



Natureland Classic Motor Cycle Club

Waffle On

September 2017

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Men's Sheds—Are Community Hubs!
Contributed by Mark Merritt a new NCMCC member

On any work-day in a Men's Shed right around the country, there are sparks flying, wood being shaved and sanded, and much careful adjusting and turning of nuts, bolts and screws. Likewise, there are cups of coffee and tea washing down cake, biscuits and bull-dust as men share the day and their experiences of life. The Men's Shed movement is great. The Men's Shed movement is supporting communities, organisations and individuals right across the country.

One Men's Shed is at Stuarts Point. The shed there is a stand-alone, "off the grid" setup with solar panels, batteries and power inverters to run the collection of table-saws, drills and lathes inside.

Members there all pay a \$3 levy for their shared cuppa and manage to bring cakes, biscuits and the occasional piece of fruit to share. This token three-dollar chip-in does build up over time, to end up in a modest bank account, but when the shed needs a concrete slab to extend the working space, a three-dollar chip-in just won't get there. This is when a fund raiser is required, and in this case the fundraiser was a motorcycle show held at the Stuarts Point Workers Bowling and Recreation Club on 2nd September .

The Stuarts Point Men's Shed Motorcycle Show tried out a new concept in judging. The idea was to get the public to vote for the motorcycles they like by putting a gold coin in a box attached to the machine. At the end of the day the coins were counted and the two machines with the most coins won their division, one for "Most Popular Old Bike" – being thirty years or older, and the other for "Most Popular Modern Bike". One of those was also be awarded "Most Popular Motorcycle Overall" with the winner's name and bike name being inscribed onto a perpetual trophy held by Stuarts Point Men's Shed.

The winner was NCMCC member Les Booth with his beautiful Ariel Square Four. He also won the perpetual trophy and deservedly so. His bike is truly a delight to behold. The other winner was Ian Bailey with his Yamaha which he too is justifiably proud of. Both received the prizes with Les picking up a two-day holiday for two at Grassy Head Getaway along with a food and drink hamper. Ian received a three-day holiday for two in a luxury cabin at Stuarts Point Holiday Park again with a food and drink hamper included.

All nomination fees and voting coins went to Stuart's Point Men's Shed to help with the cement slab project. In all the event enabled us to raise around \$500 which we are most delighted with.

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My experiences in Men's Sheds convinces me that multiculturalism in Australia is alive and well. Men's Sheds are cultural melting pots with members gathering from all kinds of backgrounds and cultures. African, British, Greek, Italian, American, and Indigenous Australians come together to share the work-space and the smoko-room. A common thread of course is gender and male humour, but it is personal dignity and mutual respect that are key to the success of the Men's Sheds I have visited.



Another common thread in Men's Sheds seems to be motorcycles. Not that all shed members ride, but plenty of them have been bikers in the past. When I asked John Hastings, manager Kempsey shed, if I could meet with some members that ride motorcycles, I was told "There is only one rider here that I know of". But, scratch the surface with many shed members, and the stories come out about the great old bikes they used to ride, and the great trips and adventures shared. John Hasting himself has owned a string of motorcycles, a smoking British two-stroke called a Francis Barnet, an ex-army BSA, an ex-army Indian. John has even owned a legendary Vincent Black-Shadow which he got rid of because it was "far too powerful". It's good when people recognise when their bikes are too big for them, people stay alive that way, and it worked for John Hastings, he is now at 88 years and still going strong.

The one active rider that John Hastings mentioned at the Kempsey Men's Shed turns out to be a fellow with two unusual names. He is David Browngedge, known to his close friends as Dhama. It seems Dhama is rarely out of the saddle and has toured much of the planet on two wheels. He lived in India for ten

years traveling about on a 1956 350cc Royal Enfield which broke down from time to time but was always repairable.

Dhama is now riding a 2002 Honda VT-750S. He chose this bike because it is air-cooled, water-cooled and oil-cooled, able to withstand speeds and temperatures in the Northern Territory without blowing up. He recently rode it down from Cairns to Crescent Head with 80kg of tools on the back, strapped to a wooden rack not supplied by Honda. Dhama said he may even have his white Honda re-painted for the Stuarts Point Men's Shed Motorcycle Show.

Port Macquarie Men's Shed is south of the main part of town in what seems to be a transitioning industrial area. The shed space there seems to be very large, with a generous office area and even a shop/display where many crafted and repaired items are sold to the public. Steel sculptural works produced by a motorcycling Men's Shed member, Alan Bruhn are particularly striking. Alan's first motorcycle as a 14-year-old boy was a BSA Bantam. Then a 600cc Norton model 18 came into his life.



A great turn out at the 2017 Sculpture in the Gaol event



Well, I didn't enter this year—just couldn't seem to get my act together and then we decided to go on a 5,000km road trip out to Longreach. As a result you didn't get to see any of my masterpieces (LOL!) at the Sculpture in the Gaol contest this year. There's always next year!

Anyway, it was a good turn out of motorcycles with one of the biggest displays ever seen. Well done everyone who took the time to show off their bikes. I am sure all the visitors to the exhibition will have enjoyed seeing your machines. Thanks Craig for the pictures.



Vintage motorcycles turn heads wherever they go.

That's partly because they're often mouth-wateringly beautiful, of course. But it's also because they're so rare. Sometimes you'll overtake a classic bike on the road as it rattles along in its own time warp. Or you might get to drool over a few at a specialist bike show. But last week, I damn near overdosed on rare classic motorcycles. I got up close and personal with more than 300 vintage motorcycles under one roof. It was intense. The air was almost crackling with desire and longing. And I wasn't the only one feeling overwhelmed. Grown men in leather jackets were gazing at these machines, stroking them gently, and quickly brushing away the odd tear. Who could blame us? We were inside the **Classic Motorcycle Mecca**, a temple to vintage motorcycles tucked away right at the bottom of New Zealand (the same little town that hosts the only motorcycle rally to combine Indians and hobbits).



This place is the biker equivalent of Willie Wonka's Chocolate Factory

But instead of chocolate waterfalls, lollipop trees and oompa loompas, there are vintage motorcycles everywhere you look. Gleaming silently, they proudly drip oil onto the polished floorboards. Stepping through the door of this wonderland, I turned into the greediest kid on the Willie Wonka tour. It was like standing at the edge of a river of chocolate. I watched it flow past my boots. I could *smell* its rich, creamy goodness. I actually giggled out loud in anticipation. Because I knew that in about 2 seconds I was about to dive right into that delicious river, and no two ways about it. And dive right in I did... I swam past a 1916 Thor, a 1913 Henderson and a collection of stunning Indians from the 1900s through to the 1940s. I backstroked slowly past an incredible display of sidecars (wicker baskets to bullet style). Eventually, I came up for air – right next to a row of five – *five!* – Brough Superiors from the '30s And I knew it was time to get

out of this river of sensory overload. These silvery works of art were so breath-taking that I suddenly forgot how to swim.

So What IS it About Vintage Motorcycles?

Why do classic motorcycles grab us so fiercely by the heart strings? There's no simple answer to this question. But here are some ideas...

9 Reasons to Love Classic Motorcycles

1. **Vintage motorcycles intersect with your own history.**

If you're really lucky, maybe you used to actually ride one of these beauties. (Or at least desperately wanted to) And if you didn't, your dad or your grandad did, way back in the day. Bikes like these are woven into family stories. They trigger old memories, desires, regrets. That's about as personal as it gets.

2. **Vintage motorcycles are the missing link.**

Classic motorcycles are links in the evolutionary chain of bikes. They're earlier, more 'primitive' forms of the bikes we ride now. It's a little like seeing childhood photos of someone you love.

3. **Vintage motorcycles make corporate history interesting.**

So many old motorcycles have their own fascinating back stories. From the marques that were built as prototypes in a back shed, to the firms that went bust and rose from the dead again and again. There are dramatic origin stories attached to so many of these old motorcycles. Someone had to design them, make prototypes, get funding, secure patents and take them to market. And many of these processes were a struggle against the odds. We love that!



Continued on page 5...

4. Vintage motorcycles are a chance for reinvention.

It's truly remarkable that old motorcycles can be restored to look better than they ever did when they rolled off the factory floor. With expert restoration techniques and modern technology, we can re-create machines that are quite literally better than new.

5. Vintage motorcycles are culturally important.

Plenty of classic motorcycles are directly associated with figures we admire. There's Steve McQueen and his Triumph fixation. And T. E. Lawrence's fetish for Brough Superiors (he got a new one every year – now, there's dangerous precedent)!

6. Vintage motorcycles stand the test of time.

Classic motorcycles are classic for a reason. They're the real deal. They get better with age. You could apply the same idea to, say, Bruce Springsteen and Justin Bieber. Bruce is an old-school musician with something to say. 40 years into his career, his concerts sell out in an hour. Justin has an expensive haircut, and some pretty tattoos. Personally, I couldn't name a single one of his songs – now, let alone 40 years into the future.

7. Vintage motorcycles are accessible works of art.

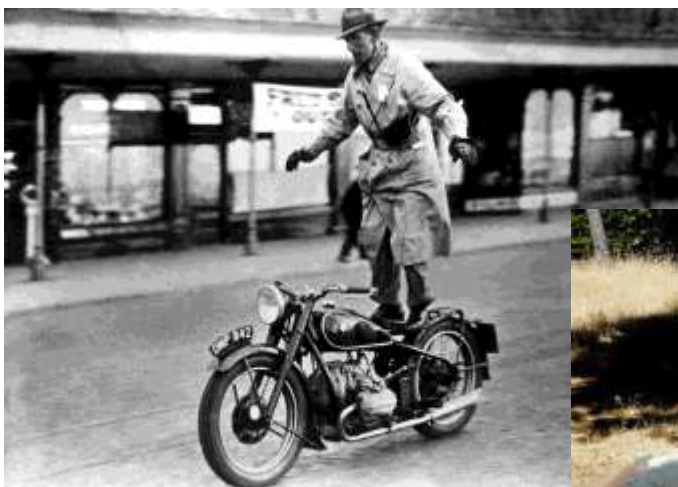
A beautiful old motorcycle is a form of mechanical sculpture. It's a piece of art on two wheels. It's not pretentious. It's not some abstract smudge of colour on a snooty gallery wall. You 'get it' right away – and the impact is like whiplash. Oh, and no-one's standing around sipping chardonnay and talking about light, space, minimalism or form.

8. Vintage motorcycles have flaws.

These old motorcycles were made when clunky was normal, and leaks were expected. At the **Classic Motorcycle Mecca**, I had to laugh to see little squares of glass positioned just-so under these bikes. They're a subtle and sweet reminder that dribbles and drips were simply part of the deal back then. That's oddly endearing.

9. Vintage motorcycles are an enigma.

Classic motorcycles combine fragility and brutality in one package in a way that modern bikes just don't. These bikes might throw a rod mid-ride. They could break down at any moment. At the very least, they'll certainly need fixing by the side of the road in the rain. But many of them could really move. They'll rattle your teeth out of your jaw as you fly along on primitive suspension and those skinny tires. Let's face it, there's just something special about vintage motorcycles. Spend any time at all with classic motorcycles as beautiful as these, and you know one thing for a fact. Love at first sight is real.— *Taken from website www.pillionesse.com*



A bit of a fixing up required here!



Please don't try this any of you NCMCC members! A great pic however.

Newcastle Rally 18-20 August.

The weather greatly influences how much you enjoy your motorcycling and the first two days of the rally were marred with strong winds.

Driving south on the Friday morning I got as far as Nabiac when the wind first blew up. Driving my little camper van and pulling a trailer with two bikes it was hard to keep to my own lane, but for the people with caravans it must have been downright scary. I tried to stay well clear as I passed them.

The Friday afternoon ride was thankfully short, about 60Km round trip to Fern Bay. About 40 riders braved the blustery conditions. I rode my lightweight 1930 BSA which was maybe not a wise choice on this particular day. The bike went great, but 70kmph was a bit too slow for the impatient car driver who almost wiped me out whilst passing over double white lines.

Saturday was all blue skies at six o'clock but after breakfast and by the time for the ride, the wind was again blowing a moderate gale. About a hundred bikes set off for the ride which took us up along some scenic open roads in the Hunter valley. I had a great ride on roads never before ridden and where I went I couldn't tell you. That is what is so good about rallies, just enjoy and follow the marshals. I do know that we ended up at Vacy for the lunch stop and judging. The rural fire brigade always puts on the best \$12

lunch, better than any presentation dinner and they still make a profit.

I won a trophy for my 1949 Matchless. This is great. I like winning trophies as much as the next bloke, but when there is only one bike in the 1940-50 category and one bike in the 30's category, I wonder why people are not riding their older bikes. Classic bike rallies are the perfect opportunity, marshalled rides, back-up trailer



and if there is a problem, at least 20 people to give their opinion, whether you needed it or not!

My bike stopped on the way back on the afternoon run and by the time I had given it three kicks, the back-up had arrived. Help at hand and someone noticed the HT lead had come unscrewed out of the magneto. It started next kick.

Looking back the weather and all the other crap forgotten about, I had a great weekend. I was the only one from the Natureland club, one came from Coffs, but no one from Taree. So it was good to meet up with mates from the Southern clubs. - **Contributed by Neil Parker**

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A nice picture of the 'camping' ground at Nulla for you all to enjoy. You can almost spot a bike there.

Grafton Rally 2017

Around 70 bikes attended this year's Grafton Rally put on by the members of the Clarence Valley Historic and Enthusiasts MCC. Amongst the rally goers were Roger and Wendy, Neil and myself from our club. Rides started on the Friday afternoon and quite a few people brought older bikes to participate on the shorter runs. Neil brought his 1930 BSA and I took my 1949 Ariel and we used these bikes on both the Friday and Sunday runs.



David pictured on his bike with other rally participants on the ferry.

Friday's run was to Copmanhurst on a beautifully sunny afternoon where a few riders partook of a cleansing ale before returning to the Grafton Showground for a couple more during the Meet and Greet and sausage sizzle.

Saturday was another great day and the ride took us along the Clarence Valley towards the ferry at Lawrence to end up at the lookout at Maclean for morning tea. There was a bit of a hold up at the ferry, even though they had both ferries working, as the highway had been closed all morning due to an accident. After morning tea it was off to Brushgrove where the pub put on a range of \$10 meals for the rally participants (I can recommend the Shepherd's Pie). Judging took place during the lunch break and it was by rider's choice.

The presentation dinner was held at the Grafton District Services Club where the beer was cold and wet and the food plentiful.

Breakfast again for \$5 the next morning; egg, bacon, rissole and sausage sandwich and a cup of coffee. It was a great way to start the day. Then it was off to Woolli to the pub where there was a function for Camp Quality.

Grafton is always good fun and well run. Thanks to Terry Ryan and all the crew for putting on such a good rally.—**Contributed by David Flint.**

Australian Superbike Championship Round 5 Morgan Park Raceway Warwick



My friend Darren and I rode to Warwick on Friday August 25 via Grafton, Kyogie and Woodenbong which, in itself is a great ride, in fine but chilly weather. We made camp at the track and walked over to watch the practice laps. Although the Morgan Park raceway is a compact course with several tight corners the riders were certainly giving their best with new lap records set in each class. The locals recommended the Condamine Club for dinner and after a decent meal and a couple of beers riding back to the race track we treated ourselves to a scenic tour of Warwick. Well... really we got lost! We didn't see much of Warwick in

the dark and then woke everybody up at the camping ground when we finally thundered back in to our tents. That night the stars were out and the temperature plummeted to minus three!

Continued on page 8...



Saturday dawned fine and clear with a brisk sou'wester wind blowing off snow somewhere. As we walked around the pits and trade stalls Darren remarked that at one of the stalls there was his type of touring/adventure riding jacket which I had been admiring for sale. I tried it on, it fitted and more importantly wearing it was the first time I felt warm since leaving home. Deal done. The qualifying races were great to watch as the pole positions were decided for Sunday's racing. We walked around the course and stopped at several pit garages to watch the bikes being prepared. These racing bikes are certainly a work of art. Saturday night we stayed at the camp site, cooked dinner over Darren's primus stove and

sat around the fire until the beer and/or the stories ran out. The overnight temperature improved to zero.

On Sunday each class had two races each and the competition was fierce. The big superbike races were dominated by Cru Halliday (No. 65) on a Yamaha while Ted Collins (N0. 5) on a Suzuki won both races in the super sports class. The big numbers of riders in the smaller capacity races made each race thrilling to watch. After the races I rode home via Tenterfield and Casino arriving back home late Sunday night. Both the warm embrace of my lovely wife and the pleasure of sleeping in my bed were very welcome. **Contributed by Barry Cooksley.**



Have you ordered a club polo shirt yet? Get your order in now!

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

The 8th Aussie Triples Rally

This year's Rally ran from the 18th to 20th August and was again based at the beautiful seaside town of Evans Head, Northern NSW.

We had 42 entrants bring their Triumph Tridents and BSA Rocket 3's for three days of riding in perfect weather. Entrants came from as far as South Australia, the ACT and Queensland. Many rode large distances to the rally while others trailed their bikes. Friday's short ride was south to Iluka Pub for a meal and a chat, as most riders only come together once a year for this event.



Saturday everyone headed off for a 220km ride, bypassing Lismore and enjoying the sights as we rode through Nimbin. Following the fuel and a wee stop at Kyogle we journeyed to Casino Public School for lunch and the bike judging. We had a variety of Triples including T150's, T160's, Rocket 3's, Hurricanes and Specials. After lunch we headed back to Evans Head where some of our visitors crawled over the F1 -11 at the Air Museum.

The presentation dinner was held at the Evans Bowlo and included our annual charity auction of anything Triple. The Trident and Rocket 3 Owners Club in England sent Club Merchandise out for the event. Jeff from Re-engineered Concentrics & Burlen Ltd. UK, donated some very unique Trophies made from old Amal Carbs. We were also supported by North Coast Holiday Parks, Evans Head Bowlo & TMRA. All profits going to local charities.

Sunday saw a few sore heads and fine weather, apart from the 35 knot winds. We lined the Triples and the marshalls bikes up in the Main St of Evans Head for a public display for 2 hours. This created a lot of interest with people traveling a long way to see them. Following this display we had a two hour ride returning to North Coast Holiday Park, Evans Head for a BBQ lunch. This was supplied by the park management as a farewell to entrants and a thank you to the marshalls from Northern Rivers Classic Motorcycle Club who once again did an amazing job of guiding us through our hinterland roads.

The preparation and presentation of these bikes is commendable, with the only breakdowns at the Rally being one puncture and 2 Rocket 3's with minor issues.

We are planning something special for next year as it will be the 50th anniversary of the Triple.— **contributed by Col McAndrew. He and his wife Nancy do a marvellous job in organising this rally and I'd like to thank them both for a great weekend.**



David and Norma Flint at the rally enjoying the delightful riding that is always available in this beautiful part of the world



Ted Collins Suzuki in the lead (number 5) at the Australian Superbike Championships in Warwick



One of the big superbike racers who dominated was Cru Halliday on a Yamaha

Events Calendar

September	
10th	Comboyne for an inter-club bowling challenge with Taree and Port Clubs
15-17th	Northern Rivers Rally at Evans Head. Also Pelican Rally on Central Coast
24th	Comboyne bike & car show. Also Distinguished Gentlemen's Ride for Prostate Cancer
25th	Club Meeting at Salvos Hall Kempsey 7.30pm
October	
30Sep-20Oct	The Walcha Challenge, headquartered at Walcha Caravan Park
8th	Bangers ride (riders choice) Also Maitland Swap Meet
13-15th	BSA National Rally at Cowra
15th	Port Macquarie Show & Shine at Settlers Inn, classic bikes only from 10am
14-15th	The Tony Spiteri overnight ride to Nundle. Ride, camp & fossicking
22nd	Ride the Saturday rally route. Meet Hat Head café at 9.30am
24th	Club Meeting Salvos Hall Kempsey 7.30pm
29th	North Brother & Dunbogan for lunch. Leave 9.30am sharp to Meet Port Club at Doughnut at 10am

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

