



Natureland Classic Motor Cycle Club

Waffle On

January 2016



See more details on the “puppy” inside this edition on page 6.



P.O. Box 417 Kempsey NSW 2440.
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Skullduggery at the Walcha Challenge 2015—by Neil Parker



As you may remember from last year's Walcha challenge, it could now be entered as a team event and for the past few years the only representatives to enter from the Natureland club has been Barry Cooksley and myself. The organiser (or task master), Neil Weir gave us the team name the Dynamic Duo.

As prearranged, we met a group of riders from the Port and Taree clubs at Long Flat, where we now had the assurance of the back-up trailer and headed up to Ginger's Creek - the next catch-up point. One of the Taree riders was not happy with the way his bike was performing, so set off ahead of the rest of us on our way to Walcha.

The ride from Long Flat to the tablelands was perfect; very little traffic, sunny day, dry road and free of the week-end sports riding Rossy wannabes.

About 40 km out of Walcha, I caught up with Bob Young, the rider from Taree who was still not happy with the noises, backfire and general lack of performance from his bike - sometimes struggling up a minor gradient at 20k, so I dropped in and followed him into our destination at the New England hotel.

I spoke to Bob Young and suggested he should maybe check the timing and put in a cooler plug. But he just nodded shrugged his shoulders looking a bit despondent about the following day.

There were riders from as far afield as Broken Hill and Sydney, as we lined up for a Le Mans style start

Continued on Page 3...

Choosing the right size NCMCC Polo Shirt for you!

To ensure you purchase the right size follow these instructions:

1. Lay any shirt, polo or T-Shirt that fits you on a table or other flat surface with all buttons done up.
2. Measure the front only, armpit to armpit.
3. The resulting measurement is 1/2 chest measurement indicated in the charts above.
4. Match your 1/2 chest measurement to one of those in the bottom boxes on the chart and order as per the sizing in the box above that.

Note that Polo shirts will not be returned or changed. If you get the sizing wrong, or provide incorrect spelling for your name Tough luck!

Your cost is \$20.00 per polo shirt, the club has agreed to fund the additional cost of \$13.50. Give your sizing and money to Norma or David at the next club meeting.

Kiera Polo Men's	SMALL	MEDI UM	LARGE	XLARGE	XXLARGE	3XL	5XL				
1/2 CHEST MEASUREMENT IN CM	53	55.5	58	60.5	63	68	73				
Kiera Polo Ladies	6	8	10	12	14	16	18	20	22	24	26
1/2 CHEST MEASUREMENT IN CM	42.5	45	47.5	50	52.5	55	57.5	60	64.5	69.5	74.5



at 9.30 on the Saturday morning. There were 12 teams that took off at 2 minute intervals, according to age of rider/ CC of bike and age of bike. This formula had been worked out and only fully understood by task master/commandant, Mr Weir.

The Dynamic Duo were the 7th team to start. Margaret O'Brien from Coffs had teamed up with Bob Young and were 4th off the grid and the guys from Port two minutes in front of us.

Interested to see how Bob's bike would perform, I was surprised to see the little 350 Beeza accelerate like a V2 rocket up the hill out of town with Margaret winding

up her BM in hot pursuit. I almost cried to see them go. Well, my eyes were stinging and watering, but I was not sure if it was my hay fever or Margaret's perfume.

The format was very similar to previous years with a mapped route to follow and challenges on the way. If you missed a check point or failed the challenge, there was a big penalty. You couldn't just turn up first at the lunch stop and expect to be anywhere on the leader board.

The tasks on the way were based on what you would need to prepare for if you were touring for a week or so. These included, draining petrol to help a fellow rider who had run out of fuel, carry a split link, change an indicator bulb, carry a puncture repair outfit. Nothing outrageous.

We soon caught up with some slower teams that left before us, but then we managed to miss a turn and had to go 10 km before getting back on the right track. But we made sure that we made all the check points and completed all the tasks.

We arrived at the lunch stop at Wollomombi Falls to a great BBQ put on by the Guyra car club. It was a welcome stop and really great to see Kenny Roberts from Grafton there to greet us. He had had a serious accident earlier in the year and is now making a good, but slow recovery.

After lunch some of us made the 50 m walk to the falls look out and took a selfie.

It was rather a hot afternoon as we set off for the return ride with the air heavy with eucalyptus oil from the forest. My eyes again started to sting as the eventual winners Bob and Margaret stormed off in a cloud of dust, aftershave and perfume.

Again we set off at 2 minute intervals. I had no idea if the order had changed or quite where we were in the standings after having lost so much time in the morning but the Dynamic Duo were as competitive as

ever. We were determined to beat the very keen team Indian/Jap from Taree (Hoad/ Sunderland) who had had the audacity to put Ken's old racing numbers on their bikes. More Rossy wannabes or maybe Geoff Duke.

The first challenge on the homeward run was to drain petrol to help a mate that had run dry. While I was busy doing this, Barry noticed other riders appearing out of the scrub with a similar coloured liquid, but not returning it to their tanks. This seemed odd.

We were cruising along and passing some other riders who had

stopped to re-fuel in Armidale. A few km's down the road we had to stop for road works. And stayed stopped for the next twenty minutes letting everybody else catch us up.

An easy ride back along the aptly named Terrible Vale road to the finish where a well-earned beer (or quick nap) was enjoyed before dinner and the presentation.

The master of ceremonies was of course he who must be obeyed, bribed and admired, Neil Weir. Or as sometimes referred to: Herr Weir, task master/ commandant/Fuhrer. It was a jovial night at the club with much booing and hissing as the results were announced, which added to the general camaraderie of the whole weekend.

We, the Dynamic Duo, had again come second. Beaten by the warped slide rule calculations of Mr Weir and Este Lauder's latest creation, the perfume 'Nitro' worn by Margaret and the latest in aftershave 'Methane' worn by Bob Young.

Results;

1st O'Brian/ Young. Coffs, Taree

2nd THE DYNAMIC DUO, Natureland

3rd Poole/ Butler, Port Macquarie

4th Charlie Levis, (but who cares who came fourth) Sorry Charlie!

I must compliment Neil Weir on the many hours that he put in to organise this and the last two year's challenges. With a little help, he worked out a new route, five new challenges and organised the marshals from Oxley Valley Riders at the check points. Amazingly, he was also able to coordinate Saturday overtime for the local council workers to reseal the road that held us up for twenty minutes on the way back into Walcha! It was a great weekend and thoroughly enjoyed by everyone.

Neil Parker.

Poker Run 10th January 2016

There were plenty of clouds drifting about against the azure sky and the weatherman predicted showers but that did not deter some 9 or so of our club members from heading out for the scheduled poker run to Taylors Arms. My commitment to participate was shaky but in the end I decided to just get on with it and joined David for the ride. The Kawasaki is a comfortable ride, the clouds didn't look that threatening so what excuse did I have!

We met up with Neil Parker at the Clybucca Caltex where we all three awaited the arrival of other club members in the shade of the palms. It was beginning to warm up! A few members sped past us but Bernie, Norm and Bill pulled in so we were all able to set off together. Shame the others didn't stop as they missed out on the Stuart Point stop. We picked up Barry, Alan and Kerry on the way and enjoyed the scenery, well... Kerry and I did anyway—the joys of riding pillion—as we rode along. First stop and first selection of two cards each after putting \$2 in the kitty.



Then astride the bikes again to head to our next stop at Macksville Cemetery where another card was dished out. I was pleased, my hand looked reasonable three cards in despite Neil trying to get me to pick another card.

Then we were off to ride the longer section with no more stops until we arrived at The Pub with No Beer at Taylors Arm

... continued page 5



Continued from page 4... where we would get another two cards each to make up a full hand.

After the rain we'd had recently the country side was picture perfect. Once again Kerry and I were able to sit back and take it all in. Several of the ponds enroute were full of water lillies; pink, yellow, purple and white, putting on a beautiful display. The cattle looked well fed and were happily munching on the green grass or lazing in the shade under trees. I was getting rather warm at that point and fancied a bit of shade myself but could only raise my visor a little to let in some of the air rushing by as we sped along to cool me down. But, I always worry that a bug might fly into my helmet so as soon as I'd cooled off down the visor came again. David once got a bee sting near his eye riding along with his visor up, painful and not something I'd like to experience.

We arrived at Taylors Arm bug free to find the members who had not joined us at Clybucca mounting ready to leave. They'd given up on us! We found a shady spot under the wisteria for a yarn, a drink and another shuffle of the cards. Two more cards each and suddenly my hand wasn't looking so good anymore.



Alan Rouse took the kitty with the best hand of the lot earning himself some ribbing as apparently it's not the first time he's won. We told Kerry that next time he needed encouragement to come on a poker run she could forget doing so!

David and I headed back to South West Rocks with Norm following via Upper Willawaren Road. Neil and Bill had passed us some way back!

The new highway is not looking too far from completion in parts. We're thinking that the Eungai section at least might be completed by November when we hold our rally. That'll give us a very nice run to Taylors Arm Neil



suggested, with only a short bit of highway to traverse. "We could have lunch at Taylors Arm Hall." Not a bad idea Neil and it'll be especially nice if the countryside is just as green then. I'm sure it'll be discussed at the first rally meeting.

Those of you who didn't come along missed a good ride and there wasn't a drop of rain despite the darker clouds. A good time was had by one and all especially our card sharp who went home \$18 richer.

Norma Flint



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The Ducati Cucciolo story

In the middle of WWII a designer named Aldo Farinelli developed the prototype of an auxiliary motor to be mounted on a bicycle: the Cucciolo, Italian for Puppy.

Farinelli's design had a number of major advantages over the competition, above all its four-stroke cycle and two-speed gearing, which used the engine's power to its fullest potential.

The Cucciolo was the development that allowed S.I.A.T.A. to come back to life in record time after having been damaged in the war. In May 1945 a new factory was opened in via Leonardo da Vinci, in Turin. The Cucciolo was presented at the Turin



Fair in 1945 and the title of the Motociclismo magazine on July 26, 1945 read "A puppy was born in Turin".

Just a few months after the Cucciolo went into production, it became clear that S.I.A.T.A. couldn't handle the great demand for the machine. This is where Ducati came into play. Despite the fact that Ducati was previously only well known for its advanced radio electronic and mechanical products, in 1946 it decided to widen the scope of production by constructing the Cucciolo.

In March of 1946, Ducati released the first 10 type 1 Cucciolo engines. The Cucciolo was released to the public at the Milan Fair in September 1946. In the same year Ducati came up with its first original design, the T2.

It was heavily influenced by the T1 design, but made improvements in the engine's efficiency, robustness, and, above all, logic of construction. The cylinder, for example, was redesigned and made removable and the drive mechanism made more accessible, the cylinder head was modified, and the rating was raised. This was really modern

at the time and provided flexible suspensions in both the front and back of the bike. The engine was also developing by leaps and bounds.

The company also sold a sports version of the T2, capable of delivering 2 hp and reaching a top speed of 60 km/h. Over the two-year period, from 1947 to 1948, production was in the order of 240 pieces a day. In 1948, under the guidance of Giovanni Florio, the first engine designed entirely at Ducati, the T3, went into production.

A natural derivation of the first Cucciolo, the T3 had a three-speed gear system and a grease-lubricated valve gear enclosed in a case. In 1949, a special tubular frame with rear suspension was developed for the T3 by Caproni of Rovereto, a famous wartime producer of airplanes.

The developments on the Cucciolo's frame continued, making it more and more like a real motorcycle. It was completely redesigned and put together in the Borgo Panigale factory, although the frame was still produced by Caproni. The Cucciolo T3 came out in the summer of 1949.

The next development of the Cucciolo was the Ducati 60, the first that was actually considered a "Light-motorcycle."

A year later the sports version of the 60 was brought out, marking the company's move into the world of competition. It had a capacity of 65 cc, a swing-arm fork, and two pairs of telescopic shock absorbers. The developments on the Cucciolo's frame continued, making it more and more like a real motorcycle. It was completely redesigned and put together in the Borgo Panigale factory, although the frame was still produced by Caproni. The Cucciolo T3 came out in the summer of 1949.

Especially noteworthy was the Cucciolo's remarkably low fuel consumption: 225 miles per gallon!

Ducati Cucciolo 48 Engine Specifications

Type	Single Cylinder 4 Stroke
Displacement	48 cm ³
Bore X Stroke	1.5x1.5 OR 38mm
Compression Ratio	-
Horsepower	1.5/5500KW(hp)/RPM
Torque	0 @
Fuel System	Weber carburettor with 9
Gearbox	2 speed
Primary Drive	Gear

Visits to Bike Museums by David Flint

While we were in Italy last year we tried to get into several bike factories but were unsuccessful. But we did manage to visit two factories and get a tour of their museums which was almost as good.

Moto Guzzi

The Moto Guzzi factory is in a small town called Mandello, situated on the eastern shore of Lake Como. We were staying just up the road in a place called Paledo so the factory was only a short train ride away. Admission to the museum is free of charge but it is only open for an hour a day, from 15-00 to 16-00. We got there long before that so we explored the town and the lakeside first.



At the Moto Guzzi factory in Mandello del Lario not far from Lake Como. Note that David is wearing our club polo shirt!

The Moto Guzzi factory was built in 1921 – and looks as if it was. The Piaggio Group, who now own the Moto Guzzi brand, are starting to re-build the site as Guzzi production ramps up but the entrance to the museum part of the factory is through a pair of massive, red iron gates that must have been there for ever.

There is nothing flash about the place and the bikes are housed on the first floor up a pretty dingy staircase. There are no bells and whistles about the display either. The bikes are simply laid out either side of the hall-like room with plaques telling you a potted history of each exhibit. You are left to your own devices – no tour guides but a couple of attendants to keep an eye on you and make sure that you don't nick off with any parts.

I've never been all that interested in Moto Guzzis but by the time I had spent my hour in the museum I was fascinated. I asked on the way out if we could actually tour the factory. I was told that the next weekend was a celebration of the marque in the town and there were all sorts of events organised including the tours – but we were moving on so we missed it by that much!

Bouyed with success I enquired online to see if I could get a tour of the MV factory as we were going to be close enough for a short detour later on in our holiday. You have to book for this one but I was out of luck. The tours were off until after we were going home. Buggar!



The Moto Guzzi Museum – This is a great pic as the light in the museum wasn't this good.



The original 1919 Guzzi GP

The legendary 1940 Guzzi Tre, a motorcycle so advanced it would be a sensation today.



Bill Lomas' 1955 350 Moto Guzzi, single cylinder machine



The 1921 Moto Guzzi Normale was an instant sales success.





Ducati

After my bike trip Norma and I met up in Venice and our original plan was to drive down the east coast on our way to Perugia. But plans change and halfway there we decided to go via Tuscany instead and decided to stop for our first night near Bologna.

“Let’s see if we can visit Ducati” Norma suggested. I would love to I replied but they won’t be open on a Saturday and you have to book. Wrong! The museum was open and we didn’t book. Just fronted up at the gatehouse and managed to join an English-speaking tour that left in 15 minutes and it was only 8 euros each. Talk about arse!

The whole thing was a lot more organised than the Guzzi factory. You were escorted by a tour guide and the museum itself was a lot more upmarket. There were dazzling displays of mainly race bikes, spotlighted, backlighted, on pedestals, you name it – a real showcase.

Our guide was very knowledgeable even if she was somewhat biased. But that was OK seeing as she loved Bayliss, Corser and Stoner. Cameras were allowed in the museum but not in the factory. I was really proud of myself here. I took shots of all the important championship winning bikes of the Aussies plus Hailwood’s of course and I put captions under all of them so I could tell what was what afterwards. Then somehow or other I lost the bloody lot off of my phone when I tried to upload them. Grrrrrrrrrr. Not so shit-hot after all.

Fortunately Norma is a lot more competent than me and we have her to thank for the pics at Ducati, not labelled so do hope you can work out what they are.

Both museums were well worth the visit. I would have liked to have seen the factories in operation – maybe next time, if there is one. **David Flint**



Events Calendar

February 2016	
6-7	Thunder West Murrurundi. Pearlbrook Veterans MC.
6	Bangers Ride to Willawarrin via Sherwood
14	Comboyne ride meet Port and Taree Clubs
20-21	Trial Bay Triathlon.
20-21	Classic & Enthusiasts Rally at Orange
23	Club Meeting at Salvos Hall Kempsey & Swap Meet
27-28	Dorrigo, Uralla Overnight. Bendimeer back via Oxley
March 2016	
4-6	Taree Rally
13	Club Meeting & Swap Meet BBQ at BC's
20	Bangers ride
24-28	Old and Rooted at Sofala
28	Kempsey Air Show
20-28	VMCC Bathurst Tour
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.



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