	Richard Swinton	SECOND:	Tony Kempnich			
BUSINESS ARISING						
1. nil						
TREASURERS REPORT						
OPENING BALANCE:			CLOSING BAL:			
ACCEPTED:	Peter Lake	SECOND:	Richard Swinton			
CORRESPONDANCE						
IN:	1. Newcastle Vintage Motorcycle club Throttle Lever 2. Gold Coast Enthusiasts club The Link – June and July 3. Northern Rivers Classic car club magazine 4. QLD Historic Motorcycle Club magazine 5. Coffs Harbour Motorcycle restorers club – Restore & Ride 6. Inverell Motorcycle restorers club magazine 7. Letter from Coffs Harbour Motorcycle restorers club 8. Letter from Prostate Foundation of Australia 9. Flyer for Parkes 35 th Annual Motorcycle Rally – October long weekend 10. RAC Victoria – Concours D' Elegance October 21-23 in Melbourne					
OUT:	1. Invoice to Shannon's Insurance for rally sponsorship for \$400					
ACCEPTED:	Noel Edwards	SECOND:	Mary Walker			
GENERAL BUSINESS:						
1. Peter Lake reports that the club photocopier has packed it in. Peter moves that it goes to the Lismore recycling centre and be removed from the asset register. Seconded by Doug Foskey. Accepted unanimously. 2. Mark presents new name badges to Tony and Lina Kempnich. 3. Doug Foskey has a bike for sale if anyone wants further information. 4. Rob asks for club cards to be printed with Marks number on them. 5. Eric reports a donation of books from Chris Wakely – Motorcycling World, Motorcycle Digest, Motorcycle Engineering – thanks to Chris for his generosity. 6. Michael Smith has also donated a range of old bike magazines to the library. 7. Ladies night report by Tony – it will be on September 9 th , will be around \$30 per head. The pub does have a small courtesy bus if any members wish to contact them and organise this. 8. Peter reminds that triples rally is 20-21 August and we are supporting the rally as marshals on both days, and lunch will be supplied. Lakeside caravan park leaving at 9am. There will be a sheet for you to register for this. 9. Our rally also will need marshals and the club has been seeing a decline in members marshalling therefore the rule now is – if you are a member and are attending then you will marshal at least one leg on one day. 10. Peter discusses some details of the rally route. We will also need a volunteer for ride leader. Chris Jeffery and David Bonhote-Mead will be back up drivers. 11. Peter has applied for us to have our old spot back for the Summerland Classic Car Club show. Starts 9.30 and finishes around 2. Members please come and help make a display for any amount of time during the day that you can spare. 12. Entry forms available on desk for Jacaranda City Rally 13. Doug reports on Guzzi rallies – Ragged fringe in September and Spaghetti rally in October. 14. Noel brings attention to request in newsletter for any old photos that members may have.						

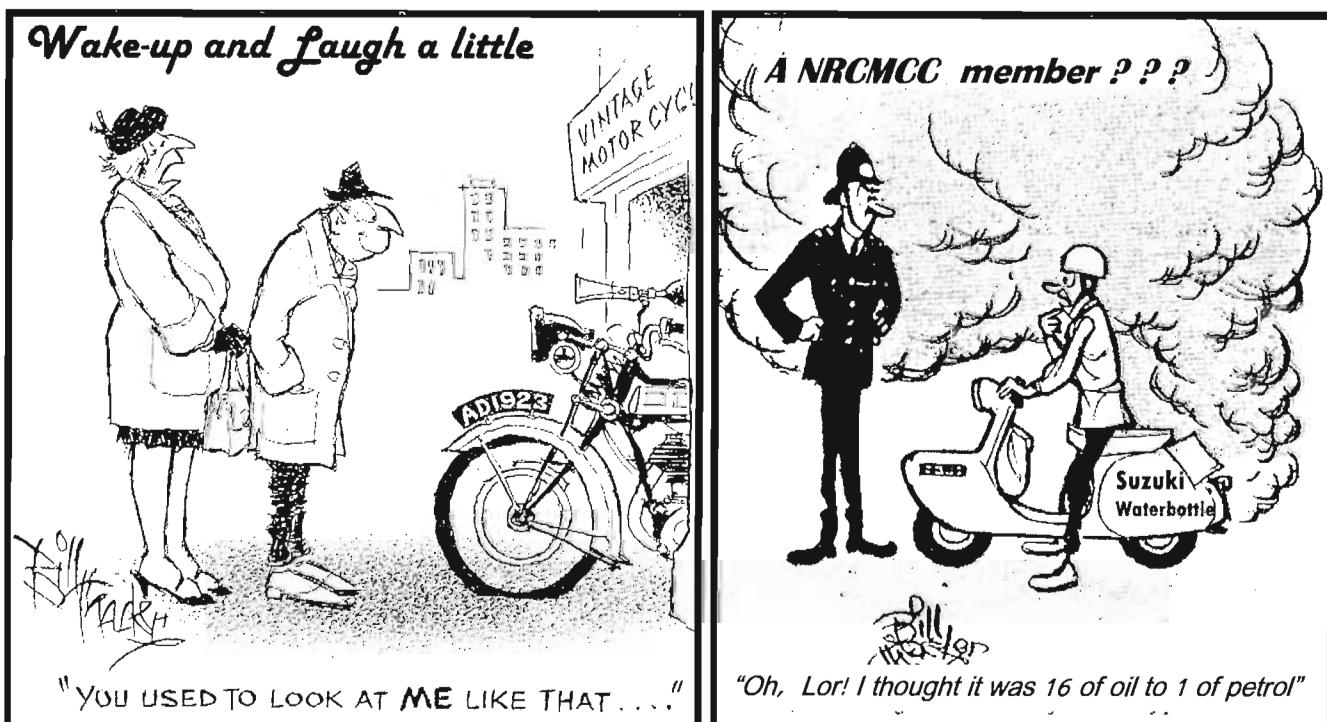
NRCMCC Minutes for July . . . Continued from page 2

MEMBERS REPORTS

CLUB RUN	Mary reports on the team trials and the excitement of narrow dirt tracks, but they survived and had an excellent time, camping and eating together. Our club put in 2 teams who came 2 nd and 3 rd , so a fantastic effort!		
	Col reports on rally at Tamworth with over 100 attending a great event.		
	Peter reports on June slow bike run had 33 bikes arriving at Evans Head for coffee. Rob reports on mid week runs – Lennox Head and Kyogle with a few mishaps to report.		
NEXT RUN:	Club run Sunday to see Hot Rod reunion at Brunswick. Leaving Lismore 9am. Bangalow 9.30. August 7 – Summerland Classic Car Club show at Clive Campbell Car Park.	MEETING CLOSED:	8.35 pm

Below: Presenting a series of cartoons from Bill Thacker which were first printed in Magazine in 1939. Thanks to Walter Klossner I will bring more in later editions.

THE MOTOR CYCLE





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The Old Photo Gallery

Welcome to our first edition of this page and the challenge is to indentify the members and of course their motorcycles.

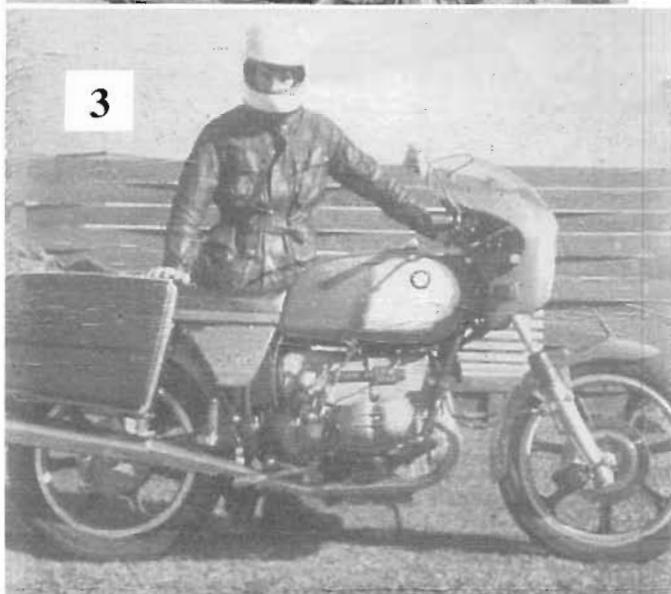
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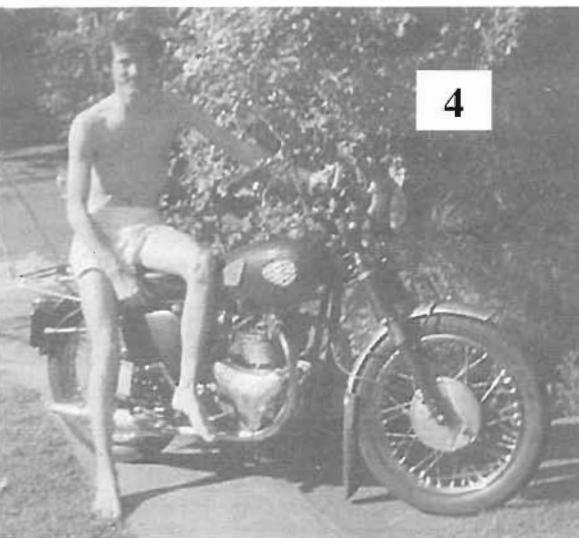
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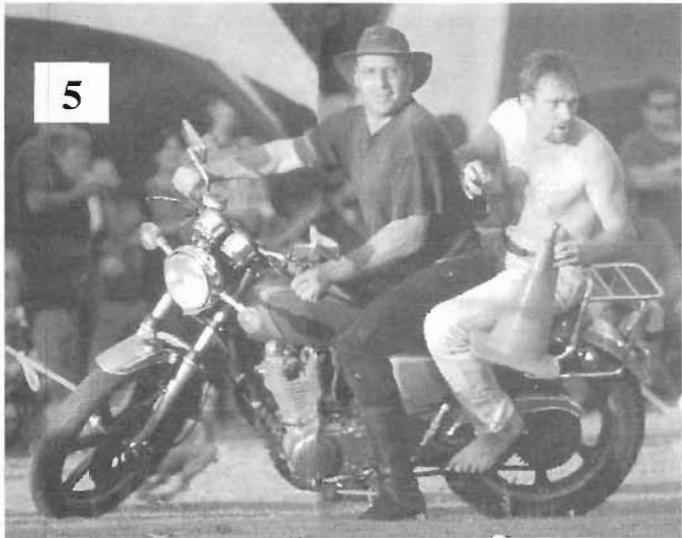
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NRCMC Club Events 2011

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

- August 14th** 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. Leave 9 am for One and half hour ride.
- September 24/25** NRCMCC Annual Rally based at Ballina. Registration and breakfast at 8.00 am. Leave Ballina 9.30 am. Sat. and Sun. (*refer pages 11, 12, 13 this 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 to Frank Widdows in Ballina. Leave Bangalow 8.30 am: Lismore 9 am
- January 15th** Drake Pub Run for lunch, leave Lismore 9.30 am. Anyone interested in a week end stop-over at Tenterfield the same week-end? Contact Noel Edwards

Plan ahead for these other club events for 2011

- August 17** Pine Rivers Stinkwheel Rally, Brisbane, Contact Barry Death 07 3266 1548, Don Nicol 07 3285 1717 or 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 at 8.45 for a 9 am start both Sat. and Sunday. Meet at Ballina Lakeside Holiday Park, Fenwick Drive, Ballina.
- 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 ride for a coffee at the Eltham Pantry

Taking the Mid Week Ride back to its original roots, a slower schedule was arranged this time. Also I needed some bumpy minor roads to test for leaks on new fork seals installed by Lismore Motor-cycles on my 1984 Harris Bonneville. Ten Classic Club riders set off in sunny weather and rode carefully in moderate traffic through Lismore to Richmond Hill, with a turn-off at the bottom of the hill to Boatharbour Road; past Eltham Pantry and through to Nashua Road to Booyong village; under the viaduct and past Bat-Poo Park, then up Stewarts Road and briefly a turn West onto the Bangalow Road, then with a quick turn-off to Eureka/Federal. From Eureka village we turned left onto Whian Road past "Spud" Murphy's; then on to Rosebank. Our return was via James Gibson Drive to Clunes (I hear the DMR speed-camera here may be removed soon), then down the valley via Johnsons Road, finally reaching our destination for a well-deserved coffee at Eltham Valley Pantry. This venue was chosen again due to insistent demand and backed by a majority rider-vote!

Overall this run was memorable for the confused condition of 'Our Dear Leader' after finding himself "buzzed" by the now infamous red DMR-funded Highway Patrol near The Hilltop Hotel; messy and corrosive roadworks near Rosebank Hall (yes - we managed to get there JUST after the LCC water-tanker had left!); several members taking time off from the main route for a "quick one" at The Friendly Inn (or were they just lost as usual, due to talking again during the briefing?) and some memorable winter views of local hills and scenery from the heavily patched and gravelly local roads. In fact one section near the creek crossing on Whian Road was quite amazing, it was completely made-up of myriads of irregular hot-mix patches and practically nothing else. I should have stopped for a photograph! The Run was admittedly a slower one than usual by necessity, due to the minor roads and safety considerations. Luckily traffic was light, though some locals were (as usual) cutting blind corners at high speeds on these very narrow and often bumpy rural goat-tracks. But we all survived. I am pleased to report there were also no break-downs amongst the 10 bikes and riders over the 85Km route this time. It also was gratifying to hear that a relatively new member of the Club enjoyed this run immensely and thought it was a good exploratory trip for some further rides in the near future.

The pie and slices served at The Pantry were of homemade/delicious quality and served with lashings of whipped cream. They were as usual avidly consumed by our appreciative Mid-Week Run gourmets.
Rob Andrews

What is wrong in this picture?



And NO he is Not a club member

REMINDER OF RESTORATION TROPHY FOR 2011

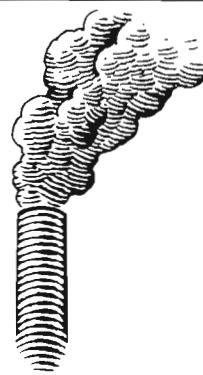
Members are reminded of the rules for entering a restored machine in this year's Jack Ahearn restoration trophy.

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

So come, be famous and get your name on this beaut trophy when the winner is announced at the first club meeting in 2012.

Interesting stuff and results from the German GP 2011

During the lead up to the race at Sachsenring Circuit at Saxony, track side commentator, Steve Parish gave a run down on the great history of motor cycle racing and the birth of the racing era in Germany. Of interest to me was that he mentioned this was the home of that famous but now extinct name DKW. Results from this round: 1st. Dani Pedrosa (Honda), 2nd Jorge Lorenzo (Yamaha) and 3rd Casey Stoner (Honda). This series is very exciting with our Casey Stoner extending his lead in the championship to 25 points from Lorenzo after winning the USA round with Lorenzo second and Danny Pedrosa 3rd.



THE IMPORTANCE OF SMOKE

Positive ground depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as "smoke".

Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing. For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions. The logic is elementary and inescapable!



The function of the wiring harness is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward.

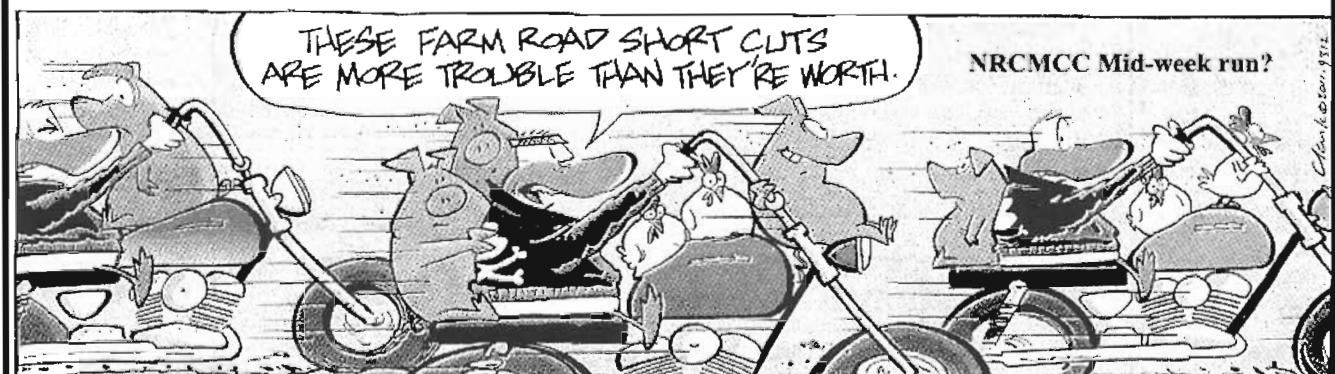
Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly large wires.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defence secrets. Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components - especially British units manufactured by Joseph Lucas, Ltd. "A gentleman does not motor about after dark."

Joseph Lucas (1842 - 1903)

SWAMP



Wire ropes need review

MOTORCYCLISTS' lives are being placed at risk because of the increased use of wire rope barriers, Federal Member for Cowper Luke Hartsuyker said recently.

Mr Hartsuyker was commenting in relation to the amputation of a motorcyclist's leg after he fell from his bike and hit wire dividers on the Pacific Highway near Taree.

"The accident highlights why State Governments should review their policies in relation to the installation of wire rope barriers," Mr Hartsuyker said.

"In my view, many of these barriers have been installed without due consideration to the threats they pose to motorcyclists. Whilst Governments do have a responsibility to address blackspots where head-on collisions are prevalent, they also have a duty of care to all road users."

"There is no use endangering motorcyclists simply to address a separate road safety problem."

"Wire rope barriers are potentially deadly for motorcyclists and at the very least they can inflict serious permanent damage."

"It is a time for State Governments to review if and when these types of barriers are installed."



"In my opinion, the danger wire barriers pose to motorcyclists should be the starting point, before any more are installed. Wire ropes might be appropriate to stop cars and trucks colliding but they are the most aggressive form of barrier for bike riders."

"A full review should include, but not be limited to, establishing whether they should be banned, whether existing wire barriers should be made safer and whether all current wire barriers are necessary."

"The fact that wire barriers have a much shorter working life than concrete barriers should also be taken into account."

"Motorcycling is becoming an increasingly popular form of transport and is attracting a lot more riders who appreciate riding for pleasure."

"The number of motorcycles has risen more than 60 per cent over the past decade with well over 500,000 now in Australia."

"Governments need to ensure their policies reflect appropriate safety standards and community trends," Mr Hartsuyker said. ■

"THIT NO"

Donald Duck and Daisy Duck were spending the night together in a hotel room and Donald wanted to have sex with Daisy.

The first thing Daisy asked was, "Do you have a condom?"

Donald frowned and said, "No." Daisy told Donald that if he didn't get a condom, they could not have sex.

"Maybe they sell them at the front desk," she suggested. So Donald went down to the lobby and asked the hotel clerk if they had condoms.

"Yes, we do," the clerk said and pulled a box out from under the counter and gave it to Donald.

The clerk asked, "Would you like me to put them on your bill?"

"Thit No!" Donald quacked, "I'll thuffocate!!"



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Lismore Motorcycles

From the Editor's desk

I am pleased with the response with the old photos and will publish them all during the rest of the year. As seen on page four it will be extremely difficult to recognise many of the members or their bikes but the closest correct entry will win the prize. Have a guess and keep the results till November when I will reveal all. I am hoping for a lot more entries so please dig around in your photo archives and see if you can come up with an old "good shot" photo of yourself and bike.



Has been great lately to have some glorious bike riding weather for a change and club members have been taking advantage of it, (rather disappointing numbers at last club run to Brunswick Heads though) so lets hope that this weekend our club run to Grevillea is well supported. I know from experience, the coffee is excellent. Next week 6 of our members are off to the Pine Rivers "Stink Wheel Rally" in Queensland, so let's hope the weather is better than it was last year as it was well and truly washed out. The annual "Show and Shine" report will be in next month's newsletter along with a few more photos.

Don't forget to get your entry form for our annual rally as time is fast running out. Forms are in the back pages of this issue.

Noel Edwards

MORE PHOTOS WANTED

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

The reason is I think it would be interesting for other members to see them in the newsletter and the challenge would be to try and recognise you. Please either email them or loan me the photo, I will return them.

Noel Edwards: Editor

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POLARIS



The Iron Butt Rally

11,000 miles in 11 days through 48 states.

Ninety modern bikes were joined by John Young from England on his 1969 Triumph Trident T150 for this recently run Rally. The Trident was the only bike with a kick start and prior to the start was given the "hopeless case award". Bets were taken that he wouldn't make it out of the first state.

After riding 1000 miles every day, for the 11 days, the Trident completed this tough event ahead of several other competitors on modern bikes. There were several DNFs, the most being drive shaft failures on BMWs.

Extra points were gained by passing through Capital cities and other landmarks along the way, however John stayed on the most direct route with the main view to a finish.

The temperatures soared to 100 deg F and many chose to ride at night. The Trident broke a chain at 60mph which caused substantial damage to the rear of the bike but he managed to carry out roadside repairs. The Craig Vetter designed 40 year old Windjammer Fairing suffered a lot of abrasion from the sand storms encountered but the bike ran well with no major dramas.

The race was won on a Yamaha FJR 1300 followed by Hondas and BMWs.
One statistic worth noting: - 3 Harleys started and none finished.

One Trident started and one finished.

Col McAndrew

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