



Natureland Classic Motor Cycle Club

Waffle On

June 2016



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





Mark Bruwhiller, Norm Papworth and another couple of guys at Port Macquarie Show and Shine.



Here's one for those of you who want to take your pooch with you when you head out for a ride! He'll certainly be more comfortable and a hell of a lot drier on rainy days than you will be. Lucky puppy!

Barry's Big Bash Ride Report

On Sunday 3 April fifteen Natureland Club members and Glen "Reddo" Redman from the Hunter Valley Norton Owners Club left Macksville Caltex for the ride to Dorrigo and beyond. At the first stop at Urunga I managed to drop my almost new and still pristine bike in the gravel. This caused several members to offer sympathetic comments such as "he should have left the training wheels on" and "doesn't he know gravel and road tyres don't mix". Anyhow I picked my bike up, dusted myself off, did the head count and we proceeded to the Waterfall Way and on to Dorrigo.

We had a very enjoyable morning tea at the Skywalk Café at the National Park lookout catching up with friends who find it hard to attend club meetings. Alan joined us while David, Neil, Bernie and Bru returned home to more pressing matters. We headed north, through North Dorrigo and Bostobrick, to the Armidale to Grafton Road intersection then left to the intersection with Waterfall Way and back to Dorrigo. In my opinion this is a great route and we certainly were blessed with perfect weather for the ride. At Dorrigo we had lunch at the pub where the chef made several additions to the menu to suit the senior riders amongst the group. After lunch we rode home independently and thankfully without further incident. I want to thank all the club members who made the effort to join me on the ride and in particular Roger who was enduring a very painful back problem all day. But then again riding a luxurious Gold Wing is similar to riding around in a comfortable arm chair anyway.

Lesson from the Book of Barry: On the Sabbath whilst riding a motorcycle and being prominently placed in the front of a large and erudite group of fellow motorcycle enthusiasts if travelling across a gravel area it is not recommended to use the front brakes to retard progress otherwise calamity may result.

Something to make you laugh...

Dear Abby,

I'm really worried! I've been afraid my wife has been fooling around on me. So I hid behind the shop the other night when I saw her getting out of some one else's truck buttoning her shirt. I squatted down behind my bike as she pulled her panties out of her purse and put them on. As I hid behind my bike I noticed the swing arm was cracked. Do you think I can weld it or do I need to replace it??

From dedicated bike owner.

Note from the Northern River Classic Motorcycle Club

The Historic Club of QLD have advised us that they have decided to join the Northern Rivers Classic Motor Cycle Club's Rally for their "Old Bangers Tour" therefore we will be having a shorter ride to suit the Vintage & Veteran Bikes attending our Event.

Col McAndrew, President

NRCMCC— Mobile:0428 869889

Inverell Rally Report By Norma Flint

What a cracker of a weekend we had at the Inverell Rally! Perfect bike-riding weather, with plenty of interesting people who came from all over eastern Australia. Representing Natureland apart from ourselves were Russell Lockwood, Jim Fairhurst and Roger and Wendy Anderson.



David and I arrived on Thursday 14th April travelling separately as David decided to give his Kawasaki a good run. Wearing his weatherproof gear he set off some 15 minutes after me being much slower at getting organised. Our first stop was Dorrigo for a cuppa where I managed to complete a U turn, trailer and all. Fortified we set off again, David leading this time, and it wasn't long before we encountered damp conditions. Waterfall Way is scenic in any weather and much appreciated from the cab of the Rodeo but a 1,350m elevation often brings low cloud and dampness to Ebor and surrounds making it a little unpleasant for bike riders. It wasn't long before we'd



passed the Armidale turn-off and things rapidly improved. The only hiccup then was David getting stuck behind a loaded cattle truck dispersing great quantities of unmentionable matter onto anyone unfortunate enough to be following. Eventually he was able to overtake and get into some cleaner air. We met for lunch at Guyra where again turning the Rodeo and trailer was a breeze... thankfully.

After checking in to the motel at Inverell we went to the Pioneer Village, Rally headquarters, where Russell and the Anderson's were all set up and kindly agreed to babysit our bike and trailer as there was no room for them in the motel carpark.



Friday was a brilliantly warm 25 degrees, perfect bike riding weather. About 100 of us set off for the scheduled run to Bundarra via Tingha where we stopped to visit the Wing Hing Long museum, I kid you not! This old general store was established during the peak of the mining boom when a large community of Chinese miners established themselves in the district. Wanting Chinese goods, services and general supplies they felt right at home dealing with the Chinese store owners. In all five Chinese owners operated the store, none of whom are named Wing Hing Long, so where that came from is anyone's guess. It ceased trading in 1998 when the current owner walked out leaving all the stock on the shelves which makes for an interesting display today.



I suspect the pub at Bundarra had not had such a crowd in quite a while so the food was slow in coming enabling plenty of chat time before we set off in small groups for the return trip.

David and Roger visited the Motor Transport Museum during the afternoon and they reported that it

was well worth the visit. The Inverell Club look after the motorcycle section and it was interesting to see who owned what!

Another sunny day dawned Saturday and the temperature was climbing by the time the judging had finished at the Pioneer Village. It was a 10.30am start with more than 250 bikes participating. In fact 214 were registered for the rally but quite a few locals came along for the ride.

The amount of money sitting around on the Pioneer Village green for the judging was astounding. The stand out was a 1955 Black Prince Vincent that had to be worth at least \$120k!

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At the other extreme there was a Lister stationary engine fitted into a rolling frame of sorts. The majority of the bikes were from the seventies and the eighties – a common theme these days.

The first stop was the enormous Tractor spares establishment with a ginormous shed full of old tractors – all of which reputedly run. In addition to the shed there were paddocks full of other tractors and tractor bits that didn't either make it into the shed or the enormous spares warehouses. If you have never paid a visit to Rural Spares it is well worth it.

There were two rides; one of 128km and the other of 190km which took a longer route home after lunch. David and I went on the longer one and I thoroughly enjoyed the expansive scenery. The lunch stop was at Graman with many of us pulling into the pub carpark by mistake. We were quickly alerted that the lunch was actually at the Memorial Hall which would have been disappointing for the publican who must have been excited to see so many potential customers.

Pleasingly there were no mishaps and a grand two days of riding was enjoyed by all. The country side is very dry, they're desperate for rain, but we all enjoyed the conditions and the roads immensely. The floodways had me practically standing on the foot pegs to avoid being bumped off the back but other than that the riding was good. The presentation dinner that night was at the RSL. We all enjoyed a good feed, a few drinks, a yarn and the only winner in our group was Jim Fairhurst who picked up a compression tester in the raffle.

Sunday's ride was a short 60kms to the northern foreshore of Copeton Dam. Wendy and I opted for the markets on the banks of the Macintyre River that runs through the town where there was plenty on offer though I did manage to keep my hands away from my purse and walk away with nothing. Next it was back at the Village for the sausage sizzle where we farewelled our hosts before the run home. This was uneventful and wet again at Ebor but a smooth run and Bella was very pleased to be sprung from the kennels that same afternoon.



More Pictures of the Tractor Spares site on page 5.



More pictures from the Inverell Rally tractor spares outfit



The 2016 Unapproachable Rally at Nundle Report by Barry Cooksley

Mark Bunting, Neil Weir and I met Justin, Glen and Mark from the Coffs club at Bellingen and rode across through Ebor, Armidale and Moonbi to Nundle for the "Unapproachable Rally" organised by the Hunter Valley Norton Owners Club. The weather was kind and the bikes performed well although Justin's brand new (to him) 850 Mark Three Commando Roadster looking immaculate in shiny black and silver failed to proceed due to running out of petrol within spitting distance of Armidale. Now we both know that Roadster tanks are only good for 100 miles. As a fellow Norton owner I provided the necessary petrol by firstly foraging for a McDonalds coffee cup thoughtfully thrown on the roadside as litter and generously filling it several times from my bike. We arrived at Nundle in time for the meet and greet and registration at the pub and for Justin to repay my kindness in another type of amber fluid.

Saturday dawned fine, dry and unusually warm and we set off via Quirindi, Werris Creek and Tamworth to lunch and judging at the Attunga Hotel. These country pubs were all the rage during the dark days of prohibitive drinking laws in NSW when in order to have a drink on Sundays you had to be a "traveller". So the inhabitants of Tamworth who liked a beer on a Sunday would take the family for a Sunday drive out to the country pubs like the Attunga hotel, deposit the little woman and kids in the beer garden and disappear into the men only public bar only reappearing occasionally with shandies, cordials and packets of chips to sustain the family.

The rally had about fifty bikes mostly twins with several singles and all the bikes completed the course. The standard of the judging was outstanding and my bike was awarded the best bike in the 1970 to 1979 period. A regular at the Hat Head rally Colin Graham from Gosford won best Commando with his 850 Mark Two Commando Interstate, best 1960 to 1969 period bike for his Atlas and oldest rider and machine. Col's Commando would be one of the few still running on points ignition. I must say that its manners have improved considerably since the last time he rode it at one of our rallies when it played up early on the Saturday run forcing Col to turn back and I escorted Col to Hat Head. Despite Col's best efforts back at Hat Head the bike refused to co-operate and that was the end of Col's rally.

Sunday was fine and warm and over a hot breakfast of bacon and eggs at the caravan park camp kitchen the rumours were confirmed that this would be the last rally at Nundle.

We loaded up our bikes and sallied forth. The ride up the Port Stephens Cutting was exciting and we made Walcha in good time. Neil enlisted Mark's help in assessing the suitability of the Walcha caravan park for the site of this year's Walcha Challenge. Apparently Ducati owners are more discerning in important matters such as carpet on the carport floors where Ducati bikes will be stored and hair blow dryers in the cabins so Ducati owners can maintain panache. Mark and Neil continued home down the Oxley Highway while I and Justin and his mates rode to Uralla then across to Dorrigo and home. As I rode along the Waterfall Way I thought back to the rides to Nundle of the past eight years. The first time was with the late Michael Thompson and Justin Williams and the following years I rode with Justin and a couple of times on my own. I will never forget the 2014 rally when Neil Parker and I endured incessant rain and cold weather on both Saturday and Sunday and then my bike failed to proceed because of an electrical fault on the way home. Doug Stokes from the Taree club offering me his BMW GS to ride home while he and Ian Martin took my bike in their van. Neil and I pushing on through the snow capped hills and driving rain to Walcha and down the Oxley Highway in rain and fog to finally sunshine at Long Flat. This year's ride in fine weather with good company and the performance of my Norton being unapproachable. The location of next year's Unapproachable Rally is yet to be announced however a change is as good as a holiday.

Swap Meet Report

Keith Miller

Our club secretary Keith Miller works very hard every year to make the Swap Meet the success it is and he is to be congratulated on his efforts. He had this to say about the 2016 Swap Meet:

"Firstly, all of us who were there on Friday never, ever want to see a blue chair again! Ekhart took one look at my chalk marking machine and fell in love. To the point that he went home to copy my design and take out a patent. The day was busy but a good one almost ruined by the fella who came up to me as I was marking out the sites to say very rudely "My site is too small!" No hello, thank you, nice to see you, just straight out abuse. I don't have to put up with rubbish like that and he will not be welcome at any further swap meets. I was not a happy man at that point.

Saturday dawned beautifully and everything was going smoothly at the gate except that someone, possibly the caretaker, was supposed to return early that morning to unlock the switch board at the gate. Well it didn't happen and we had to stumble around in the dark until it got light enough to see further than a few feet. This did not make our job easy!

Then finally Sunday arrived, another sunny day, perfect for the swap meet except that I was late. Saturday night I was bushed, went out like a light and slept like a log. And, the rooster forgot to crow at dawn! My rush to get things underway was not assisted by the gate being locked, I had to force up the screen all in the dark because there was no light at the gate. I was not a happy chap at this point. It was not a good start to the day.

I have to say that I was extremely disappointed, brassed off would be more accurate, that so few Parkland Cottage people turned up to assist on the day. They had promised several people and I saw only three. We're happy to support they're efforts with a donation but we did expect them to show their gratitude by helping us out. Many hands make light work, and we needed many.

I was also disappointed that the usual small number of Club people turned up. These hard working people always turn up to help and thank goodness they do. They're efforts are appreciated but considering that we have over 70 members there's not enough people putting in an effort. Happy to come along to a free BBQ or Christmas lunch but don't do anything to help any other time of the year. You know who you are so come on, we need you to be more involved.

Brian Coleman is banned from gate duty in future... he frightens both little kids and adults who take to their heels! LOL!

There are people who frequently do the round of swap meets. I call them the "swap meet mafia". They are there only for money, as much as they can get. They only judge a swap meet by the amount of money they make or don't make. I'm fed up with them! We do our best to provide a good facility. We publicise the event to attract as many people as possible. We work really hard to ensure the event goes well. If they can't sell they're crap that's not our fault. Maybe they should look at what they're trying to sell and how much they're asking for it instead of blaming the organisers!

I won't be surprised if John Mayhew had to go to hospital on Sunday evening to have a pressure relieve valve fitted to the top of his head. I saw the smoke billowing out of his ears on several occasions and thought he might well pop!

For next year I recommend that the gate attendants be members of the Natureland Club rather than the charity recipients. We will keep a tighter control and ensure that no one sneaks in without contributing a gold coin. \$1 or \$2 is not too much to ask especially as we donate from the profits to a local charity. I'll also need to renegotiate with the racecourse people for 2017 as it's likely the hiring charges will change in an upward direction. Hopefully I can convince them that our cause is just and they'll be willing to recognise our efforts as well as our long relationship. Watch this space!"





A little snippet of local information supplied by Jim Fairhurst as follows:

Jim was given these pictures by Lyndon Shelle a local who fondly remembers biking in Smithtown and beyond in the early 1950's. He describes the bikes he and some of the local lads rode as:

Lyndon's own Goldflash 600cc 4 1/4 horsepower.

Joey Telford's Triumph Tiger.

John Shelle's Royal Enfield.

One of the Peck Brother's BSA Bantam 2 stroke and the other Peck brother rode a Sunbeam 4 stroke drive shaft. All of which are pictured on this page.

By all accounts they were a rowdy bunch because Lyndon notes that Mrs Tims, who lived in the two storey building located on the corner of Fitzgerald Avenue in Smithtown which was a shop at the time, would sometimes throw water off her balcony to clear the boys away from the pavement outside the shop. He went on to say that sometimes the McCann brothers would throw tacks on the road.



Reflections on the last 20 years of running our Swap Meet *How I learned to tolerate the public without going bonkers*

By Keith Miller

20 years ago, 1995 to be exact, I must have suggested a brain fade, I stood up at a meeting and said, "We should have a swap meet." They said, "You do it, we'll help you out."

The first swap meet was held in a paddock alongside the Greenhills Racetrack in conjunction with a raceday. It went off great! 2 years later, we approached the racecourse committee about the possibility of hiring the racecourse for our next swap meet. They said yes. Hooray we were in!

After being there in May every year it is, in my opinion, a perfect location. This year the place was a picture. In years gone by it was not always so. A big, big thank you should go to the caretakers. Where else can you go for a cheap day out and hopefully make some money too.

I have, however, noticed a worrying trend. Some people who attend our swap meet have become greedy and have bad manners to go with their avariciousness. I was told years ago that a swap meet is 70% socialising, 30% profit. Several years ago some jerk coming out the gate yelled "Ya swap meet sucks cause I never made any money." We get all kinds! They judge the event on how much money they do or don't make. Hey... lighten up people!

The other point of these ramblings is to say a big thank you to all of you in the club who give their time, helping out and have kicked in a done it.

By word of mouth our swap meet has gained a reputation, all good. We still have to deal with the public but, 2 days out of our lives can't be all that bad. I must now negotiate with the racecourse committee for a new contract of hire. It will be done. Thanks everyone. Albert Roland Sole (my registered alias—True!).

Change of Membership Officer

Brian Coleman, aka BC, has stepped down from the role of Membership Officer. Not because he will no longer be involved in the club but because he has been accepted to the Rural Fire Service (RFS) training school in Casino. He will be completing a rural fire control officer course 1 day a week for 15 weeks which will keep him busy. Further to that he will be busier than ever in his new role.

Membership is now under the guardianship of David Flint. He will be enthusiastically collecting your membership fees as from the next meeting scheduled to be held at the Willawarrin Pub on Sunday 26th June which is also bike inspection and BBQ for all club members. You should all have your \$24 ready to hand over.

Note that it is vital that you do indeed pay your membership fee ASAP because the club insurance does not cover you if you are involved in any accidents whilst out on club rides or business unless your membership is current. Your current membership expires on 30th June 2016!

Many, heartfelt thanks to BC who has done a sterling job for many years. You've been terrific and we'll miss your updates at club meetings but hope that you will still be attending from time to time.

A website that may interest you that was developed by some ex-employees of the AMC Factory:

<http://www.workingatamc.london/index.html>

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Events Calendar July-December 2016

July	
2 nd - 3 rd July	Dorrigo drum brake ride. Clubs from Northern rivers, Taree, Coffs and more are meeting for an overnight at Dorrigo. This is for riders on DRUM BRAKE BIKES ONLY.
9 th July	Wauchope Yesteryear truck and machinery show.
15 th - 17 th July	Tamworth Rally
17 th July	Port Macquarie Club dice run. 10 am Settlers Inn for first throw. \$10 entry.
17 th July	Coffs Harbour Swap Meet.
24 th July	Ride Sunday rally route. Leave Hat Head 9.30am then on to Slim Dusty Centre to meet with Taree Club.
26 th July	Club Meeting and AGM 7.30pm Salvos Hall Kempsey.
30 th July	Valla Park VW Festival.
31 st July	Nabiac Swap Meet
August	
7 th Aug	North Brother and Dunbogan for lunch.
14 th Aug	Club meeting and BBQ at Keith Millers.
21 st Aug	Inter club bowls challenge with Taree and Port Macquarie Clubs at Lansdowne Bowling Club. Bistro open 12 noon to 2pm
19 th - 21 st	Newcastle Rally at Stockton Beach.
19 th - 21 st	Triples Rally. Evans Head.
26 th - 28 th	Grafton Rally.
September	
3 rd - 4 th	Rusty Iron Rally at Macksville.
11 th Sept	Crescent Head, Gladstone, South West Rocks for lunch.
16 th -18 th Sept	Northern Rivers Rally at Evans Head.
16 th -18 th Sept	Pelican Rally, Central Coast.
18 th Sept	Akubra Classic at Greenhill.
25 th Sept	Comboyne Car Capers.
27 th Sept	Club Meeting, rally and toy run. 7.30pm Salvos Hall Kempsey.
October	
1 st -2 nd Oct	Kempsey Air Show. \$45 two day ticket.
1 st -3 rd Oct	Three day ride to be confirmed.
9 th Oct	Scotts head. Meet riders from Port Macquarie club at McDonalds 10am. Ride via Stuarts Point meeting up with riders from Coffs Harbour Club.
9 th Oct	Maitland Swap Meet.
16 th Oct	Ride Saturday's rally route.
15 th -16 th Oct	Ride and Glide Festival Crescent Head. Custom Bikes and alternative Surf Craft.
21 st -23 rd Oct	BSA National Rally, Beau Desert Queensland.
23 rd Oct	Golden Dog at Glenreagh to meet Grafton and Coffs Clubs riders.
25 th Oct	Club Meeting and rally. 7.30pm Salvos Hall Kempsey.
29 th Oct	Bangers ride to Bellbrook.

November	
4 th -6 th Nov	NCMCC Rally at Hat Head.
13 th Nov	Combined BBQ with Taree Club at Crescent Head Rotunda.
18 th -20 th Nov	The Walcha Challenge.
22 nd Nov	Club Meeting. Toy run and calendar. 7.30pm Salvos Hall Kempsey.
December	
3 rd Dec	NCMCC Toy Run starting at South West Rocks Country Club 10am.
11 th Dec	NCMCC Christmas Party at Smithtown Pub 12noon.
19 th Dec	Club Meeting 7.30pm Salvos Hall Kempsey.
31 st -1 st Jan	Nulla Creek overnighter. Camping out and BYO bring EVERYTHING.

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:
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Kempsey NSW 2440

