



Natureland Classic Motor Cycle Club

Waffle On

May 2017



1910 Winchester Valued at US\$580,000

According to MyInfoPie (<http://mipbuzz.com/most-expensive-vintage-motorcycle/>) "...this bike today costs equal to a spanking new Lamborghini Aventador! The bike is an uber rare piece of machinery that broke the auction price record of Cyclone Boardtrack Racer Motorcycle. The Winchester was a legendary gun maker in America who manufactured motorcycles only for 2 years, 1909-1911. The bikes, manufactured in San Francisco, were single cylinder units churning out 6Hp of power. Of the less than 100 bikes produced only 5 remain in the world."

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





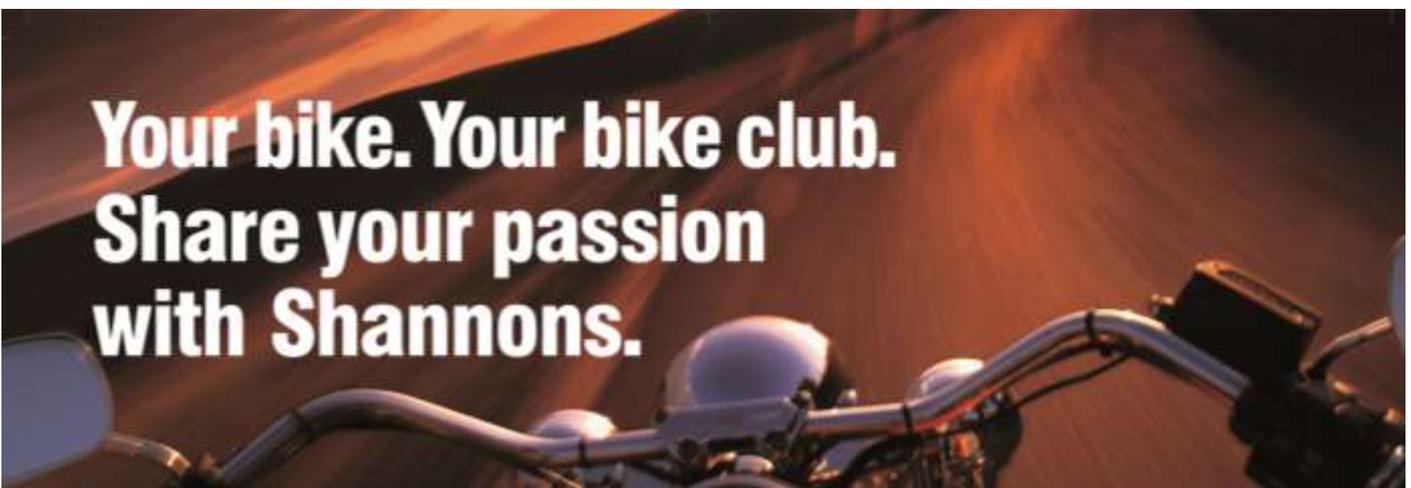
January Meeting and BBQ at Kiwi's

A good time was had by everyone who turned up on the stinking hot day in January for the club meeting at Kiwi's home. Thankfully there was respite from the heat under the trees and every so often a light, gasping breeze. It was Kiwi's birthday and we did try to congratulate Roger Anderson for his birthday too but he steadfastly refused to let us acknowledge his senior status.

The meeting kicked off the afternoon with all the topics on the informal agenda quickly polished off. We were all particularly pleased to hear that Sharon was on the road to recovery having received an 'all clear'. We look forward to seeing you soon Sharon!

The storm clouds started gathering soon after we'd all gorged ourselves on a feed cooked by Kiwi and Ethnic. Quite a few of us left at that point worried we'd get caught in a storm. Guess what?

Nothing came of it! The party pies disappeared in a flash too as did the chocolate cake Norma baked for dessert. A nice afternoon and great to be able to chat to everyone in a relaxed atmosphere. There was the opportunity to camp over night so the revelry would have continued well into the night but I've heard nothing about that.



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Two proud owners of Yamaha 950 Bolt's. Brian and Mark love their new machines and didn't need much persuading to stand up for a photograph. BC said that there were actually three club members riding Bolts now, the other being Mark Bannerman. Have to say, these motorcycles look pretty schmick!

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The next BIG club event

Is our SWAP MEET! Get that date locked into your diaries and make sure you're available to lend a hand. It is indeed a big event for the club and we need as many people willing to help as possible. This is your opportunity to give some time back to the club. If you do nothing else this year come along to the swap meet and help out. Many hands make light work and all that jazz!

The date: 21 May.

If you want more detailed information on exactly how you can assist contact Keith or Tony on the phone numbers details on the poster on the left.

Taree 28th Annual Rally

This year the Taree Rally was based not at the Airport Tavern at Cundletown, but at Happy Hallidays Caravan Park in Blackhead. The decision to move away from the Airport was made to freshen up the format of their rally. The venue was chosen partly for the location, and partly for the facilities, with pretty much everything required being available on site. Everyone was encouraged to stay at the venue, which gave participants a chance to mingle socially before and after the rides. Similar in concept really to our own rally at Hat Head. Participants from our club were: Roger and Wendy Anderson, Neil Parker, Jim Fairhurst, Norm Papworth and Norma and me.

As so often happens, the weather forecast for the weekend was dire. Heavy rain, storms and flash flooding were predicted. But as things turned out, except for the Friday morning ride to Upper Lansdowne and rain on Saturday night, the weather was perfect.

There was a ride on Thursday to the museum at Nabiac. Only a short journey to blow out the cobwebs, but a nice ride, and twenty five or thirty riders participated.

We headed off in sunshine on the Friday morning for the lunch stop at Upper Lansdowne Public School, but ran into rain before we reached Taree. The Lansdowne Valley was spectacular, with brilliant green fields dotted with dairy cows. But the mountains were hidden by cloud, and rain was off and on.

We were greeted by a very energetic school principal, and the thirty or so students of this little country school. Most students sported bandages, splints or casts. They had been engaged in first aid training before we arrived! The school community provided lunch as a fund raiser. The two school captains surveyed the assembled motorcycles and each chose a favourite. Rod Benbow's BSA A10 and Terry Ryan's 1927 Indian were chosen and then both Rod and Terry were asked to speak about the history of their bikes. All up, about 110kms was covered that day with no breakdowns. Friday night the club put on a sausage sizzle but a number of us walked down to the local pub for dinner and drinks.

Friday night's weather forecast promised total mayhem for Saturday, but it dawned clear and stayed that way. We headed off in bright sunshine. The first stop was for morning tea on the riverbank near the Rowing Club in Taree. There were two picnic tables covered with goodies and a choice of hot or cold drinks.

From Taree we set out for Gloucester. After a brief catch up stop at Krambach we arrived in Gloucester around 12.30pm. The bikes assembled at the park, lined up in year categories for judging. Riders headed for the CBD to buy some lunch. Those of us that were lucky managed to secure a pie but the local pie shop had already turned off their coffee machine and closed their doors a 1.00pm sharp! Unfortunately, the good run of reliability ended, and there were 6 bikes on trailers at Gloucester. That was the full capacity of the breakdown vehicles so if any more bikes failed it would mean a return trip by a back up vehicle to collect them.

The dinner was held on site in the Happy Hallidays function room, with mobile caterers providing an excellent two course meal. There was no bar on site so it was B.Y.O. Judging was by popular choice. Trophies were to be awarded in the various age categories, but some categories were not represented on the ride to Gloucester, although entered for the rally. For instance, bikes in the 1930-39 category had been ridden on the Thursday and Friday rides but their owners had elected to ride other machines on the run to Gloucester. The trophies were presented by club stalwart, John McMullen. After the trophy presentation it was time for the usual raffles. Local and interstate businesses had donated \$1500 worth of certificates and merchandise and there were plenty of lucky winners.

Sunday featured (leftover) cake for breakfast. About 9.30 those who still fancied a ride



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set off to Tuncurry Rock Pool, and then back to Happy Hallidays to brunch on leftovers from Saturday night's dinner before departure. Again, the rain stayed away.

All in all, a great weekend of riding, socializing and general motorcycling enjoyment. Many thanks to the Taree Club for putting on a good rally. - Crock

The Vintage MCC 43rd Tour of Bathurst. Contributed by Neil Parker

Well, everyone who goes to rallies has their favourite. This is mine.

The nine hour drive from here is well worth it for the eight days of riding the excellent roads of Bathurst and surrounds. Driving via the beautiful Bylong Valley is much better than down the highway and then having to hassle with the outskirts of Sydney.



tea urn at the morning T stop at Carcoar Dam.

This day, my friend Brian had insisted I try out his Jawa 350 twin 2stroke which took me a bit of getting used to. Thinking I'd got the hang of it, I was enjoying myself on our way back, until the guys in front slowed at an intersection. I hit the rear brake on the left hand side which is the gear lever on a Jawa, which is also the clutch, so now I was free-wheeling, grabbed a handful of front brake, hit some oil and down I went. I have not done this in a while I thought while skidding down the road. Only doing



Neil at the campground



1911 Norton

The oldest bikes included a 1908 Triumph, 1911 Norton, 1914 Precision Big 4 to name but a few of the bikes that were ridden every day. The veterans started the rides at 9.30 and the rest set off at 10.30 but usually not catching up with the earlier riders.

The weather was very good most days, a bit cold at night 4/5 degrees and 20 during the day. All except for the first Monday which looked good when we set out, but got worse as the day went on. Rain, wind and falling temperatures saw everyone huddled around the



Chifley Dam

about 30k, so not much harm to me or the bike.

The rides are pretty short most days to accommodate the Vintage bikes, but you can extend it and pick your own way back to Bathurst, which I did most days.

The first run on Sunday was to Trunky Creek about 70k. Some of us came back via Oberon and the O'Connell pub.

Monday's run was to Carcour Dam via Blaney. 120k round trip.

Tuesday we rode to Burragaga, about 150 k round trip, but managed a stop at the Perthville pub.

Short ride on Wednesday to Chifley dam. So took the 1930 Beeza, which ran sweet as a

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Early Dunalt



Neil at Sofala with Keith Miller

nut. There were a lot of interesting bikes there that day. An early 1900's Bradbury, 1934 Zundapp, 1926 Ravat, 1912 Douglas were some interesting ones - not that the Rudge Ulster and a 20's Dunalt were not. There was the obligatory stop at the Perthville pub on the way back to camp.

Thursday was a great ride to Hill End. Instead of taking the same route home some of us decided to go via Sofala. While I was waiting on the corner at the Sofala crossroads for some mates to catch up who should come past but Keith Miller arriving from Moonan Flat. What a coincidence as I had been there no more than a minute. Round trip was about 180km.

Friday's run was to Tarana pub via Oberon. Good open roads with hardly any traffic and returning on an interesting but bumpy road which followed the railway line through cuttings and ancient bridges.

Saturday we went out to Sofala which being a holiday weekend was crowded enough without 100+ motor bikes in the main street. I met up with Keith and some of the Old and Rooted boys I know. They camp the other side of town on the Turon River.

Sunday we rode out to Forest Reefs via Blaney. I have done this ride several times and it has always been cold. Then back to camp to pack up for an early start back home.

Every day at the camp ground there is a Happy hour at 4.30 with free beer. No wonder I like this rally!

Inverell Rally

Contributed by Norma Flint

David went to Vietnam for his motorbike riding holiday without writing up the Inverell Rally report so you're stuck with this short piece from me instead!



As Neil said in his contribution there are some rallies that are your favourites, and this is one of mine. As a pillion princess there's nothing I like more than riding in and around Inverell. It was particularly beautiful this year as they'd recently had a good lot of rain. And, it's always a treat to catch up with the Inverell club members who host this event.

We were based at the Pioneer Village as usual with quite a number participants camping there. Others were spread all around Inverell in various motels, hotels and the like. David and I pulled up at the Village on Thursday arvo parking the trailer and bike there before checking into our motel.

David went on the 40k Friday ride to Delungra via Oakwood and Mt Russel and thoroughly enjoyed it but the shops in

Inverell are pretty damn good so I was keen to see if I could pick up anything in the end of season sales. Which I did do! David and Roger Anderson decided they wanted a longer ride and continued weaving their way through the countryside later in the day. On David's return to the motel he and I set out to find the local Lavender Farm, very nice it was too.

Saturday was a gorgeous day with expansive blue skies and plenty of bikes ready for the 10.00am start of the days run. I'm not sure how many bikes there were but I reckon well more than 100. Having spent all my loot I got on the back for the 160 or so K trip through Inverell's CBD (a mistake I think. Far too busy on a Saturday morning for that number of bikes!) and on to Ashford then to Pindari Dam which held a fair amount of water. Judging and lunch was in Ashford. We had to buy our own lunches and unfortunately someone forgot to let the locals know so by the time David and I got to the pie shop there were only 6 or so pies left and there were others following us. After the judging we all made our own way back to town to rest up before the presentation dinner at the RSM Club. A good night with plenty of laughs.

The Sunday ride was a short 55k loop through Tinga via the Howell Road loop with no stops returning to the Village for a sausage sizzle. The weather was perfect the entire weekend and we enjoyed ourselves immensely. If you want to know more about the bikes participating, ask David! See you next year Inverell.

A little bit about Urals & Dneprs

Information source: <https://vintagemotorcycles.wordpress.com/> and then edited a little



The writer of this website says "I had great fun again researching Ural. You have Ural and Dnepr* under one roof. Later down the road they were also known as Cossack motorcycles. Originally they were Military only but in the late 50's IMZ started building bikes for the public. IMZ stands for Irbitskiy Motosikletniy Zavod (say that three times really fast) IMZ is the parent company. They were also sold in the UK under the name Satra from '73.

Ural has a great history thanks to BMW and the German government. In 1940 the Soviet Union acquired design and production techniques from BMW. The Ural was based on the 1930's BMW R71. It was originally built in the town of Irbit in an old Brewery. Now we have all heard about the lack of reliability in Urals but think about this... they're built in a brewery...what did you expect? Let's see, a barely adequate 6 volt electrical system, the carburettor leaked, floods and spit gas everywhere except into the engine. Sounds just perfect.

The Urals however were known as a tank of a motorcycle. A 750 lb (with a sidecar) 20hp motorcycle that was very capable of traveling two up all over Eastern Europe. The M63 was made from 1963 to 1980."



Pictured below: A Dnepr



*Footnote after further research: The Dnepr MT11 was sold in the UK under various names including Cossack in the 1970's and Neval in the 1980's and 90's. Neval created many models from this single starting point including the custom style Phoenix, the 50's style classic and an attempt at modern styling called the Roadster.

The general look of the Dnepr engine is squarer than the Ural. The rocker cover to the left shows the almost rectangle shape with five evenly spaced raised lines. There were a few made with no lines but the shape didn't change. The timer cover, shown on the right, at the front of the engine is also angular, this one has the most common Dnepr logo as part of the casting. The other logo looks like a pile of triangles making one larger triangle.



'Exceptionally rare' vintage motorcycle collection to be auctioned in Adelaide

Posted by ABC Radio Adelaide by Brett Williamson on 27 October 2016

A unique collection of motorcycles, headlined by a 1950 Vincent Black Shadow series C, will be auctioned off as part of an estate clearance this weekend in Adelaide. Scammells auctioneer Adrian Cummings said the collection had attracted international attention as it included many rare and sought-after motorcycles. "It is a rarity — especially the calibre of the bikes," Mr Cummings said.

The collection is the lifelong work of an Adelaide bike enthusiast who recently passed away. "He was a vintage motorcycle club member who was known for the quality of his bikes and owning show-winning bikes," Mr Cummings said. The name of the owner has been withheld at request of the family.



All kinds of motorcycles are included in the collection, including a Rudge Villiers 98cc two-stroke.



Mr Cummings said the 31 motorcycles would make a collector's dreams come true, but it was highly unlikely that it would be sold as one lot.



Mr Cummings stands in front of some of the motorcycles in the collection

Rare motorcycle expected to fetch more than \$100,000

One of the highlights of the collection is a 1950 Vincent Black Shadow series C, pictured above.

A similar bike was sold in January 2015 for \$US224,250, but Mr Cummings said this one was not expected to get close to that amount. The bike was restored in 1970, with the parts used devaluing its overall price.

Mr Cummings said another rarity of the collection was a Laverda 3C. "[The collector] went out to buy a Ducati and turned up on this Green Machine, as we call it," he said.

Mr Cummings said the collection had gained interest from collectors across Australia, Germany and New Zealand. "With this sort of quantity and quality, you will definitely get somebody from overseas having a bid on it," he said.



Motorcycles vary from fully restored to ready-to-go projects like this 1955 Victoria Bergmeister pictured above

More about the Victoria Bergmeister

Victoria was a bicycle manufacturer in Nürnberg, Germany making motorcycles from about 1901 until 1966. It should not be confused with a lesser-known, unrelated Victoria Motorcycle Company in Glasgow, Scotland that made motorcycles between 1902 and 1928. In its early decades Victoria in Nürnberg fitted proprietary engines purchased from various manufacturers including Fafnir, FN, Minerva and Zédel.

In 1920 Victoria launched the model KR 1, which has a 494 cc BMW twin-cylinder side-valve flat twin (boxer engine) mounted longitudinally in the motorcycle frame. The engine produced 6.5 bhp (4.8 kW) and transmission was via a two-speed gearbox. When BMW started making its own motorcycles, Victoria turned to making its own engines. In 1923 Victoria launched its KR 2, an overhead valve (OHV) flat twin producing 9 horsepower (6.7 kW). In 1924 Victoria followed this with the KR 3, which produces 12 horsepower (8.9 kW) and has a 3-speed gearbox. In 1925 Victoria built Germany's first forced induction engine, and in 1926 a 496 cc Victoria achieved a motorcycle Land speed record of 165 km/h (102.5 MPH). In

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Pictured above is a 1931 Victoria KR 50 S in the Zweirad-Museum Neckarsulm

1927 Victoria launched the 596 cc KR VI or KR 6. Based on this model the factory offered a high-speed sports model with twin carburettors that produced 24 bhp (18 kW), later named the KR 7.

At the same time Victoria also offered the 200 cc side-valve KR 20 and 350 cc overhead valve KR 35 models. In 1930/31 it added to its range the KR 50 (side-valve) and KR 50 S (overhead valve) models, which have engines imported from Sturmev-Archer in England.

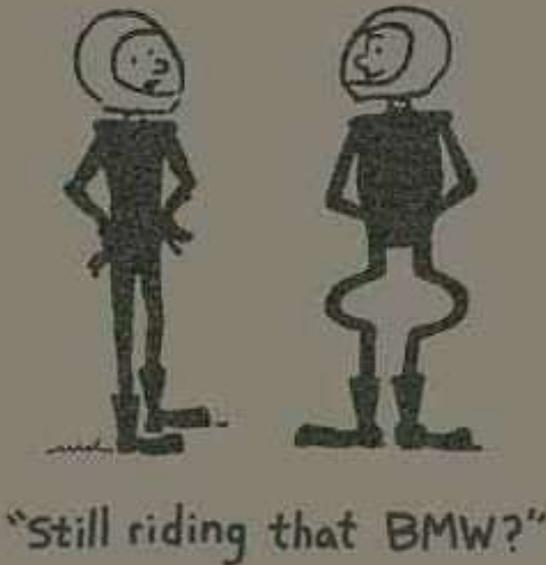
In 1932 Victoria won the sidecar class of the European Hill Climb Championship with a 600 cc machine and thereafter offered a model with 20 bhp (15 kW) and a four-speed gearbox as the KR 6 Bergmeister. At the same time it offered the KR 15 and KR 20 Z models with 150 cc and 200 cc two-stroke engines supplied by ILO.

Information on the Victoria's sourced from internet. To find out more about these bikes go to: [https://en.wikipedia.org/wiki/Victoria_\(motorcycle\)](https://en.wikipedia.org/wiki/Victoria_(motorcycle))

Club Regalia

Don't forget that you can get Club patches for your riding jackets or a Club cap from David Flint, our Membership Officer.

Also, if you want to order one of our Club Polo Shirts you can place an order with David. He has the form. The only issue with these is that you need to choose the right size. To obtain sizing instructions go to the Club website, click on the News page link and take a look at the January 2016 Waffle On to see how you calculate your sizing.



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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.

Phone after 7.00pm (02) 6563 8442 or 0415 372 108

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Events Calendar

MAY	
7	Cooperabung hill climb
21	Kempsey Sway Meet
23	Club Meeting Salvo's Hall Kempsey 7.30pm including Rally Meeting
26-28	Coffs Harbour Rally
28	Bangers ride, riders choice
June	
4	Port Macquarie Swap Meet
18	Ride Saturday's rally route. Meet at Hat Head Café/Shop 9.30am
25	Club Rego day at Willawarrin Pub, BBQ and Club Meeting 12.00noon

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 Parker on
Tel: 6599 4193 or 0414 560 265



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

