



Natureland Classic Motor Cycle Club

August-September 2009

Waffle On



The aim of the club is to encourage motorcycling and the camaraderie that goes with it. In particular, the use of Classic motorcycles, be they 50 year old British, Middle of the road Russian or 5 year old Japanese, so that the skills and innovations of generations of craftsmen are not lost forever in the scrap pile of modern society, but are preserved and brought to life for generations to come.

P.O. Box 358 South West Rocks NSW 2431.

Web Site: www.naturelandclassicmotorcycleclub.org.au

Editor's Note ...

Welcome to my inaugural newsletter as the new editor of Waffle On.

I'd like first of all to thank Sally and Marc for a brilliant job of editing the newsletters over the last months. I just hope I will be able to emulate your creativity and ability.

I will be endeavouring to make each edition as interesting as possible with a variety of stories gathered far and wide. It is YOUR newsletter though and any stories, anecdotes or other contributions you make will be gratefully accepted.

Also gratefully accepted, will be constructive criticism as it is my task to ensure the newsletter does indeed contain material that you are interested in reading so I need your feedback. If you think any article is crap, tell me – in the nicest possible way of course.

In the mean time - happy reading,

Norma

I can be contacted via email norma@flintmarketing.com.au
or by telephone on 6566 5439



Club Xmas Party 13 December 2009

Where: South West Rocks Surf Club

Time: 12.00noon to 4.00pm

Cost: ONLY \$5.00 per person for the meal for financial club members & partners.

Drinks to be purchased at bar.

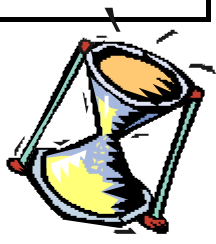
***Please telephone Meredith, the NCMCC
Treasurer, or catch her at a club
meeting to reserve your seat.***

Welcome and congratulations to our 2009-2010 Office Bearers. Thank you to all 2008-2009 officials, your efforts during the last 12 months were very much appreciated.

2009-2010 Office Bearers	
President	David Flint
Vice President	Phil Webb
Secretary	Keith Miller
Treasurer	Meredith Relf
Committee	Kim Avery, Brian Bobin, Jim Fairhurst, Tony Spiteri, Dick Watt,
Club Plates Officer	Kevin Bennett
Events Co-ordinator	Tony Spiteri
Vehicle Inspectors	Kevin Bennet, George Perdrisat, Dick Watt, Phil Webb
Publicity Officer	Wendy Anderson
Membership Officer	Brian Coleman
Public Officer	Jim Moulton
Regalia Officer	Kim Avery
Webmaster/Newsletter Editor	Norma Flint

Wednesday rides leave McDonalds Kempsey at 9.30am sharp. If you're going to be late tell someone so that they can wait for you or arrange an alternative meeting place.

The Rally is getting closer.
 Only 10 weeks to go!
14th Annual Natureland Rally
6-8 November 2009
At Hat Head
Get your registration forms in NOW



New licensing scheme for motorcycle riders

NSW Premier Nathan Rees recently announced the introduction of a new licensing scheme for motorcycle riders to help reduce the number of beginner riders involved in crashes. Mr Rees said that young and inexperienced riders are significantly over-represented in crashes, with motorcyclists aged under 20 almost five times more likely to crash than other motorbike riders.

"That's why we are introducing this scheme which will be similar to a motor vehicle licence extending the minimum provisional period for motorcycle riders from one to three years."

Riders will stay on a provisional licence for a minimum of three years with the same P1 and P2 phases as car drivers.

P1 riders will be restricted to a zero blood alcohol limit, a maximum speed of 90km/h and a loss of licence for incurring four or more demerit points.

P2 riders will be restricted a zero blood alcohol limit, a maximum 100km/h speed limit and a licence suspension for their second speeding offence.

"This is about saving lives and reducing the number of people injured on our roads by ensuring riders gain more experience," Mr Rees said.

"The minimum three year period on a provisional licence will raise the age for getting an unrestricted rider licence from 18 to 20," Roads Minister Michael Daley said.

"The provisional P1 phase will be a requirement of all riders, regardless of age but there will be an exemption from the P2 phase for riders over 25 who also hold an unrestricted car driver licence.

"This exemption recognises car driving experience and brings NSW in line with other States."

The changes will be introduced in June 2009.

For information on current licence requirements visit [the RTA website](#).

FOR SALE*

AJS/Matchless

Oil Tank

Suit 1956

models

onwards

Good Condition

\$40

Telephone

David

on 6566 5439

Rivet

STRATOS

All-Weather

Jacket

Zip out lining

blue/black

Size: Small

Very good

Condition

\$120

Telephone

Meredith

on 6563 1786

1953

Matchless

G9 Engine

Most of it there

missing one

barrel and

pistons \$300

Telephone

David

on 6566 5439

*All fully paid up members of NCMCC can place advertisements in Waffle On and on the club web site for FREE.

A photo can also be included. Contact the editor.

A load of Crock

The only problem with the missus taking over the newsletter is that the pressure to produce something for it is a lot closer to home. So as I enter my second term as Preso here are my first dribblings in that capacity for the Waffle On.

Rather than title the column as “President’s Report” or “President’s Prattlings” or something equally pretentious I thought I would give it a name that was probably a lot better description of the contents.

But apart from the contents Crock also has another connection. When I first started playing football for Manly down in Sydney way back when, one of the coaches gave me the nickname of “Crockery”. And no it wasn’t because I was fragile. He reckoned that my glasses were so thick that they were like the bottoms of two Leeds Lemonade bottles and so Crockery it was and in certain circles the name has stuck.

Anyway apart from all that here is some serious stuff.

First a big thank you to everybody that contributed to making last year a successful one for the Natureland Club. And, an even bigger thank you to Sally for all of her efforts in producing the Waffle On.

Secondly a reminder of a couple of things. Club subscriptions are now due if you haven’t already paid. Please see Meredith or any committee member with your \$24. Also we are trying to collect as many members’ email addresses as possible to improve our communications and hopefully reduce some costs at the same time. If you don’t think we’ve got yours please email me at david@flintmarketing.com.au.

At the last meeting it was agreed that the Club would contribute \$17.50 towards the cost of \$22.50 for the Xmas Party for financial members and their partners only. If you want to come to the party at South West Rocks Surf Club on December 13 please see Meredith with your contribution of either \$5 or \$10 dollars. We will have to pay for the function up front and there will be no provision for late starters as we will have to confirm numbers at least a week before the event.

There are a few interesting rides coming up so I hope to catch up with you on one of them soon.

Cheers,

Crock

PS: Did you hear the one about the two blondes that walked into a building? You’d have thought one of them would have seen it!

Rarely Seen

This is an edited version of an article that appeared in a UK magazine *The Classic Motorcycle*. The article was written by Roy Poynting. Photography by Terry Joslin.

Norton Dominator 99ss

The 99SS is a rarity, especially one that is in original, unrestored condition. The reason for this is probably tied up with the convoluted boardroom politics inside the Woolwich-based AMC corporation that produced Norton, AJS and Matchless motorcycles.

It is a truism that the British motorcycle industry was often its own worst enemy, and of the two major conglomerates, AMC was more accident-prone than its BSA/Triumph/Ariel rivals. The latter manufacturers' 650cc twins had proved conspicuously successful ever since their introduction around 1950, and yet no real challenger was forthcoming from AJS and Matchless until 1956, when their half-litre twins were cautiously stretched to an intermediate 600cc capacity. Full 650cc twins – including the glamorous CSR variants – were finally produced in 1959 with the market at a peak, but AMC's feeling of self-satisfaction probably faded quite quickly when it became apparent that they had actually missed many of the potentially profitable years.

But if AMC was determined to shoot itself in the foot over AJS and Matchless, it seemed even keener to treat its Norton branch—out on a limb in Birmingham - to a stab in the back. Chronically underfunded, Norton was stuck at the 600cc stage even longer, and the sporting variant of the biggest Dominator – the Model 99SS – didn't appear until 1961. Apparently determined to confirm their misjudgement of the market, AMC finally produced a full 650cc Norton in 1962, just in time to catch the final downward spiral of the industry.

Evidence of its sports status is in the optional-extra rev-counter, and in its siamesed exhaust system, a feature that was peculiar to the 99SS. One non-standard aspect of the bike pictured above, is that someone has prudently replaced the normal twin Monobloc carburettors with a single Concentric one, although that's less obvious on this model than it would be with the downdraught cylinder heads fitted to the 500cc 88SS and 650SS. The model pictured also has raised touring handlebars fitted instead of the Norton 'straights' that were standard on the sports models.

Norton didn't try very hard with the styling of the 99SS, so there are none of the flashy features like the slim chromed mudguards that made the AJS and Matchless CSRs stand out from the crowd. There are several special features beneath the surface of an SS. They include higher lobes on the camshaft, and these were supplemented by different cam followers, lightened pushrods and dual rate valve springs. The final drive ratio was raised by one extra tooth on the



gearbox sprocket, and there were heavier clutch springs to handle the type of abuse likely to come from riders who exploited the extra power. And, while the compression ratio was still nominally the same as on the ordinary 99, the pistons were specially selected to ensure that it was identical to both cylinders, which shows either careful attention to detail in this model, or poor quality control in the others, depending on your point of view.

All this boosted the power output by an impressive-looking 8-10hp compared with the standard model 99, although that wasn't quite as extraordinary as it sounds, since the regular model 99 was a worthy but rather stolid performer with absolutely no chance of beating the magic 'ton'.

I owned one myself in the late 1960s and remember being rather disappointed with its reluctance to rev like the 500cc Dominator I'd owned previously. With the benefit of hindsight, I realise that it had been deliberately aimed at the mature rider, which I was not at the time, and its characteristics were so much orientated towards torque, rather than speed, that the same engine was slotted into the old brazed lug frame especially for the sidecar boys.

The 99SS is torquey and acceptably smooth, but with the slightest provocation will whizz up to quite illegal speeds. In fact, I reckon its performance is on a par with the best of the opposition, even the ones with a full 650cc capacity. Motor Cycle magazine tested one and reported that – provided you were prepared to rev it beyond 4500rpm – it had impressive acceleration. It would cruise at 90mph (paradoxically still legal at a time when there was virtually nowhere to actually do it) and had a top speed of 108mph.

I've already suggested that AMC-Norton was none too clever with its marketing strategy, and another example can be seen in the 99SS's battery/coil ignition, inherited from the cooking model. Everybody knew that motorcycles could only be regarded as proper sportsters if they had magnetos didn't they? Well, apparently that was everybody except Norton! Of course, coil ignition gave better sparks at low speeds and much more reliable starting, and it was much cheaper (probably the real reason it was specified), but magnetos were absolutely essential for real street credibility at that time, and Norton was forced to re-introduce them on its 1962 SS models.

Still there's none of that macho nonsense here. A mere turn of the crude little flat blade key is all that is needed to produce sufficient sparks to get the 99SS into life with a lazy kick. And it sounds sweet? There are absolutely no untoward rattles or knocks.

Oil-seepage has always been a problem with Norton's pressed steel primary chain case. They persisted with this feeble design for over 30 years, and while it doubtless worked when it was new, it became incontinent as soon as it was distorted by over-tightening of the retaining nut. On the bike pictured someone has fitted a little flip-top bicycle oiler into the top of the case, so that some lubricant can be regularly dribbled onto the chain without even bothering to undo the filler cap and oil-level screw.

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Cornering tips

Fifty-one per cent of motorcycle deaths occur on bends.



Start wide for vision. Plan to finish in tight. Keep away from the head-on zone.

I realise most NCMCC members are seasoned bike riders but it never hurts, considering this frightening statistic, for a little reminder. So, here goes ...

Every time you come around a blind corner you are at risk. Nine out of ten rider fatalities occur when the motorcycle crosses into the oncoming lane or runs off the road. That's a warning sign for all of us to slow down and not become a statistic.

Road conditions can change instantly. Just consider the effect a smear of diesel fuel will have on the grip of your tyres.

Good riders can deal with poor surfaces, but only once they have the experience to deal with them.

Conditions change on every road. The road surface is part of your riding environment, just like the weather or the traffic density, and you need to give it attention.

The simple reality is that you will inevitably encounter difficult road surfaces, and for your own sake you need to be ready for them. The discipline of good observation helps you to see, assess and then deal with these kinds of risks.

Starting corners wide will improve your vision. Planning to finish them in tight will help you get your speed right and leave you room for slight errors. Most importantly, keep away from the head on zone. Taking corners this way will slow you down a little on the approach but will allow you to accelerate out much earlier, when you have a clear view.

Motorcycle Shows

The Sydney Motorcycle Show returns to Sydney Olympic Park from the 20th to the 22nd of November, 2009.

The organisers of the event bill this as Australia's largest motorcycle industry event which is attended by over 28,000 enthusiasts every year.

A line-up of exciting show features, special guests and Action Arena entertainment is currently being compiled. It is expected that some of Australia's most talented motorcycle racers are set to take part.

The next event on the calendar will be the **Australian Motorcycle Expo Gold Coast**, returning to the Gold Coast Convention and Exhibition Centre from the **19th to the 21st of February, 2010.**

NRMA Motoring, May 2009.

Membership Renewals Due NOW

Renewals for NCMCC membership are now due. The cost is \$24 for the year and remember, this is a family membership. Please either see our Membership Officer Brian Coleman or mail a cheque to P.O. Box 417 Kempsey NSW 2440

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Wet-sumping is another frequent problem on Nortons—as it potentially is with any motorcycle relying on a gear-type oil pump—and that foible has been attended to with an in-line valve. Some experts warn against this practice, but I know from experience that, as long as the pipe is primed before starting the engine the first time, it's a safe and effective way of removing a common irritation.

The handling of a 99SS is everything that you'd expect from a Slimline Featherbed frame, exemplary but the front brake can be shorter on bite than you'd expect but both of the decently-sized single leading shoe units should inspire confidence.

Incidentally, an indication of a machine's originality is the steel trim that covers the frame tubes between the tank and forks; it's one of those things that most restorers forget to refit until it's too late, and then it gets lost before the next work session.

On the bike pictured, ironically, the steel pressing that should cover the engine plates above the gearbox is missing, probably because somebody realised too late that the battery/coil lead is best threaded through it at an early stage of reassembly.

<Ends>

Sunday Run-2 August



A real small group of NCMCC riders headed off to Glenreagh via Nana Glen for a beaut ride. The intention was to enjoy a couple of hours at the Glenreagh 5th annual Timberfest. We were expecting big things. What we got was a very small parade! However, we enjoyed a picnic lunch together and the ride through the Coffs hinterland was, as it always is, very pleasurable.

The big day was actually Saturday which organisers described as 'TREE-mendous'. A huge crowd estimated at 2500 attended. My goodness, the town must have been bursting at its seams!

The feature event of the busy wood chopping program was the State of Origin Relay with NSW taking the Guernsey from Queensland.

The victorious NSW team was Peter, John and Dan Shipman, all of Glenreagh, Michael Kellett of Dorrigo, Ken Harris of Tea Gardens and Jason Gill of Glen Innes.

Well done boys! Shame we weren't there to see you perform. Next year we'll get it right and be there Saturday instead of Sunday.

Picture on front cover: The 1928 Triumph pictured belongs to one of the members of the Waikato Classic Motorcycle Club in New Zealand, Ken McGeady. It is parked outside what looks like a garage or petrol station of the same era but is in fact in a private garden. You might be able to spot that the bikes in the background are Indians.

Sunday Run-5 July



Stuarts Point via Scotts Head was the destination for this Sunday ride in July. Always a beautiful area to ride around in. A group of 8 or so NCMCC club members set off on a beautiful day with the intention of dropping in on Roger Earle and Leigh for a cuppa.

Did you know?

That Stuarts Point was once a thriving port and shipbuilding centre when vessels entered the Macleay from the river's old entrance at Grassy Head. But, that was before 1893 when a huge flood diverted the course of the Macleay River, thrusting its raging waters through sand dunes to burst into the sea at South West Rocks. Today it is a favourite spot for holiday makers, especially keen fishermen and boasts a population of around 750 which swells considerably during peak holidays.



Course Scheduled Locally

The local branch of the Ulysses Club is organising a Stay Upright course at Kempsey Airport. It is scheduled to begin with an evening session on 17 November at 6.30pm followed by a full day on the 18 November. NCMCC members are welcome to attend for a cost of around \$320. If you are also a member of the Ulysses Club you'll get \$80 of that back. Contact David to register your interest.

Wot's coming up!!

September

5 Sept	Old Bangers Ride: Rusty Iron Rally Macksville Departing from BP at Clybucca
12-13 Sept	Pelican Rally
15 Sept	Rally Meeting at 67 Sea Street Kempsey 7.00pm
20 Sept	Old Bangers Ride: Ride the Saturday Rally Route. Depart Hat Head at 9.30am
26-27 Sept	Overnight camp then Club Meeting & BBQ at Nulla 12.00 noon on Sunday.

October

4 Oct	Old Bangers Ride: To Bellingen Global Festival with lots of food, craft & music.
10-11 Oct	Walcha Challenge
11 Oct	Maitland Swap Meet ALSO Akubra Classic at Greenhill 9.00am start \$10 entry fee
17-18 Oct	Old Bangers Ride then support Relay for Life at Kempsey Showground
18 Oct	Old Bangers Ride: To Pro Ag at Macksville Showground
23-24 Oct	Gatton Swap Meet
23-25 Oct	Triples Down Under Rally at Ballina
25 Oct	Gingers Creek Ride
27 Oct	Club Meeting at Salvos Hall Kempsey at 7.30pm including Toy Run meeting

All runs meet at McDonalds Smith Street Kempsey at 9.00am for a definite 9.30am departure unless otherwise specified. Run dates may be changed at any time due to conflicting events or inclement weather. Any additional run dates will be announced at Club meetings.