



Natureland Classic Motor Cycle Club

# Waffle On

January 2017

310

MOTORCYCLE

OCTOBER 15th, 1936

## Next Year's Brough Superiors

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Luxurious speed is offered by the 1937 S.S. 100 Brough Superior.

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## 1928 McEvoy

Norm Papworth passed on some information about this little beauty, a little known British classic racer, which sold recently for an incredible \$177,000 at the auction house Bonhams. It's a 1928 McEvoy powered by a 45hp 980cc overhead valve JAP V-Twin, and capable of over 100mph. Between the wars, McEvoy created state-of-the-art racers, breaking several British and World land speed records. The company built bespoke motorcycles for rich and discerning customers, competing against Brough Superior. But it was a tragically short-lived brand, lasting just five years from 1924 to 1929.



## New Motorcycle Museum in Invercargill

Classic Motorcycle Mecca opened in Invercargill around the time of the Burt Munroe challenge in 2016 with it's official opening ceremony being held on 23 November 2016. Reports of the value of some of the bikes on display were talked about with much enthusiasm whilst I was in New Zealand visiting my elderly father with one, a Brough I believe, valued at nearly 1 million NZ dollars.

Taking words from the Museum website "the collection was previously owned by Tom and Heather Sturgess and had been housed in Nelson since December 2014. With Tom's health deteriorating he made the decision to simplify his life by reviewing his assets in both New Zealand and the United States. Offshore offers had been received, but it was Tom's wish that the collection remain in New Zealand and the move to Invercargill was the best outcome for the country. Tom said at the time "I am sure Invercargill will receive as much enjoyment and make as many new friends as we have".

The collection includes solo, sidecar and even three wheeled automobiles and machinery from 1902

upwards. Over 60 manufacturers are represented (with some really astounding restorations) including a 1902 Peugeot Motorcycle to a 21st Century Simms Corbin Custom. There are brands such as AJS, Ariel, BMW, Brough Superior, Harley Davidson, Henderson, Indian, Matchless and Rudge as well as little known brands such as Schwinn and Zundapp. Other highlights include a comprehensive side car collection and at least twelve scooters."

To take a little look at the collection visit <https://www.transportworld.co.nz/> where you can read more and see a short video.

And, of course if you're planning a visit to New Zealand you are now definitely going to have to include Invercargill in your itinerary which will make Tim Shadbolt, who is the city's mayor, a happy man. He has for many years been promoting Invercargill as a city of significance. He is an interesting character who has been in office longer than any other mayor in the country and is currently serving his 8th term. He is something of a local hero and New Zealand icon, known for his wide-mouthed smile, wicked sense of humour, standing-up for a wide range of causes and for supporting the average Kiwi. – by Norma Flint.

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**1929 Montgomery—JAP  
1,000cc V-Twin  
Registration: KF2040  
Frame No: C564  
Engine No: KTCY W98950  
Sold for A\$80,368 inc. premium**

“These Montgomery machines are for the men who prefer a distinctive mount in appearance and performance. That extra degree of soundness—those little touches which distinguish the ‘super’ machine from the mere motorcycle, come naturally to the Montgomery and at a price that is amazingly low” so said an early advertisement for the Montgomery.

The Suffolk town of Bury St Edmunds is a long way from the British motorcycle industry’s West Midlands heartland, yet this was where William J Montgomery chose to set up in business as a manufacturer in the early years of the 20th Century, although after WWI he relocated to Coventry. Like many of his contemporaries, including rivals Brough and McEvoy, Montgomery relied heavily on proprietary components, although the frame and forks were manufactured in-house. Indeed, Montgomery supplied frames and its own sprung fork to George Brough in the latter’s early days. Montgomery had begun by manufacturing sidecars, and motorcycle combinations continued to be the mainstay of his business for many years.

The company diversified after WWI, extending its line-up to encompass a 147cc two-stroke at the more affordable end of the range while offering a 996cc v-twin at the other. A make that did not re-emerge after WW2. Montgomery is best remembered today for its 8-valve Anzani-engined v-twin: one of the Vintage era’s first ‘superbikes’ and a worthy rival to the Brough Superior SS100.

The JAP-engine Montgomery was purchased in 2005 in semi-complete condition fitted with a number of incorrect parts and modifications such as a Brough Fuel tank from 1937. It retains the original registration number, which as issued in the Liverpool area. The owner has found some photographs of ‘KF2040’ in a repair shop (thought to be in Liverpool) in the 1980’s.

The frame was stripped and sent for the alignment to be checked, though no repair was necessary. It was fitted with new bearings, etc and repainted in black, while the incorrect engine plates were replaced. The engine number prefix (‘KTCY’) indicates a twin-cam JAP unit as used by many makes of the day including Brough Superior, Coventry Eagle, etc. According to the engine number, this also dates from 1929. In general, the engine was in reasonable condition. A pair of new standard pistons was obtained from a supplier in Australia and a pair of cylinder liners made to accommodate them, thus enabling the engine to be returned to standard bore.

The crankshaft was sent to well-known specialists, Alpha Bearings in the Midlands, where it was

Continued on page 4...

## COBS CLASSIC SPARES

<p><b>SEATS</b> AJS, MATCHLESS, TRIUMPH, BSA, NORTON.</p> <p><b>GEAR LEVERS</b> TRIUMPH PRE UNIT, NORTON, BSA.</p> <p><b>FORK STANCHIONS.</b> BSA, TRIUMPH, NORTON.</p> <p><b>AIR CLEANERS</b> AMAL 376/600, 900. BSA A/7 &amp; A/10. MATCHLESS G9/G11.</p> <p>Other items include reproduction alloy cylinder barrels for 18CS AJS and G80CS Matchless, Altette horns, replica Miller headlight switches and ammeters, Lucas indicator lights. Most parts will be here late October however brake drums and fork stanchions mid November.</p> <p style="text-align: center;">Phone after 7.00pm (02) 6563 8442 or 0415 372 108 Email <a href="mailto:cob.smith@bigpond.com">cob.smith@bigpond.com</a> Website <a href="http://www.cobsbritishcyclespares.com">www.cobsbritishcyclespares.com</a> <small>ABR 30 756 114 503</small></p>	<p style="text-align: center;"></p> <p><b>BREAK DRUMS</b> AJS, BSA, TRIUMPH, NORTON.</p> <p><b>KICK START</b> BSA, NORTON, TRIUMPH.</p> <p><b>WIRING HARNESSES</b> TRIUMPH &amp; BSA up to early 1960s.</p>
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overhauled with a new big-end pin and bearings etc. The crankshaft drive has been fitted with a boss and an inter-changeable, self-aligning sprocket as fitted to a number of JAP motors, thus enabling the sprocket to be changed quickly without removing the entire unit. A test ride has revealed that the current drive ratio feels too low and that it could usefully be raised.

A Sturmey-Archer three-speed four-stud gearbox was fitted together with the gearbox mounted change lever. 'C'-section mudguards were manufactured and a new fuel/oil tank hand built. Exhaust pipes were hand made to suit the configuration and finished with a pair of coupled silencers. The correct Enfield hubs have been fitted and the wheel rims nickel-plated, while the wheels are shod with 'balloon' tyres to complete the period look.

The magdyno has been fully rebuilt and a new regulator supplied by Dave Lindsley, while the carburettor was extensively overhauled by well-known specialist Martin Bratby. The headlight is an original H52 type and both the ammeter and switch have been overhauled by specialists. All the cycle parts were treated to a professional re-paint and all brightwork re-nicle plates as was correct for the period. This work was carried out by a specialist based in Alton at the cost of over £3,000.

A rare example of one of the most famous British 'superbikes' of the 1920s, this beautifully restored Montgomery v-twin is offered with sundry restoration invoices and Swansea V5C registration document.

Article supplied by Norm Papworth.

Words taken directly from Bonhams write up on their website at [www.bonhams.com/auctions/21135/lot/351](http://www.bonhams.com/auctions/21135/lot/351)

### Walcha Challenge 2016 reported by Barry



On Friday November 19 Mark Bunting, Neil Parker, myself and Stephen Arthurs from the Coffs club rode to Long Flat to meet up with the Port Macquarie and Taree club members on route to the 2016 Walcha Challenge Tourist Trophy. Hopefully the new speed limits from Wauchope to Long Flat will be reversed as they are, in my opinion, unnecessary and do nothing to promote safe riding. We had lunch at Gingers Creek and arrived in Walcha with plenty of time to review the opposition as Neil and I were determined that this year the Natureland Club's dynamic duo would be on the top step of the podium! There was a diverse range of motorcycles entered including two very smart Ariel square fours, a

triumvirate of Ducati Pantahs and assorted Triumphs, Nortons and BMWs. The riders briefing in the New England Hotel's beer garden was a happy affair fueled by excessive beer consumption but the merriment did not disguise the steely determination of the teams to win the coveted Tourist Trophy. The route was quite long going through Niangala with a perilous descent of the Port Stephens Cutting road, on to Dungowan and then to Bendemeer for lunch. Along the way would be checkpoints with tasks to perform on your bike and those riders unable to do the task would incur a time penalty.

Saturday dawned fine and clear and we were directed to the starting line opposite the park in the centre of Walcha. The starting grid had been decided on previous years performances, combined age of bike and rider and, no doubt, bribes paid to the organizers. Neil and I were number seven which we quickly converted into "007 licenced to thrill". The start was a Le Mans affair with riders dashing to their bikes but then the first task was to remove the joining link on the rear chain and present it to the marshall. As I carry a spare joining link we were quickly on our way. Next test was to remove and reinstall the rear light lens and I swear I saw sparks flash from Neil's screwdriver as he undid the screws as there was no time to waste. At the top of the Port Stephens Cutting road before beginning the descent I momentarily and involuntarily paused probably from thoughts of self preservation. But not so Neil, he swept past me and started downhill doing a great impression of The Man from Snowy River. Down the road we plunged at breakneck speed dodging cars on blind corners and luckily and literally not striking any cattle trucks coming up. We were soon at the bottom of the hill thankfully in one piece and rode on to Dungowan and Kootingal. I have rarely seen the Peel River valley looking so good with the river and dams full of water and the farmers harvesting lucerne. We refueled at Moonbi and rode on to lunch at the Bendemeer Hotel.

At lunch I went looking for Mark and found him surrounded by the Ducati glitterati. Despite the crushing time penalties he was still competing and aiming for a top ten finish. After lunch the

Continued on page 5...

organisers revealed that the afternoon course instructions had been left behind so a shortened course was proposed which we all agreed to due to the heat. The results so far were read out with Neil and I second and only seconds behind Brett Roberts from the Grafton club riding his Triumph Bonneville 650.

Well the plan was simple: Neil and I would use our Norton 850's greater horsepower to put enough time between us and Brett to ensure victory was ours. After all Norton motorcycles are unapproachable! Brett is a BIG BOY and we thought that the little Bonnie would be hard pressed carrying Brett to keep up to our bigger Nortons.

We set off towards Walcha and the finish line and quickly formed a group with Neil and I, Stephen Arthurs on his Norton 850 providing moral support and Brett. The last part of the road into Walcha is straight and as we pushed our bikes to the limit (and well over and above the speed limit) I could still see Brett in my rear view mirrors. Well you can talk all you like about Phar Lap bravely carrying the top weight in the 1931 Melbourne Cup but that little Bonnie gamely stayed with the big Nortons all the way to the town limits of Walcha.

The presentation dinner was a grand affair with four club presidents in attendance: Mark from the Natureland club, Bob Cooper from the Coffs club, John Butler from the Port club and Ken Hoad from the Taree club. The winner of the 2016 Walcha Challenge Tourist Trophy was announced as Brett Roberts and rightly so with Neil and I second for the third year in a row. It was also announced that the Tourist Trophy would relocate to Taree for 2017 and that the Walcha Challenge would revert back to a sporting event. Further details will be forthcoming.

Sunday was another perfect day and Neil, Stephen and I rode home via Ebor and Dorrigo while Mark rode home early via the Oxley Highway. Thank you and well done to Neil Weir and his little band of supporters from the Taree club who have planned and run several very successful Walcha Challenge events. I must say that I have enjoyed my various attempts at the Walcha Challenge Tourist Trophy now that the bitter disappointment of coming second again has subsided. What can I say: winning isn't everything but losing is nothing.



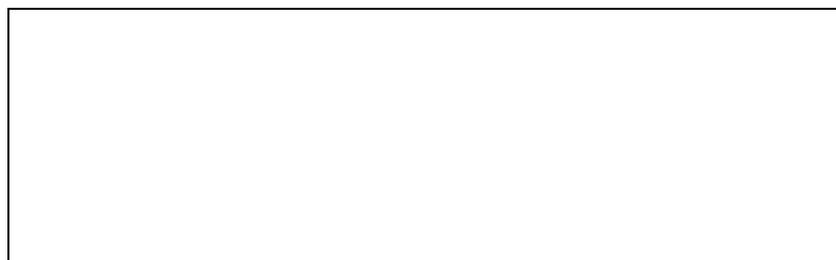
# Events Calendar

February 2017	
4 Feb	Thunder West.Pearlbrook, Murrurundi
5 Feb	Nulla Creek, swim & BYO BBQ
11-12 Feb	Trial Bay Triathlon, Marshals needed. Event Secretary Tracy Walker T: 6566 7419
19 Feb	Mylestrom Café for lunch via Bellingen
28 Feb	Club meeting Salvo's Hall Kempsey 7.30pm. Swap Meet & Rally Meetings included.
March 2017	
2-5 March	Taree Rally
12 March	Beechwood pub or café for lunch
18-19 March	Overnight raide to Uralla
26 March	Comboyne, meet up with Taree riders
28 March	Club meeting Salvo's Hall Kempsey 7.30pm
April 2017	
7-9 April	Inverell Rally
8-16 April	Bathurst Vintage Club of NSW Rally
12-19 April	Sofala. Old & Rooted (camping & madness)
23 April	Taree Club to Smithtown Hotel. Meet them at Tele Point
30 April	Club meeting at Keith Miller's 12 noon, also Swap Meet & Rally Meetings BBQ After

All rides meet at McDonalds Kempsey at 9am for a prompt 9.30am departure unless otherwise specified. Regular Rides:

1. Every Wednesday a ride leaves McDonalds Kempsey at 9.30am.
2. On the second Sunday of the month – meet 4 Aceses Club at Horseshow Bay Kiosk at South West Rocks 8.30am.
3. Ride to Macksville every Saturday morning, meet at McDonalds Kempsey 9am for a 9.30am departure.

Run dates may be changed at any time due to conflicting events or inclement weather.  
Any additional rides will be announced at Club Meetings. All enquiries contact Neil Park on  
Tel: 6599 4193 or 0414 560 265



Return Address:  
NCMCC  
P.O. Box 417  
Kempsey NSW 2440

