

Northern Rivers Classic Motorcycle Club Inc.

PO Box 7058, Lismore Heights, NSW 2480
www.nrcmcc.org
Email: nrcmcc@gmail.com
Or phone President
(see page 11)



**April
2017**

Classic Torque

2017 Northern Rivers Classic Motorcycle Club "Show and Shine"



What an awesome day. Some very nice bikes on display. Couldn't ask for better weather too. Thanks you to all who made it happen and congratulations to all of the trophy winners.



Above: Left Dave Jupes Alec Marsh Memorial Trophy winning BSA Gold Star
Above Right: Peter Harveys 1960 Triumph

Award Winners for Show and Shine

Vintage Mary Walker 1915 BSA (Photo right)
 1940-1949 Tony Evans 1945 BSA
 1950-1959 David Jupe 1957 BSA Rocket
 1960-1969 Tony Harvey 1965 Norton Atlas
 1970-1974 Peter Harvey 1970 Triumph
 1975-1979 Geoff Outerbridge 1976 Kawasaki Z900
 1980-1987 Wayne Estreich 1983 Honda CB1100F
 Best Outfit Fred Jupe 1939 BSA
 Best Original/Unrestored Steve Raisch 1980 Yamaha SR500
 Best Classic Race Bike Neil Rodway (Below)
 Alec Marsh Memorial Trophy; David Jupe 1959 BSA Gold Star



Right: Tony Evans Jack Ahearn trophy winner 1945 BSA



**Vale - John Surtees
 1934 - March 2017**

John got his bike enthusiasm from his father, Jack, who ran a motorcycle shop.



John is famous for being the only man who has won the championships on both 2 wheels and 4.

He started motorcycle racing on a Vincent and raced Nortons and then MV Agusta. He won the Senior TT at the Isle of Man 3 years in a row.

In 1960 he swapped to cars, racing for Lotus, Cooper, Lola and Ferrari in formula 1 and 2 as well as Can Am cars in USA. He's well known for his rides in Honda F1 and he eventually ran his own cars and team in formula 5000, and F1 & 2.



He's recognized in the International Motor Sports Hall of fame as well as being awarded the MBE, OBE and CBE as well as the Seagrave trophy and an Honorary Doctorate in Engineering.



Presidents Report - April 2017

Hi all,

I've got to say that I really enjoy riding during Autumn and Spring. The temperatures are less extreme and far less draining. I hope you've been able to get out on your bike and enjoy the change in seasons too.

It seems like every time we turn around there is another thing changing. It seems to be a constant in our lives. Fuel prices changing, food prices changing and so on. However, when something changes it usually means that there is a knock on effect to something else. For example, if fuel prices increase we use our vehicles less and if food prices increase we look for cheaper, alternative products.

The club has seen many changes over its life. Some have been an internal evolution of club processes and other changes have been needed because of outside influence. Take the recent changes to the use of conditionally registered vehicles when the log book scheme was introduced into NSW. Traditionally, the use of conditionally registered vehicles, beyond a maintenance ride, was mainly linked with club events. This has changed and members now have the option of putting their classic bike on the logbook scheme and ride their conditionally registered bike unrestricted for up to 60 days a year. The knock on effect is that, unlike in the past, riding of conditionally registered bikes at club events becomes optional for members on the log book scheme as they can still get out and about on their bike.

Recently, there has been another change to the NSW conditional registration scheme with the introduction of a new, parallel conditional registration scheme for modified vehicles over 30 yrs of age called the *Classic Scheme*. Thus, we now have our current *Historic Scheme* for restored vehicles that are as close as possible to original and a *Classic Scheme* for modified vehicles over 30 years old. Both of these schemes have the log book option, however the *Classic Scheme* requires an annual inspection the same as full registration, is managed outside the club and contains some other differences to the old *Historic Scheme*. We are still trying to clarify what the knock on effects will be for the club if we do, or do not, participate in the new *Classic Scheme* and this topic will be discussed further at future club meetings. There have been a lot of changes to eligibility and use of conditionally registered vehicles in NSW over recent years and how much our club is affected by these changes, both in the short and longer term, is yet to be fully assessed and understood.

Regards Neil Williams



HEADS UP NOTICE:

The 25th anniversary 2016 NRCMCC annual Rally will be held at Evans Head, 15-16-17 September 2016.

The caravan park is holding cabins, powered sites and camping sites for this event **until 30th June**. We will lose any not booked before then because of the QLD school holidays

Tell them that you are attending this event when you book and they will be sure to find you a spot.

So, be sure to get in early before they go Further details will be announced shortly.



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At the meet we will be featuring significant and interesting motorcycles.

Amongst others we have an early Harley Davidson 8 valve, an early Indian 8 valve, a 1917 1,000 cc V-Twin Excelsior and a 1957 Manx Norton currently coming along.



Do you have something special that you would like to share? Let us know so we can add it to the motorcycles featured on the Sunday.

Contact Tony Blain on 0419 229 605.

Please circulate this email and the attached entry form to your members and any other enthusiasts interested in motorcycles 35 years old and older.

Website : www.amcaaustralia.org

(You'll have to chase up an entry form on their website - The NRCMCC newsletter won't accept .pdf files)

PROSTATE INSPECTION

Please read this. IT MAY SAVE YOUR LIFE...

An annual medical by my observant GP recently discovered my prostate had an 'abnormal' shape. Hmm, PSA wasn't all that high and no trouble peeing... Eight weeks later with prostate gone, I was cancer free. I missed the NRC Christmas do and couldn't ride a bike for a month but that's a small price to pay. I've since contacted my mates and advised them to 'get the finger'. Some actually also failed the test. Now it's your turn... Different cases have different remedies. Mine was 'do something or in five years you hang up the helmet'. So, there you go boys. Do yourself a favour. Grab the phone and ring your doctor... JM



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Editors comments:

A pity that the numbers were down on the attendance by members at the Club Show and Shine. However, the postponement probably didn't help with people already committed elsewhere.

But the current rainfall events (I'm writing this just after the flooding rains from Cyclone Debbie moving south were boosted by a cold front coming up from southwest) have driven everyone off the road (except those who ignore the warnings and drive into flood water against the strong advice of the SES and police). Yes, it can be tempting if you're on the wrong side of a flooded road section to mosey on through, but people don't seem to understand that a modern car will float when water levels rise. A Toyota Yaris for example will start to float in 150mm of water. Yes, it will sink eventually but only as water leaks in through relatively small holes in a modern monocoque car body. When I was in the Northern Territory in my twenties, we drove 4WD Toyotas through flooded causeways (only when the flow wasn't too fast) and we opened the doors to let the water flow through which kept us from floating. Nevertheless, the considerable force of flowing water can easily sweep a vehicle off a causeway or bridge, especially a modern vehicle with low ground clearance and therefore large side area.



Also you may think you know the road, but when it disappears under muddy water it's easy to drive off the crown and slide (or float) into a roadside drain. A common sight during floods - and very annoying for SES and other rescuers.

Another issue - if you have driven your car for any distance before driving into water, the oil in the gearbox and diff will be hot, and the sudden chilling by flood waters will cause a vacuum which will suck in muddy water past the seals. We used to connect long plastic tubes up into the bodywork to our diff breathers so they could suck clean dry air. Fans can also pull into radiators.

As a victim of a Grafton flood years ago, I can also point out that there are many things in flood water you really don't want to think about. Flooded septic tanks and sewers are not an appealing addition to the water, and all sorts of debris and rubbish including corpses of livestock can appear, as well as wildlife including snakes. And every tree and shrub is full of ants and spiders!

When up in the Territory we had to swim an unexpectedly flooded river when we were caught out on the wrong side with no food or equipment (Lesson - never go out without emergency gear if you're in the bush) and watching the snakes and logs surf past wasn't encouraging; but we all made it. Then four days later when the rivers dropped, we drove back and dug out the bogged 4WDs we had abandoned. (Lesson2 - don't ignore distant thunderstorms - they may be at the top of the catchment you are in)

So, to reinforce the SES message, please DON'T drive (or Play) in floodwaters. It's bad enough being inconvenienced without losing your car as well!



My condolences to anyone who has been impacted by the floods; my thoughts are with you. Ed

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LISMORE ALSTONVILLE BALLINA SURROUNDING AREAS

Part three of the Dean Marsh adventures:

When I heard the Aussie Classic Road Racing Titles were on in Tassie at Symonds Plains in Nov 2016 I jumped at the opportunity. Tasmania being Dads Landing point at age 10 when he arrived on the boat from England in 1958, it was a place close to my heart. Wasn't really sure about Tassie though as my own opinion was it was quite a backwards state, and everyone from Tassie had 2 heads, Right? What a pleasant surprise to find out not only were all the locals in Tassie bloody nice people and love their motorcycles/motorsport but they didn't have 2 heads – according to all of those locals in Tassie us on the mainland have one head but aint real bright!!

After a few beers in my Pit Bitches shed (Johny Café) leading up to the race date I finally convinced John that I couldn't go racing without his help. We did it in true pro racing style and

Flew to the event with my bike and gear getting transported the 2000 odd kms to Tassie (thanks Geoff Martin and Boof). We landed in Launceston on the Tuesday before the event and with plenty of time up our sleeves what else was there to do except visit a motor museum (after the James Boags Brewery of course).



The National motor museum in Launceston was an excellent start to our week of Motorsport. There were many cars of interest to car lovers but bikes were what we were here for and the 40 or so bikes ranging from 1909 to current day with Drag bikes and super bikes from all eras the Excelsior Manxman and KTT Velo were definitely our favourites.

The racing started with Thursday practice. It took me a few practice runs to hold on the little Honda 350 top gear flat out down the back straight and when I heard everyone in my class saying this track is for High HP bikes they weren't joking! Felt like you could have had a cup of tea while you wait for the straight to end, but

the right hand bend half way down with the wind blowing hard across the flat and hitting you side on definitely helped to keep you awake. I was outdone by the FAST TZ350 2 strokes which was no different to how, back in their day of the early 70's, they blew the 4 stroke Hondas off the podium.

Anyone who follows classic racing in Australia would already realise it, but for me being a newby to this sport I was shocked at how many bikes of all eras there were and with some riders that had been on the world stage was unreal to even be in the same garages with them. Watching Malcolm Campbell at 63 years of age riding 3 classes and winning almost everything all weekend against his son Chris was definitely a highlight. There were bikes racing from your stock standard BMW R69s held together with chicken wire, 2 x PATON's worth about 200k each ridden by Tom Bramich (Aust Superbike rider) on the Ron Angel racing team, 2 V – TWIN J.A.P in Norton Frames, The fastest FJ 1200 Yammy you have ever seen known as T – REX, in a class of their own 3 1000cc Indians (ridden by gents that actually looked like Indians), very fast Ducatis and of course all of your many Japanese makes but we were all our numbered by the Manx Nortons though. The Classic bike displays were something else too with model miniature Indians and a Brough Superior in the making – the patience and skill of some people to make something like this with sooooo much detail just amazes me.

On the way back to Launceston after the weekend of racing we couldn't go past the famous town of Longford, which back in its day held many racing events both Cars and bikes from the world stage – the history of motorsport here is truly amazing and with a cold beer and a Racing Car inside the pub once driven by Jack Brabham couldn't have finished better a week of bike racing.

Just want to say a BIG thankyou to John Café for his continued help, and It is definitely getting easier twisting his arm to come away with me Classic bike Racing.

Dean Marsh.



NRCMCC Market: You can advertise here 'For Sale', 'Wanted', 'Swap', 'Advice needed', 'to Give away', etc - ie, any deal you can imagine to do with motorcycles.

Please contact the editor - details on the 'Club officials' list on the last page of the newsletter.

Unless otherwise arranged, advertisements will be maintained for two issues.

BERNIE'S FUEL TANK REPAIRS AND LININGS. Average price \$200plus GST.

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ALSO: Bernie is looking for any BMW parts and or bikes - contact as above.

Wanted: I have donated my 'Old Bike' magazines to date (up to issue 60) to the club library, but **I won't be re-newing my subscription, but if anyone else in the club is prepared to pass on their issues after they have read them, I will continue to add them to the club collection which is now complete thanks to an unknown donor.**

For sale: BMW boxer, built as a special based on a 1/6 frame, 1982 boxer engine (800cc?) nikasil bores; non BMW front end with Lockheed dual discs, large fuel tank, Krauser heads. Bike has been in storage for a while - heads off, pistons seized. \$4000 negotiable. Contact Nick Howland 0401825 111.

For Sale:

I am wanting to sell my 1971 Bonneville - Two owners, only one ever rider. I have had bike for 5 years all wrapped up Previous owner had not ridden it for 10 years. I'm selling my home and can't take the bike with me. Hoping an enthusiast member may be interested. Cheers Cameron Wallace [0414966757](tel:0414966757)

Advice Wanted re Triumphs:

I am in the process of helping my brother restore our fathers original 1966 Thunderbird. It was a police bike that was used in Tweed Heads in 60's which was ridden by my uncle whilst in service with the department, then purchased by my father. As you can appreciate it has a lot of sentimental value to us. I was hoping to get some help from your triumph gurus on where to source parts, both locally and or internationally since, whilst it was in storage at one of my fathers friends garage, some items were stolen from it such as all the dressings badges, motifs, crashbars, police panniers etc etc.

Any advice, help, or just contact with you Trumpy minded members would be greatly appreciated.

Kind regards

Peter Browning 1972sootty@gmail.com



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NRCMC Club Events



**Club run each month on the Sunday after the meeting.
Classic (pre 1987) run first Sunday of the month**

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

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

February 5- Classic bike ride; Blue Kitchen café > Neil Williams 0418 242 044 - \$20 voucher for oldest bike and rider combo for each classic run

April 11 - Club meeting at Clunes Hall 7:30pm

April 16 (Easter Sunday) - Ride to Mooball Café

April 30 - May 5 - Over the Hill Run, Contact Tony Kempnich 6628 1806 Application forms are on the club website.

May 7 - Classics Ride Leaving the Blue Cafe 8.30am; destination to be set by oldest bike and rider.

May 9 - Club meeting at Clunes Hall 7:30pm

May 14 - Red Rattlers Gallery, Murwillumbah

Upcoming Rallies & Events Organised by other Clubs

(see also posters in this Newsletter)

April 9 - 16 - VMCC Bathurst Tour (no contact details available to newsletter)

April 23 - Tour the Tweed; Kids in Need charity run, 8.30 for 10am start at Ivory Tavern, 156 Wharf St, Tweed Heads. Contact by email: bmw76r100s@tpg.com.au

May 5 - 7 - 'Heart of the Hunter Rally, Singleton Motorcycle club - entry form on NRCMCC website or contact rally secretary 02 6573 1050

**May 21 - Kempsey Swap Meet at Warwick Park Race course. Info on NRMCC website
For more event info - Check 'events' section on NRCMCC website - www.nrcmcc.org**

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SUNDAY 7 MAY 2017

Canungra Showgrounds & Recreational Centre
Coburg Road, Canungra Qld 4275

Gates Open: 7:00 am

Entry Registration: 7:00 am - 10:00 am

Judging Starts: 8:00 am

Presentations: 1:00 pm

Registration Fee: \$10 Covers 1st Bike
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Swap Meet Entry: \$10.00

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Rides Reports:

Wednesday, March 1 - Ride to
Sphinx Rock Café. At Mount
Burrell

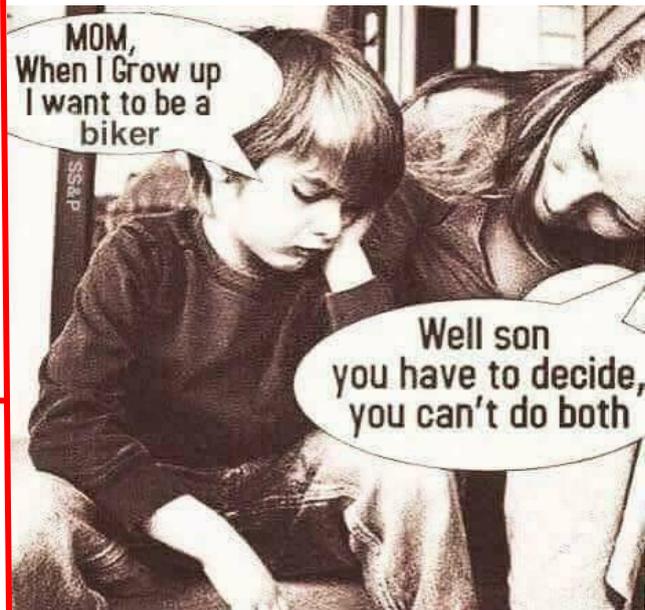
Seven riders left Lismore in
overcast conditions and headed
up through Nimbin via the
mountains. The weather looked
threatening but we missed any
rain. The company was good
and the coffee also. No rain even on the way home.
Peter Lake



From Gruen transfer - Marketing...

The CEO of Harley Davidson said 'I don't sell motor-
bikes; I sell the ability of 43 year old accountants to
dress up in leather and drive through small country
towns and scare the shit out of the locals'.

- Shades of John Travolta in 'Wild Hogs'



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**MINUTES OF MEETING HELD ON: 14th March** START: 7.30. pm

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

Meeting attended by 51 members 8 visitors and **10** apologies as per the attendance sheet

MINUTES OF PREVIOUS MEETING: - read to members Moved, Seconded + accepted { Peter Lake +Mary Walker}

BUSINESS ARISING FROM PREVIOUS MINUTES:

Apologies to Bryson Walker as we previously forgot his talk of old days in club

CORRESPONDENCE OUT: Letter to Shannons re sponsorship of S+S

CORRESPONDENCE IN:

- Shannons Invoice for Enclosed Club Trailer.
- Rally information. For Singleton . Kempsey Swap , Grafton motofest
- Custom Motor cycle Show Bankstown .
- club Newsletters . Grafton, Queensland HMCC, Newcastle MCC
- AMAC email to encourage clubs to include AMAC National meet as designated run
- CHMC emails concerning RMS approval for Club re CVS. + follow up email with a club package
- Email from The Evans Chamber for bike display ..for Beef meets reef show ..

TREASURERS REPORT: – presented- Moved, Seconded + accepted { Peter Lake +Mary Walker}

GENERAL BUSINESS - The President explained the situation with 'Council of Heritage Motor Club' CHMC and the 'Classic Vehicle Scheme' CVS , Presently we have a "Historic Unmodified" system for bikes over 30 years.... An Additional system for ' Classic Vehicles with Modifications' could be introduced to the club if desired.. it being not compulsory, general discussion, All information has been passed onto the Bike registration officers { BRO} who will discuss and consider this option ... Bryson Walker said it would be difficult for the the BROs, there would be a mountain of paper involved. The scheme is available at the moment , and mainly used for motor cars.

- Ray Martlew presented to Richard Swinton an issue of 'Old Bike Issue No 2 '. Richard very happy as it completes the collection, Richard to write a letter of thanks to the donner
- Peter Harvey spoke of a \$1000 sum which was to be donated to charity , but never was.
- It was decided to combined monies raised from Sundays S+S event to the previous sum
- And to buy and donate a 'I Med ' for Lismore Hospitals Cancer patents. The price being around \$1800 .. also a plaque showing it was donated by NRCMCC , could be given.
- Eric Wilson spoke on the forthcoming 25th Club rally and suggested a commemorative club cap + free entry could be given to all members who attend the rally. General discussions and Eric will attend the next Rally committee meeting.
- Col McAndrew reported on the coming S+S event .. hopefully good weather will arrive. All volunteers should be there between 7 to 7.30 presentation at 1.15 approx. Trophies to be given at a later club night. Nina added that Crawford House Museum will be opened on the day, with parking and the museum currently has an exhibition of Toys.
- Beef meets reef event 21ST May is on at Evans Head as part of Casino Beef week. Further details to come.
- Mary Walker reported on the 1st Club rally committee meeting ..pointing out that the previous organizers will not be there this year so others will need to step up. Neil Williams noted you need to book before the end of June if staying at the Caravan park .
- Club Public Liability for club members on club events was explained by the President and generally discussed. It was moved and seconded {Peter Lake & Richard Swinton} that the Committee should look into our policy and if needed get legal opinion .
- Richard advised Blue Kitchen intends to reopen of a Sunday morning as soon as staff are trained.
- The President reminded members that Club M'ship forms need to be returned by the end of March.
- The President advised members that he will not be at the April or June meetings.

REPORT BY REGISTRATION OFFICERS: Bryson Walker reported that there had been 3 new registrations

THE EARLY DAYS OF THE CLUB: Bryson Walker gave a talk , this time on a 2006 trip to Tasmania, noting the Alex Marsh and a visit to the Axman Hall of Fame, which features the famous character of David Forster who apparently was a big strong boy and still serving cakes at the time of visit..

REPORT ON CLUB RUNS: Peter Lake reported on the trip to Kyogle .
Neil Williams reported on the previous Classic ride to Casino via Springgrove

NEXT CLUB RUNS:

No ride this coming Sunday 19th March as S+S is on

The Easter Sunday ride is still on to Mooball café leaving Blue Kitchen café



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Sunday, March 5, Classic Ride to Oxford Hotel, Casino,

What a different day for a ride than the last *Classic Bike Ride*. The day started out overcast with some showers around the hills. It was dry over at the Blue Kitchen Café though and the group gathered for a ride fully expecting to get a wet tail. Unfortunately, the café was closed again for this ride and a sign on the door advised that they would not reopen for Sunday trading this year. A number of members and visitors took advantage of the opportunity to sign on for the ride and to add to their annual event attendances.

The winner of the \$20 Bunnings voucher was Tony Evans with a combined bike and rider age of 142 years. Congratulations Tony. Another voucher up for grabs next time!

After a riders briefing, the ride headed off towards Casino through Caniaba and Springrove to the Oxford Hotel for coffee and a feed. It was an uneventful ride with no rain and cooler temperatures.

After a good feed and drink and lots of stories it was time to go and most riders came back to Lismore via Ellangowan and Fogwells roads.

A good morning's ride with good company and I was back



home before 12.

The next Classic Bike Ride will be held on the Sunday 2nd April. I can't make this one so I'm looking for a member to assist with this *Classic Ride* please.

Regards Neil Williams

(PS, the Blue Kitchen is hoping to reopen on Sundays as soon as possible - Ed)

NRCMCC OFFICIALS CONTACT NUMBERS

President: Neil Williams0418 242 044
 Vice President: Mary Walker.....6629 1509
 Secretary: Davd Bonhote-mead..... 0402805644
 Treasurer: Marc Jennison.....0411 895 360
 Committee: above plus,
 Lyn Stratton.....6682 2688
 Bryson Walker.....6629 1509
 Tony Kempnich.....6628 1806
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Newsletter printed by BlackDog Publishing



I'm afraid I got a little behind in this newsletter Please accept my apologies. Ed

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Our Club:-

The objectives of the NRCMC are to encourage the restoration, preservation, and riding of older motorcycles. Through its various activities, the club promotes classic motorcycling and the links to a bygone era with several organised monthly rides as well as our involvement in displaying our bikes at charity functions etc.

The club holds its annual Classic Rally in September each year. The club Show and Shine is held in March. Club members also attend rallies organised by other clubs throughout the year.

The club endeavors to cater for families and all members partners and children are most welcome to attend any meetings or outings. Membership of the club is for those who have an interest in restoring and riding classic motorcycles

Monthly Meetings

Monthly meetings are held on the second Tuesday of each month in the Clunes Memorial Hall, Walker Street in Clunes. They start at 7.30 pm. Membership \$40 per annum, fees due in December.

Organised Runs

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