



Natureland Classic Motor Cycle Club

October-November 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 417 Kempsey NSW 2440.

Web Site: www.naturelandclassicmotorcycleclub.org.au

Editor's Note ...

When David first told me he was buying an old bike and joining the local club I wondered how on earth I was going to be able to enjoy this new hobby with him. I was even more perplexed when I went along to my first meeting. This was not at all like my teenage years riding pillion! But ... I got over myself and soon found it all very enjoyable. Didn't much like riding amongst the traffic of Sydney, but now that we live on the Mid North Coast, the rides are terrific! I enjoy the scenery and the people we meet. Those old bikes, and new, of David's have taken us through beautiful countryside, enabled us to enjoy the company of many different people and has led to lively conversations with complete strangers. It never ceases to amaze me how many people ride, repair and maintain old bikes, cars, tractors and everything in between. It's been an interesting journey that I hope to enjoy for many years. I encourage any partners of NCMCC members who have not yet come along on a ride, whether its riding pillion or travelling in a car, to do so soon.

Norma

Contact me via email norma@flintmarketing.com.au or telephone on 6566 5439

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

Rusty Iron Rally~Macksville 5 - 6 September 2009

The 11th Rusty Iron Rally during September was a big success. The event just seems to get bigger and better every year!

It's been going since 1998 and now includes over 400 stationary engines and more than 100 tractors, model engines, radios and other memorabilia including, rolling pins. Yep, rolling pins! You would not believe how many rolling pins it's possible to own. There's also a great art and craft display and also some animals which this year, was a wonderful display of chickens, some quite beautiful.



A group of Natureland riders attended the event participating in the grand parade and winning recognition in the process. Congratulations to Jim Fairhurst on his 1967 BSA Spitfire, Rory Winterscheidt on his Waratah and Jeff Dennis on his 1940 BSA M20.

There is something for everyone at the Rusty Iron Rally. Whether you're 4 or 94, there's something that'll grab your attention and if you're lucky enough to get away without a heap of 'stuff' to take home it'll be a miracle as there's usually at least one irresistible bargain in the Swap & Sell market.



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 .

If you would like to join your bike riding partner at a club event but don't ride pillion, or drive, let someone on the committee know. They can then send an email out to find out if someone is driving and able to pick you up. Please don't hesitate to do this as everyone in each of our member's families are most welcome.

Photographing Bikes

In a recent issue of *Old Bike Australasia* there was an article on how to photograph bikes. Some of you may have seen it, apologies if you have, but for those who haven't here is a précis with some useful tips.

Composition

Don't think of your shot as a photograph of a bike with something in the background. Look at it from the other perspective. Imagine the shot without the bike. What is it—a collection of backyard furniture, washing on the line, the wheelie bin, kids toys scattered about? Let's get that right for a start. Remember that the bike is basically a series of dark shapes—tyres, metal and so on. Any other dark shape in the background will detract from the silhouette and the general effect of the bike itself. If possible, select a background that will enhance the silhouette. Green grass is generally good, as is sky, or even tarmac, but remember that shooting into a bright sky will introduce other factors. The main rule is, keep it clean, unless the background is a design element in itself. Even if it is, the rules are the same, that is to consider the background as a separate element before placing and positioning the subject.

At rallies in particular, much of this is beyond the control of the photographer. Bikes are parked willy-nilly, people are forever wandering around, and just when you get your shot framed, some obliging chap with a half eaten hamburger wanders in and plants himself just above the petrol tank so what you end up with is someone's guts in centre frame. Quite often, people get off their bikes and hang their gear all over it, and if this is the case, forget about taking the shot unless you're prepared to wait until the owner comes back and can be persuaded to remove the clobber.

Lighting

There is no more vital factor to the impact of a shot than how the lighting is selected. First, look around and ascertain where the sun is. Shooting into the sun, particularly with a camera that sets the exposure automatically, can cause problems as the camera compensates for the brightest area, usually the sky, and everything else is plunged into darkness. For motorcycles, probably the worst situation is with bright sun directly overhead, as this casts a shadow over the entire subject and virtually all detail is lost.

If at all possible, shoot with the sun behind you or slightly to either side, taking care not to allow your shadow, or anyone else's, to fall over the subject. By observing this rule, the natural light highlights the subject and you get all the desirable touches; glistening chrome and polished alloy, rich paintwork and proper detail without vast, black featureless areas. If it is not possible to shoot with the available light behind you, use a flash if your camera allows you to do so, making use of the backlight to provide illumination behind the subject.

The best lighting for bikes is overcast, the cloud cover dispersing the light and eliminating shadows. You can improve the result further by using a steadying attachment such as a Monopod, and using a longer exposure or wider aperture.

A load of Crock

Have you ever stopped to wonder what it is about motorcycling that appeals to you? Most of us have and there have been countless theories about it and articles written on the subject. I guess you could say “If you have to ask it doesn’t matter” but I’ll have a go anyway!

Acceleration. Speed. When you nail that special corner. Freedom. Rebelliousness. Wind in what's left of your hair. They all work for me. And I guess if you don't know why you ride a bike it doesn't matter anyhow – just enjoy it when you do!

But is it any different for those of us that own and ride old bikes?

Well they are certainly different! In addition to the above just getting to, and back from, a destination is always a sense of achievement. Getting an old bike to perform anywhere near reliably almost implies some competence in things mechanical (although I think I am the exception to that rule). And then there are life's little surprises that they dish up to you. Like when I changed the oil in my Tiger 110 recently and out of the sump along with the oil came a little piece of metal – oops!

Then for a lucky few there is the sense of achievement when you get what was previously someone else's nightmare, or a heap of rusting junk going again and hopefully roadworthy. Another thing about old bikes in particular is the way that they seem to loosen up strangers inhibitions. You can very rarely park anywhere without someone coming up to talk to you about your bike or one that they have had in the past etc. In fact they can be almost as distracting and dangerous through head turning when you are riding as mini skirts used to be to me in the late sixties.

But what works for me most about motorcycling is the people you meet and the friends you make. It doesn't matter you are or what you have done, the common interest in bikes seems to break down just about all barriers.

Forget any other definitions that you may have heard:

Motorcycling = Mateship

Cheers

Crock

PS *Did you hear about the dyslectic, agnostic insomniac who lie awake all night wondering whether there really was a dog?*

One of the earliest motorcycle manufacturers—Abingdon

Abingdon Engineering started in Birmingham in the UK in 1856 as a tool manufacturer adding 'King Dick' to the company name because their logo featured the owner's bulldog – whose name was King Dick.

Like most other engineering companies in their area, they branched out into bicycles to cash in on the new cycling boom adding motorcycles to their product range in 1903 using Fafnir, Minerva 2.5hp, Kerry and MMC engines and subsequently their own Abingdon engines. At this time they also changed their name to Abingdon-Ecco continuing production until 1933 using single cylinder four-stroke motorcycles of 147cc to 346cc as well as a V-Twin.

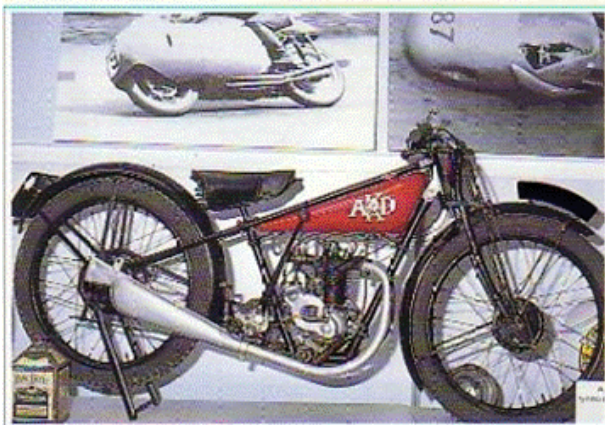
They joined East London Rubber Co. to make Kerry-Abingdon motorcycles from 1907-1915 and continued after WW1 with the V-Twin, plus two large singles (499 and 623cc). Both of these were dropped in 1926, but the company continued with a 174cc OHV in 1927 until 1933.

Abingdon engines also powered various other marques, including Ariel and Invicta. In 1922, they started manufacturing cars too. However, only 12 Abingdon cars were built as they lost their main component supplier when it was taken over by Morris.

As motorcycle sales were going well in the early twenties, most for the export market, it is assumed that the company considered car production not to be as financially viable.

In 1926 they joined with King Dick Spanners and the company was soon known as AKD and also as Abingdon/AKD. They also supplied engines to other manufacturers but closed in 1933.

AKD
(Abingdon King Dick)
175 Sport
HIGH PERFORMANCE



Got a bike related item to sell?? Looking for a particular bike part??
Paid up members of NCMCC can place advertisements in Waffle On and on the club web site for **FREE**. Contact Norma or David.

Tena koutou ano tahuti mai!

Hello and welcome!

A big welcome to the members of our newly recognised “Sister Club” in Waikato, New Zealand. We’re looking forward to meeting you sometime and we hope the links and contact details on our club site results in some interclub communication and camaraderie.

The Waikato Classic Motorcycle Club (www.classicbikes.co.nz) has been going about 26 years and members have a great range of bikes. Our contact, Ken McGeady said, “The earliest is a 1902...right through to the 30 year old stuff. Our long tours are done on the later bikes...from about 1960 through to moderns and we have a number of events every year to cater for the older and smaller machines. Lots of restoration work also going on!”

The Waikato is a region of lush, green hills, bush and farmland with easy access to stunning waterfalls, hot mineral pools, beaches and the magical Waitomo Caves. The Waikato River carves its journey through the landscape and intersects the regions hub, the city of Hamilton, known for its education and scientific research, parks, gardens and culture. Waikato is centrally located, 90 minutes south of Auckland and is close to Tauranga and Rotorua. So, as you can appreciate, this is a fantastic area for motorbike riding. If any NCMCC members are planning to be in New Zealand, you might like to pay the club a visit.

The next club trip

You might like to think about joining them for a South Island trip. There are 4-6 vacant seats if any NCMCC members would like to tag along. The trip starts on 14 November with a flight from Auckland to Christchurch where WCMC members pick up their bikes, which are being shipped separately. The tour finishes on 28 November with a flight back to Auckland. Travel for those not bike riding is on a luxury 40-seater coach. Total cost for a couple without a bike is NZ\$2,900 which covers all accommodation and travel costs with some meals and side trips. Breakfast will be carried on the bus. Not covered is drinks, fuel and main meals.

Ken says he, “likes to keep a few surprises up his sleeve” and that “it will be lots of fun.” One of their Auckland members summed up a previous trip “I went away knowing nobody but came back with a family”.

If you’re interested contact Norma or David for Ken’s email address.

The 1958 Triumph Thunderbird pictured on the front cover belongs to Ken McGeady.

Norton Motorcycles



Pictured on the Ramsey Promenade 1914, IOM TT. Dan O'Donovan, The Braid Brothers & the Nortons with Norton senior sitting inside the sidecar combination.

One of the greatest names in British motorcycles dates from 1901, when James Lansdowne Norton began building motorcycles with French and Swiss engines. In 1907 Norton won the twin-cylinder class in the first TT race, beginning a sporting tradition that went on until the 1960s. J L Norton died in 1925 aged only 56, but he saw his motorcycles win the Senior and sidecar TTs in 1924. Nortons also appealed to ordinary motorcyclists who enjoyed the reliability and performance offered by single-cylinder engines with separate gearboxes. The marque withdrew their teams from racing in 1938 but after the War (when Norton produced more than 100,000 motorcycles for the forces) they returned to the fray with notable success, the names of Geoff Duke, John Surtees and Derek Minter becoming famous. Sadly, Norton epitomised the failure of the British motor cycle industry through the 1960s and 1970s, struggling valiantly but failing to survive.

Like the majority of their contemporaries, Norton relied on the sidevalve engine until the 1920's, when the existing and well-tried 490cc unit was used as a basis for the firm's first overhead-valve design. Penned by James Lansdowne Norton himself, and first seen in prototype form in 1922, the overhead-valve Norton made little impact in that year's Senior TT, though at Brooklands D.R.O' Donovan raised the world 500cc kilometre record to over 89 mph using the new motor. A road-going-version, the Model 18, was catalogued for 1923, quickly establishing a reputation for both speed and reliability when a standard engine assembled from parts was used to set a host of records, including a new 12 hours mark. Racing continued to improve the breed (when Alec Bennet won the Senior TT for Norton) as a direct result of the works team's experiences.

Want to get something off your chest? Have an interesting story to tell? Have you been on a bike trip recently that you'd like to tell us about? Well, don't just sit there—send it in! We particularly welcome stories from NCMCC members but hey, if you're reading this and you're not a member and have a story you'd like to share, send it in. Note though, that whilst every contribution will be gratefully received, stories are published at the discretion of the editor and/or NCMCC Committee.

Natureland Rally at Hat Head



Our club rally is upon us, just days away by the time you read this newsletter. Everything is organised, more or less, and more entries are arriving daily. As usual these were slow to begin with but numbers are now improving and we should have a good roll up. Hopefully the good weather of the last month will continue to make the event that much more enjoyable.

If you, as an NCMCC member, didn't put your entry in on time you may need to make your own arrangements for food throughout the rally. Don't forget however, that we need as many volunteers as possible so if you can lend a hand please let one of the committee members know. The job you end up doing may seem inconsequential but be assured it won't be, there's so many small things that need attention that make a real difference to the smooth running of the rally.

Do take the opportunity to meet as many new people as possible, make them welcome (so they will come back!) and enjoy looking at all those motorbikes and discussing their finer points with their owners.

Charlie Boorman where are you?

For those of you interested in the exploits of Charlie Boorman, sans Ewan McGregor, you might be interested to know he's currently filming his latest TV series *By Any Means 2* in Japan. This is the second of his solo projects in which he travels across Australia, Papua New Guinea, Indonesia, Philippines, Taiwan and Japan. by any means. Not a dedicated biking series this one. You can expect to see Charlie using quad bikes, hovercrafts, wooden scooters, canoes, paragliders as well as motorbikes.

Anyway, his trip in Tokyo was interrupted by an earthquake measuring 6.4 on the Richter scale. Luckily he was safely ensconsed with his family on the 31st floor of a Tokyo hotel when the building began shaking. Further lucky for him, the building was able to withstand the assault and all is well as he continues his journey.

Membership Renewals Overdue

Renewals for NCMCC membership are now overdue. 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.

Sunday Run-23 August

The ride this day was scheduled as “ride the Sunday Rally route followed by lunch at the SWR Country Club”. No problem there it was going to be a nice run beside the Belmore River despite the clouds overhead threatening rain. So, off we went with a few fellow club riders from Hat Head. But, you know, every so often you go somewhere and see something that is truly gob-smacking and that’s what happened this particular Sunday.

Now, I know as much about tractors as I do about bikes even so, I was very, very impressed and completely agog at the sight of Mal Cameron’s wonderful collection of tractors never mind his knowledge. He talks freely about how he has restored them, their history and everything in between. He is a very interesting guy. What’s incredible is how immaculate these tractors are, inside and out—every inch of them. And, those that Mal started up caught first turn of the key and sounded just like tractors should.

The Sunday rally ride is a definite must. Visiting Mal will be a rare treat for everyone. Without doubt the visit will create much chatter for months afterwards which should generate interest in the next Natureland Rally. It’s going to be a hard act to follow though! By Norma Flint.



See these and more on the Sunday Rally Ride on the 8 November. Not to be missed!!!

Remember Greeves Motorcycles

Greeves Motorcycle Ltd began producing motorcycles in 1952 mainly for off road competition not really gaining recognition till they hired a skillfull two stroke tuning specilaist who significantly improved the performance of the Villiers engines. Subsequent successes with 500cc and 350cc bikes established Greeves reputation as true off road competition motorcycle manufacturers.

By 1963 their range included two new models with the latest glass fibre tanks and handlebar fairings, as well as plastic mudguards, the 25DD 'Essex' and the 250 DCX 'Sportsman'. That same year they manufactured three special motorcycles for the British ISDT team for an event to be held in the Czechoslovakian mountains.

The engines were highly modified Villiers MK 36A that, instead of the standard Villiers crankshaft, had an Alpha assembly with the squared off cylinder barrels and heads being cast in their own foundry. Two riders won gold medals and the only woman to compete in the event, who was also riding a Greeves machine, won a bronze medal.

At this time Greeves also successfully entered road-racing with their 250 cc Silverstone model. Although these were not as fast as some of their competitors, they earned a reputation for reliability and were chosen to be the standard motorcycles for the Mortimer Road-Racing School. Winning the 1964 Isle of Man Grand Prix the Greeves racer achieved the fastest lap of the race at 87.6mph which proved to be the best speed ever by a British 250cc motorcycle.

This success led to a lot of interest in Greeves road bikes, including from a number of British Police forces for a version of the bigger twin equipped with a radio. In 1964 they launched the 'Challenger' and in 1967 a 346cc road racer, the 'Oulton'. A special export model called the 'Ranger' was also developed but by 1968 Villiers had pulled out of engine production and Greeves decided to leave the trails motorcycle market to concentrate on the development of a motorcross model.

As the Japanese entered the market place sales began to slow. They were successful in winning an important order to supply the Royal Artillery Motorcycle Display Team with motorcycles and developed the 'Greeves Griffons' but a change in the law meant that the Invacar, which had been the mainstay of the company was no longer legal for road use so the Ministry of Pensions decided to replace it with a four wheeled car. Bert Greeves, the owner of the company, decided that it was time to retire from the business and the company was taken over by his cousin but the company floundered in 1976 and after a fire at the factory were unable to resume production and went into receivership.

Wot's coming up!!

November	
1 Nov	4WD Trip—Departing 7.00am from Spotted Frog to the Trout Hatchery at Ebor.
6-8 Nov	Natureland Classic Motor Cycle Club Rally at Hat Head
8 Nov	Brian Purcell Race Day at Greenhills
15 Nov	Old Bangers Breakfast Ride. Depart McDonalds Kempsey 8.00am
21-22 Nov	Overnight Armidale stay via Glen Innes, Jackadgery, Grafton, Coffs Kempsey.
24 Nov	Club Meeting Salvos Hall 7.30pm including Toy Run & Calendar
28-29 Nov	Long Flat Pub Run
December	
5 Dec	Natureland Toy Run. Depart SWR Country Club 10.00am then Gladstone, Smithtown, Freddo to arrive at Kempsey 12.00noon
13 Dec	Club Christmas Party 12.00pm—4.00pm at SWR Surf Club. RSVP required phone Meredith on 6563 1786
15 Dec	Club Meeting Salvos Hall 7.30pm
31-1 Jan	New Year's Eve overnight camp at Nulla—BYOG
<p>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.</p>	