



Natureland Classic Motor Cycle Club

Waffle On

April 2016

A Local Community Fund Raiser Project proudly run by → 

The Most on the Coast!

Proceeds go to Local Charity

There's something for everyone....

THE 20th YEAR

THE 2016 KEMPSEY SWAP MEET

Great Family day out

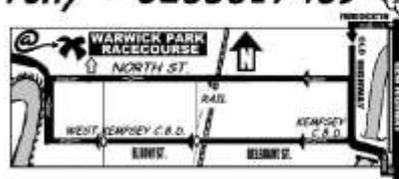
MAY 15th. 2016

ENTRY FEE = GOLD COIN DONATION AT GATE
SITES = \$5 - FOR OPEN, \$10 - FOR UNDERCOVER

FULL 'ON-SITE' CATERING

GATES OPEN AT 6am
Stall Holders can 'set-up' stalls on Saturday
[Gate closes at 10pm]

FOR INFORMATION & BOOKINGS : PO Box 417 KEMPSEY NSW 2440
Keith - 0265617101
Tony - 0265617469



www.naturelandclassicmotorcycleclub.org.au Like us on Facebook

P.O. Box 417 Kempsey NSW 2440.
Website: www.naturelandclassicmotorcycleclub.org.au



DID YOU REALISE ... that if you are NOT a paid up member of NCMCC and you take your club plated bike out on the road you ARE NOT covered by Third Party insurance. Your non-financial status deems the insurance null and void.

For goodness sake, it's only \$24 so pay up NOW and don't ride illegally!

This is particularly important with the new log book arrangement that has come into play. Anyone abusing the system will mean that the Roads & Maritime Services will simply abolish the scheme spoiling the riding pleasure that our paid up members are enjoying.

Remember that if you want to read the latest club newsletter Waffle On you can find it on the club website. You will also find back issues there for the last 2 years. Go to our website at:

**www.naturelandclassicmotorcycleclub.org.au
click on the news tab on the left of the screen. A list of editions that are available will pop up. You can print any issues out or read them on the screen by double clicking on the hyperlinked edition date.
There is no need to ask for copies if you have computer access!**

A note for your diaries!

Port Macquarie Classic Motorcycle Show

Sunday 10 April at Settlers Inn, 10am - 2 pm

Open to Classic Motorcycles 30 years old or more that are eligible for Historic Registration plus

Classic Racing bikes. \$5 per bike entry and gold coin entry for the public.

Contact John on 6582 6878 or 4419 485 493 for more information.

RIP Alf!

It is with sadness that we say good bye to Alf, Alfred Edward Lower (3.12.1941—24.1.2016) who passed away in January. Quite a few of our club members went along to the service in Macksville at the Bernard Laverty Funeral Chapel to bid him farewell. Condolences Colleen and family.



Ride through Thunderbolt's Country by Barry Cooksley

On Saturday February 28 President Mark, Kiwi, Ethnic and Michelle and myself were joined by Neil Weir and Bob Young from the Taree Club for the overnight ride to Uralla. We left Macksville in brilliant sunshine and had a great ride up Dorrigo Mountain surprising free of traffic to Dorrigo for morning tea at the Skywalk Café. After morning tea we headed off towards Ebor

and Armidale along the Waterfall Way which is one of my favourite rides with plenty of twisties and picturesque scenery. However the low cloud swirling around the mountain became fog necessitating a speed reduction until Ebor after which we rode to Armidale and Uralla at a cracking pace.

Upon arrival at Uralla we made camp at the Thunderbolt Inn and after lunch Neil volunteered to lead a ride to Bundarra. Somehow Mark underestimated the distance and was running on reserve when we arrived at Bundarra. While the rest of us went in search of a cold ale at the pub Mark went fossicking for petrol with the publican. The rusty fuel tins they found had some fuel and whether it was unleaded petrol or two stroke mower fuel who knows but still not enough! So Kiwi came good in typical ANZAC spirit and let Mark siphon petrol from the Suzuki so the Ducati had enough fuel to get back to Uralla.

Dinner at the pub was good quality served on white linen tablecloths and sterling silver ironmongery and we swapped yarns in the bar until quite late and headed off to bed. Of the two pubs in Uralla our pub was the one that stayed open until 2am complete with loud music and loud people. I shared with Mark and Kiwi and as no-one complained about my snoring the next morning I suppose there is always a silver lining. After breakfast cereal and tea and toast (all supplied) we loaded up our bikes for the ride to Walcha.

The highway south to Kentucky passes by "Thunderbolts Rock" where the bushranger Captain Thunderbolt would lie in wait watching for the Cobb and Co stagecoach to

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Pictures of Thunderbolt Ride supplied by Mark Bunting

approach. We rode through Kentucky and Wollum on good roads and we stopped at Walcha for coffee at the “Antitodean Tynker” coffee shop operated by Erika who is the partner of the engineering genius Mark Walker. Inside the coffee shop were many creations of Marks including two motorbikes one named the “1916” with a V16 supercharged two stroke motor and the other being the famous “Big Ned”. Erika is very knowledgeable on the mechanical components of the bikes and could answer all the technical questions. If you are ever in Walcha I strongly recommend visiting the “Antitodean Tynker” coffee shop in Fitzroy Street opposite the park. The opening hours are Friday to Sunday 9am to 2pm although Erika will be close the shop through the winter from June to August.

We fuelled up in Walcha and rode down the Oxley Highway to Gingers Creek in typical misty weather. At Gingers Creek service station we had lunch and then said our goodbyes. It was an enjoyable weekend with good company and great riding. I should thank Ethnic for organising the accommodation but I won't.

Postscript: I have been wondering if there was an ulterior reason why we had the pleasure of the company of these two lads from Taree on this ride. Neil is the principal organiser and handicapper of the Walcha Challenge and Bobby is the current Walcha Challenge champion. Were they investigating rumours that the Natureland Club members are spending up big to win this year's Walcha Challenge? That Mark is riding an ex works Ducati Diavel and that my Yamaha MT-09 has the optional Valentio mechanical appendage that kicks over competing motorbikes especially Hondas. Only when the handicaps for this year's Walcha Challenge are announced will we know the truth!

Club Members Supporting SWR Anzac Parade by Kevin Bennet



Jim Fairhurst on left and Kevin Bennet on the right

Jim Fairhurst and Kevin Bennet proudly wearing their club polo shirts in this photograph as they pose beside their vintage BSA combinations. Both are South West Rocks locals who will be riding their bikes in the village Anzac Day parade on 25th April 2016. Both gentlemen will be taking returned servicemen as passengers.

BSA many of you will know, stands for British Small Arms. Kevin's bike was built in 1935 and is a single cylinder 600cc Rigid

Frame that has not been used for the past 20 years.

Jim's bike is also a BSA 600cc side valve, built in 1951. However his bike is a civilian model with a rigid rear end and telescopic front forks. Kevin is a retired motor mechanic and boiler maker and has been residing in the Rocks, as South West Rocks is affectionately known to its inhabitants, for over 30 years. Jim was once a plumber and continues to run a successful business locally supplying water tanks and the like in the Macleay Valley. He has lived most of his life in Smithtown and is a great raconteur with a font of local knowledge and has numerous yarns that make him an interesting companion over a cuppa. Both Kevin and Jim have restored their machines and are understandably proud of their achievement.



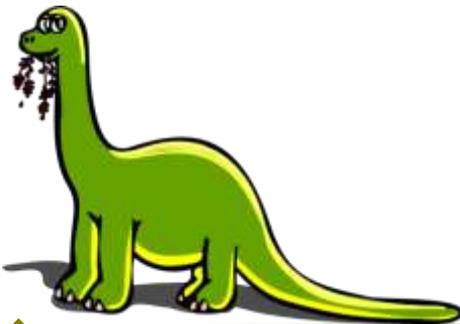
We don't have an email address for the following club members:

Matt Clark
Scott Fair
Steven Foale
Wayne Graham
Glen Gray
John Hitchick
Sylvia Lewis
Michael Loechel
Christopher Marson
Gary McCarthy

Norm Papworth
Bob Senz
Tony Spiteri
Sid Sutherland
Bruce Sydneham
Kelvin Sydneham
Brad Thornton
Christopher Townsend
Paul Walker

This means that you ...

- Don't get a colour copy of the club newsletter.
- Don't hear about changes to the events calendar which can occur on the day of a scheduled run.
- Don't hear about any extra rides.
- Don't hear important announcements easily and quickly.



If you do have a email address please let Norma know so that she can add you to the Waffle On distribution list. Her email address is: norma@flintmarketing.com.au. Let Neil Parker know so that he can add your email address to his events notification list. His email address is: ttouchwood@yahoo.com.au. Let Barry Cooksley know so that he can add your email address to the club records. His email address is: bazc2@bigpond.com (Because I know that we've got some members who are yet to catch up with modern communication techniques I have not put your names on the above list. Those that are on the list above, I wasn't sure about.– Norma)

Southern Triples Rally at Gunning 17-20 March

By Lorraine Lister Rally Director



29 machines entered our Southern Triples Rally this year in Gunning NSW. Steve Cramp from SA entered two machines both immaculate, a Hurricane and an early Turquoise T150: so there were 28 riders entered. There were mostly Tridents entered, both T150s and T160s, however 5 Rocket 3's were present for the Saturday ride, one of these a splendid 'Rob North' racing special owned by Gerry Rowley from SA.

This was a most gratifying turnout for a rally being held in a small country town which many riders may have never heard of! There was a good reason why the TMRA Committee chose Gunning as the new venue for 'Southern Triples' and that was the riding. Gunning sits in the Southern Tablelands and is

surrounded by the most beautiful riding that I can imagine for Triples. The roads are mostly empty and full of hills, dales and sweeping bends: exactly the sort of country that these glorious machines were designed for.

I arrived in Gunning on a sunny warm afternoon on Thursday with my newly resurrected '69 Rocket 3 on the trailer. Several riders were already there and a social buzz was starting. During the rest of the afternoon the majority of the riders arrived and there was an air of expectation for what the rally was to offer. That evening we gathered in the Telegraph Hotel, Gunning's only remaining pub for dinner. It was their weekly pizza night, but sadly their oven was not up to the task of the crowd present and most of us

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settled for other meals rather than wait an hour for the pizza. All the same we had an enjoyable evening catching up with old friends.

The forecast for Friday, the first ride day, was for a possible shower. However at 6am the radio reported a completely different scenario of heavy rain and gale force winds about to arrive. After breakfast a look at the radar confirmed that indeed a massive storm was about to descend upon Gunning. Gerry Rowley and I hurried back to the motel (Rally HQ) and I made the decision that the ride would be postponed until the storm had passed.

None of the riders seemed disappointed in this decision, after all who wants to ride in the rain and dirty their polished machines?

By around 11.30 the radar suggested that the storm had passed (just). There was a much smaller storm



The Triples all lined up with their owners standing alongside.



The historic 1876 Taralga Hotel

behind it but it was away over Cootamundra we decided we might reach our lunch stop in Binalong before it arrived: we were wrong. The first part of the ride was on rapidly drying roads via Dalton and Jerrawa. But when we joined the Hume to cross a range of hills that second storm hit us ferociously. Rain returned and very strong winds arrived which were tearing trees down and trying to wrench us off our mounts.

Understanding that the 2nd storm was moving very fast I decided to ride through it. This proved to be the best plan and we had passed the storm by the time we were in Yass and the weather was definitely

clearing by the time we reached the Binalong Hotel, our lunch stop. The back up trailer arrived with the driver Attilio saying we had lost Phil Bryant who had returned to Gunning with an electrical fault. More seriously Rick Moss limped into Binalong only firing on two cylinders. He was barely consolable having convinced himself that he had holed his centre piston, a scenario the rest of us considered unlikely. By the time we had eaten the sun had returned and I decided we would continue the ride to Boorowa where we refuelled heading back home through Yass. The return ride was not uneventful however Robbo (Chris Robinson) sustained a flat rear tyre at the turnoff from the Boorowa Road (Lachlan Valley Way) to the Hume Hwy, and Attilio had to stop and move Rick's T150 from the centre of the trailer to the side, so we could then put Robbo's T150 on as well. Both travelled back to Gunning with Attilio in the car! It was most exciting, doing all this on the side of the Hume with all and sundry trucks whipping up a storm as they went by.

When we arrived back in Gunning other riders had come, BSA Rocket 3 riders from the VVC who had ridden from Canberra: Bill Lewis, Pole Bland & Ron Allen.

The Rally Dinner was held at the recently restored Cobb & Co. Station 5km out of town on the old Hume Highway. Melinda Medway and her husband Scott have restored the old barn, complete with a shooting slit for firing at bushrangers. The old stone and brick building is now a restaurant and 'Southern Triples' were their first paying customers. Scott had ferried us out there in a minibus and 37 of us sat down to a fine dining meal with live entertainment by Laurie Stephenson, a Triumph rider and a guitarist of note. We had a most wonderful evening. Scott ferried us back to Gunning at the end of an eventful day only slightly marred by the unexpected stormy weather and motorcycle problems.

Saturday dawned bright and sunny. This was ideal for our machines and we gathered them in the Gunning main street for judging. It was a most impressive display and some VVC riders came out from Canberra to see the display. The TMRA Committee decided on the winners of the two trophies, which was difficult as the standard of machines was excellent. Indeed standards seem to climb each year. Steve

Cramp had very generously loaned his T150 to Rick Moss who was in better spirits as a result. Everyone was very much enamoured of the roads I had planned to ride and at our coffee stop in Crookwell the air was abuzz with excited talk. The next section to Taralga has only recently been sealed. This road rewards riders with sweeping views of distant valleys and ranges. The Taralga Pub was prepared for us and soon we were seated to their renowned fine lunches.

It was sunny and warm and this promised us an enjoyable return ride via Goulburn. It is mostly downhill to Goulburn so relaxed high speed riding was enjoyed. A small drama occurred during our return to Gunning. We had been using the 'follow the leader and check your follower' method to ensure none were lost. This had worked well so far, however Phil Bryant and his wife Jeanine had been falling behind and when we reached a creek crossing on the Currawang Road the rider in front had not stopped to wait for them so they ploughed on onto a dirt road. (They had missed my briefing when I told all the riders that if they found themselves on a dirt road they were off the route.) The tail end rider Len Skipper who knows the road well failed to notice, so the Bryants, Skipper and Attilio in the breakdown vehicle continued along this road which gradually became a rough track. They did eventually arrive back in Gunning later, muddied but quite pleased with their adventure.

The dinner on Saturday was at the Old Hume Café. Where a meal was cooked especially for us. After the main course we awarded the prizes. The Best Meriden Triple went to Steve Cramp for his lovely '69 T150, which had been enjoyed by Rick Moss since his breakdown. The Rocket 3 award was a bit harder in that there were some fine standard condition A75's, however Gerry Rowley's Rob North was an obvious standout and won the award for Best BSA Rocket 3. A hard luck trophy was awarded to Rick Moss and an extra was awarded to Phil Bryant in recognition of his off road adventure! Everyone was satisfied with the result.

Sunday was the final day of the rally. Several of the Canberra riders had left on Saturday afternoon but the remainder were keen to ride. This ride took us south towards Canberra and though Gundaroo and on to Bungendore via the Norton Road. We had coffee in the pie shop diner with its interesting 1950 Rock and Roll décor. The return to Gundaroo was via a different route and the Gundaroo pub. Eddie Preston from WA, by far our furthest travelled rider did not join us for lunch but rode back to Gunning to start his journey home via Melbourne.

When we got back to Gunning there was a busy scene as bikes were loaded and cars packed. I always feel a bit deflated at the end of a rally, but this had been such a splendid rally that I felt a real sense of achievement. Everybody declared that they had really enjoyed the rally and were keen that we return in 2017.

Club Meeting and BC's Birthday Bash



A great time was had by all who attended the club meeting held at BC's party shed on 13th March. The meeting began a little late and Yvonne Avery was sitting on the edge of her seat anticipating needing to chair the meeting. However, in the nick of time Mark Bunting arrived and she was saved from having to take up the challenge. The official's conducted

proceedings in their usually efficient style keeping the meeting short. We all enjoyed a chuckle when Kiwi spoke about the scheduled overnight ride he and Mark took to Uralla. Neil Parker's talk about the Taree Rally was also entertaining. He, Jim Fairhurst, David Flint, Roger Anderson and Norm Papworth who attended the rally, weren't too impressed with the short Saturday ride and the highway riding.



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The Joys of Cycling—Provided by Norm Papworth



The following excerpt was provided by Norm for inclusion in this edition, thank you Norm. “The Enthusiast of January 1935 explained the joys of motorcycling: “A message to prospective motorcyclists. Why motorcycling is the sport of a thousand joys. The moment you become the owner of a motorcycle, a new world will open its doors to you. As if by magic, you will suddenly find yourself surrounded by a host of new friends—healthy, happy boys and girls whose actions are governed by the spirit of fair play, good fellowship and clean living. They will welcome you to their ranks, for, by the very fact that you have purchased a motorcycle, they will know that you are one of their kind—a person with red blood in your veins—a lover of action and adventure. They will know that you are not the type of person who seeks thrills in dance halls, road houses, pool rooms and parked cars...

“Dull moments have no place in the life of a motorcyclist; his life is just one thrill after another. Even going to work is a pleasure. Evening finds him still feeling lively and full of energy. There is always some friend eager for a ride on the Buddy Seat. Away they go—to the golf course, to the lake for a swim, or to the home of a friend in the country, 40 to 50 miles away; there are dozens of places to go. On Sundays there are race meets, hill climbs, endurance runs, field meets, picnics, group trips to event promoted by neighbouring clubs—a great variety of events.

“Vacation time; what a glorious experience that is for the motorcyclist! Like a magic carpet, his faithful mount whisks him away from the scenes of his daily care and worry; deep into the cool forests of the North, up into the snow capped mountains, to hidden lakes and streams, to the wonders of the national parks, to the desert or the sea shore, off the highway and down narrow trails, where the beauties of nature are unspoiled and wild life abounds, to beauty spots inaccessible to the automobile traveller.”

Writing for the January 1935 issue of *The Motorcyclist*, Chet Billings described his sampling of a new Harley: “To get on a new model and ride it without first looking it over would be as impossible

as to keep from putting your tongue in the socket after a tooth had been pulled. You want to have all the joys of standing back and critically surveying it. We did. First one side and then the other. And we were forced to admit that the sum total effect was sporty.

“With that, we kicked her over and right after the first kick stopped to look quizzically at the step start. We were to learn that new gear ratios made starting easier—and faster.

“From there on, surprises came in rapid succession. The motor ran quieter, there was a hitherto unknown smoothness from lessened vibration, and shifting was easier. In motion and around the corner we started threading through traffic. The surprises continued. There was a better feeling of balance and to reduce gears was simply to clutch and shift.

“The motor was quite new having a certain love of machinery akin to the old-time respect for horse-flesh, we tried to guard against cranking it on. Of course, there was just that almost imperceptible flip of the wrist once or twice. It was like ...etc”



Editors Note: Don't you love the extravagantly written prose making motorcycling seem a romantic past time for straight-faced though adventurous souls. The writer definitely had a 'type' of person in mind when he wrote the article! Little did the author realise how the world of motorcycling would change as the years passed and bikes became more affordable and acceptable modes of transport to diverse groups of people. And I bet that not for a minute did they think that there'd be riders in clubs like ours still enjoying these early machines as passionately as we all do today.

A Word or Two from Craig Fair

Keith Miller told me a few years back, as far as the general public were concerned: as long as there's artists around, motorcyclists will remain the second lowest form of life. So, I have the two lowest forms of life covered.

In the 25 years of creating artwork for our Club I have donated over 70 posters/flyers and advertisements, several multi award winning paintings and numerous public and private wall murals, trophies and signs. Now, to the members over the years who have told me "it's good I have a hobby, have I ever thought of selling my work?" Or even, told me how to do my job I would just like to say: I won school and state art scholarships, I started selling paintings, logos and advertisements at 16. At 20 I was wanted as a commercial artist, illustrator and designer by Australia's biggest advertising agencies. I was Head Illustrator & Production Manager for Australia's second largest graphics house. I've been a freelance artist to Australia bike

magazines since 1981.

I'm in the Cartoonist Hall of Fame (Bunker Gallery) where I also taught cartooning. I was the resident cartoonist for Australia BMX News, the Real Estate Institute of Canberra, The Coffs Harbour Advocate, The Argus, The Daily News Gold Coaster and several other newspapers with thousands of published cartoons. I have produced designs for numerous books, book covers and CD's, etc. as well as hundreds of logos and T-shirts. My conceptual designs have been used for houseboats, camper trailers a Hyosung and a Ducati design. I have had around 100 write ups/features in newspapers, magazines and on television.

Since the Club started I have gone from employing up to four

people at a time to working by myself. I am proud to say I have done my job in our Club for 25 years without a break and at the end of this year I will stand down to give someone else a go. Thank you very much to all the club members over the years who chased up information, changes, dates and so on for posters, flyers, T-shirts and signs for me. It made my job a lot easier! You've all assisted our Club and each other, through sharing your special, individual skills.

NB: Thank you too members, for the opportunity to promote motorcycling in our valley while helping to raise money for our community.



Events Calendar

April 2016	
10	Georges Creek 4WD day. Depart Macca's 8am
10	Port Macquarie Show and Shine bike show. 10am-2pm Settlers Inn Hotel
15-17	Inverell Rally
24	Cooperabung Hill Climb. Kempsey Sporting Car Club State Championships
26	Club Meeting 7.30pm Salvos Hall Kempsey & Swap Meet meeting
May 2016	
1	Bangers Ride to Scotts Head
15	Natureland Swap Meet Kempsey
21	Norton Unapproachable Rally Nundle
24	Club Meeting 7.30pm Salvos Hall Kempsey. Rally & Calendar meetings
27-29	Coffs Harbour Rally
29	Beechwood Pub

To see more events go to www.naturelandclassicmotorcycleclub.org.au or ask Neil Parker to give you a hard copy events calendar next time you see him.

All rides meet at McDonalds Kempsey at 9am for a 9.30am departure, unless otherwise specified.



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

