

The

Flywheel



The Bi-Monthly Journal of the Central Coast Classic Motorcycle Club

Ben and his very tidy Ducati 750 Sport at May's hub run



Club Membership is by nomination only and is open to those persons interested in the restoration use and preservation of old motorcycles.

FRIDAY AT JERRY'S THE LAST IN MAY

*The power of the '70s Kwaka's
last two stroke triple and
Hondas first Gold Wing*

*A smoking hot John Player
Special Norton Commando*



Bruce's '68 Bonneville not seen for a while still immaculate



*A neat Mk2 Commando on full
rego' spotted at Freeman's
Waterhole with minimal
upgrades to keep it reliable*

President's Report



The cold weather has kicked in and riding now requires all the cold-weather gear. Never the less a few of our members have been attending various rallies including Tamworth, which is held in July.

Meanwhile our illustrious Editor, Clint Williams, has opted to spend a month in Thailand. Looking at the weather reports for Cessnock I can understand why. As a result I have been given the magazine to finish off for him.

The Pelican Rally planning is coming along slowly and we should be able to pull it altogether in time. We expect all members to support the rally as it is our major function for the year and showcases our club to other people. An entry form is included in this issue.

John Mills has worked out the routes for the Saturday rides and they should be good. John is looking for members to marshal on the weekend and will be pleased to take your name.

Life Member Paul Kiley has been in hospital and we wish him well. Also in hospital is our erstwhile Secretary, Ray Spence, who is hoping to get out soon and is looking at the possibility of getting himself an outfit as his current physical condition is such that he won't be able to ride solos in future.

Barry Allertz has been working on putting an interesting Events Calendar together but he needs your help. If you have an event or ride in mind, please let Barry know so that it can be included in the club calendar.

Membership continues to grow and currently we have a total of 120 members. Recent new arrivals are: Dean Crook (Wyoming), Chris Brown (Lisarow), Boyd de Meyer (Saratoga), Mark Howarth (Killcare), Evan Campbell (Berkeley Vale), Jim Hamilton (Saratoga), Judy Donoghue (Matcham) and Mark Bridge (Canton Beach).

Ride safely,
Mark Gattenhof



Glenn Shipway admires a 1963 Panther 650cc Sloper at the July Hub Run

Editor's Report

Winter is with us with half to go, so riding is less comfortable in the cold weather so I'm off to tropical Thailand for a month where I'll be reduced to riding a scooter but it is cheap and far better than walking. Some of this issue will be put together by Mark Gattenhof but I managed to get a few pages of photos and an article on the pleasure and pain of building your own motorcycle; mine is pictured below with its new seat which I got on Gumtree for a good price. Now it is a more comfortable machine to ride on the bumpy roads of the Cessnock shire.

Ben's Ducati sport is on the front cover a very nice example of a nearly stock motorcycle which has been looked after down the years.

Ride safely and I'll see you when I get back in August- *Clint*



SUNDAY IN JUNE AT FREEMAN'S WATERHOLE



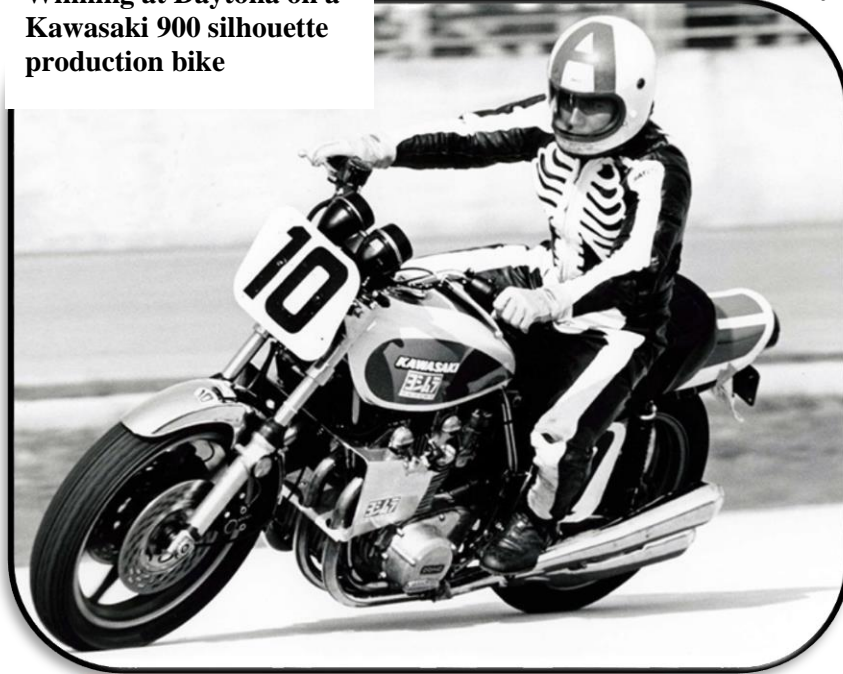
On a sunny winter Sunday club members rode to the Pie Face Café at Freemans Waterhole; Adrian brought out his recently restored late 1960s Bonneville, Bill rode one of his Gold Star BSAs, Keith and Peter look on as Bill prepares to depart

DAVE ALDANA ENDURING ALL ROUNDER

From his late 1960s debut at a professional level Dave Aldana rode factory BSA triples winning America's fastest road race at the time at Taledaga Alabama he moved to works Norton dirt trackers and road racers claiming a rare win for Norton at Ascot Park on the underpowered 750 Commando TT dirt tracker. He won the first superbike race at Daytona in 1975 wearing his controversial skeleton leathers.

In his rider profile on roadracingworld.com, Aldana describes himself as being "hall of fame inductee... 'On Any Sunday' participant ... multiple-factory rider...dirt tracker, road racer, motocross racer, car jumper, stunt man, Vintage racing Champion....implemented 'Bones ' leather design" and says his style is "flamboyant, outspoken, humorous."

Winning at Daytona on a Kawasaki 900 silhouette production bike



In 1980 Kawasaki teamed him with the less experienced Eddie Lawson who learnt a great deal from Aldana. He watched Aldana ride in practice and told his mechanics to "set mine up just like Aldana's". Lawson went on to place second in the championship with Aldana fourth.

Ever the journeyman racer Aldana also came to Australia to race a Z1000Mk1 at Amaroo Park.

Another important win came at the 1981 Suzuka 8 hour teamed with Mike Baldwin on a Honda RS1000 and Aldana concentrated on endurance racing in the early 1980s this is a bit surprising as his nickname was Rubber Ball from his early days as a dirt tracker who regularly crashed unharmed.

Aldana never won a major championship and only won 4 AMA national races plus a few high profile international events but at the age of 68 he still appears at many historic events and runs a dirt track training school using Honda XL350 based machines. Charisma and showmanship have always been to the fore combined with enough skill to run at or close to the front and gather a legion of lifetime fans.

Clinton Williams



**Riding the Elf centre hub endurance bike for Honda Europe.
Dave Aldana now on a 350 flat tracker at 68.**



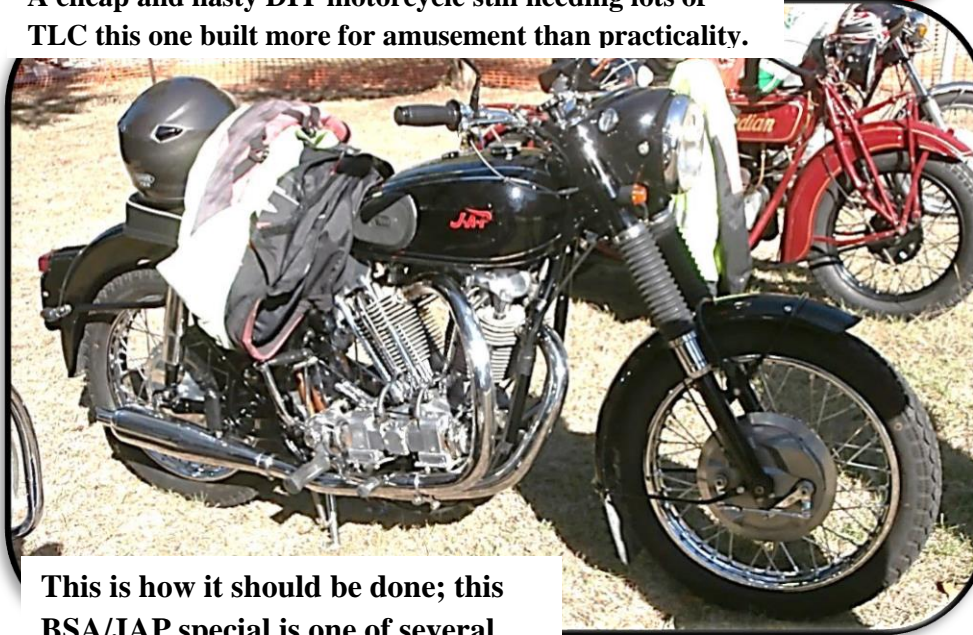
BUILDING YOUR OWN BIKE- IS IT WORTH IT?

Financially building a bike from scratch is almost never worth the outlay; however if done right it can be very rewarding. The builder of a unique motorcycle must decide on an engine first; the choice is almost limitless from stationary engines, car engines, or “crate motors” such as the V twins built by established firms such as S&S or Ultima, and of course motorcycle engines from existing bikes.

Next comes the frame, suspension, tin ware and all the bits and pieces required to finish the job. Complete kits for mounting most old British engines into a Norton featherbed frame are readily available and can save the builder time and money. Complete frame kits to suit the engine of your choice can be had from companies such as Rickman, Harris Egli, Magni and others including the numerous American chopper frames which won't be dealt with in this article.



A cheap and nasty DIY motorcycle still needing lots of TLC this one built more for amusement than practicality.



This is how it should be done; this BSA/JAP special is one of several.

OBSTACLES AND PROBLEMS

There are many of the above, one being getting the completed “special” registered. The frame must have a number; in the case of my custom Harley the owner used the crankcase number from a 1948 model Pan Head Harley ostensibly so he could legally have loud mufflers but also such a bike did once exist and the frame was professionally built with a soft tail swing arm added. This led to a problem which I inherited as the owner/builder had not ridden the bike sufficiently with this modification and engine. Once I put up some miles I found the standard rear shock mounting bolt broke on the drive side as the Ultima engine has about twice the power output of a standard Harley Evo motor. Recessing a high tensile steel bolt with a fine thread and fitting an outside support bracket has (so far) solved the breakage problem.

Aligning the final drive is a critical part of the puzzle as the bikes discussed here did not come from the factory matched to

the frame unless you bought a kit frame which is really the best way to build a special although you are for the most part assembling the bike and all the major parts are made to fit. Although my custom was made to fit the owner chose an overly wide rear 130x 16 tyre which rubbed on the chain, I was able to fix this problem easily by fitting a slightly narrower 110x 16 rear tyre, I next had to fit longer chain adjusters as the original swing arm was designed for a belt which does not stretch as much as a chain but a belt is not strong enough for the bigger motors.

Regardless of which route one chooses it is almost inevitable that something will work loose or break for any number of reasons shoddy mechanicking being one or in my case mismatched components. The engine in most cases would be second hand so mechanical or tuning gremlins are a likely problem even when rebuilding a fairly stock bike exhaust systems and fuelling need to be tuned compatibly.

Some of our club members have specials: Dean Faber's Triton, Bob de Vere's two TriBsa's and Kim Carothers is rumoured to be building a motorcycle using a 1600cc V Twin Howard rotary hoe motor with cast iron crankcases as standard; this will take some sorting out.

My 48 custom cost the previous owner \$30,000 but was sold to me on e bay for \$11,000 as is with a new motor and gearbox.



A fine special; not even the motor is an original BSA and it has been on the road since 1994



With the possible exception of Dean's Triton none of these bikes would fetch a positive return on their original build cost but as with the bikes pictured here the satisfaction of building and owning a one of machine is worth the cost involved.

These days there are crazes involving numerous types of customs such as bobbers, dirt track and brat style which can be bought ready made for ridiculous sums Deus SR400/500s being a prime example of an overpriced off the shelf custom bike. All of these bikes fall into the loss making category without the satisfaction of a self-build, they are in many cases inferior to the standard bike which can be bought new for far less. In conclusion it is obvious that returning a worn out motorcycle to stock condition is the way to go and you don't have to explain what it is every time someone asks.

Clinton Williams



*Left; stocker
Right; shocker*



Left; a barely recognisable Norton Commando engine in its stockish isolastic frame



MAY HUB RUN



*Les Graham's KH 250
baby Kwak' triple*

*Ben's Ducati 750 Sport
owned by him since 1977*



*Barry reminisces with
his early 1960's Jawa
twin a popular mode of
transport in Barry's
neighbourhood in
Holland this being a
250cc two stroke twin
made in Czechoslovakia
in the 50s and 60s
before the Japanese
invasion brought oil
injection 18 inch wheels
and race bred
sophistication.*



*The good weather
brought out plenty of
classic bikes and we all
enjoyed Col's roast beef
rolls*

Swap Meet Diary 2017

Date	Place	Location
August 12-13	CESSNOCK	Cessnock Showground
August 26-27	BULLI	Bulli Showground
September 3	GUNNEDAH	Gunnedah Showground
October 8	MAITLAND	Maitland Showground
October 15	WARRAGAMBA	Production Avenue, Warragamba
October 22	CROOKWELL	Crookwell Showground
November 5	CANBERRA	Exhibition Park
November 12	GULGONG	Gulgong Showground
November 25-26	QUEANBEYAN	Queanbeyan Showground

Up and coming Rallies

Date	Event	Contact
October 14	Cooma Girder Fork Rally	Ross: 02 64522510

FOR SALE

AJS, BSA JAP and other manuals available at low prices`. Call Gary: 0403763323 for further information

BSAs for sale: 1959 Super rocket, 68 Lightning Bike. All genuine offers considered
Contact-Beesa Bill, Club Librarian. 43 324 485

We have received a request from a bloke named Lee. He is looking for a kick-start spring to suit a 1929 AJS 350cc Big Port with an M7 gearbox. If you can help please contact Lee on 0415 654 118.

CCCMCC Regalia

Cap	\$20
Club Shirt	\$30
Hi-Vis Vest (Velcro)	\$20
Hi-Vis Vest (Zipper)	\$30
Sloppy Joe	\$35
Jacket (Softshell)	\$65
Stubby Holder	(\$10
Coffee Mug	\$15
Beanie	\$20
Contact: Peter Anderson 0409 714 951	

WORKSHOP DATES: Phone Allan Hawkins 0404 867 846

JOKES PAGE

A construction worker sits down to lunch and takes out his lunch box. He carefully unwraps a sandwich takes a bite and spits it out throwing down the sandwich "Peanut butter" he yells.

He takes out another sandwich, takes a bite and hurls it away yelling "peanut butter again". The third sandwich is taken out and he takes a bite and munches contentedly on a ham sandwich. His work mate then says. "You've been married five years and your wife still doesn't know you don't like peanut butter sandwiches?"

Leave my wife out of this the construction worker snarls "I made these sandwiches myself!"

I've heard that giving up drinking will allow you to live longer; if it doesn't I'm sure it will feel like it.

Hillary phoned the president's office shortly after midnight.

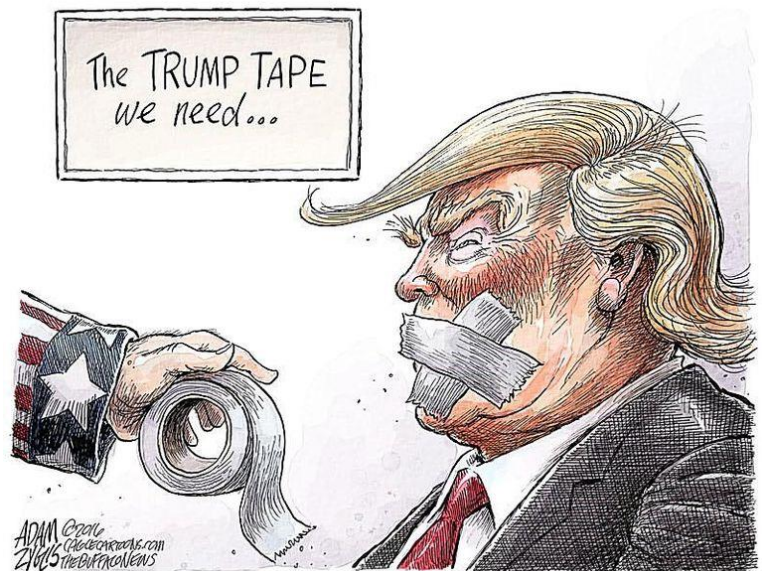
"I need to talk to the president, it's an emergency!" exclaimed Hillary.

After some cajoling, the president's assistant agreed to wake him up.

"So, what is it that's so important that it can't wait until morning?" grumbled Trump.

"A Supreme Court Judge just died, and I want to take his place." begged Hillary.

"Well, it's OK with me if it's OK with the mortician", replied President Trump.



1936 Harley-Davidson
61" Knucklehead



HARLEY DAVIDSON- BECAUSE NOBODY TATTOOS HONDA ON THEIR BODY

OFFICE BEARERS 2017

POSITION	NAME	CONTACT
President	Mark Gattenhof	43 284 060; 0419 237 706
Vice President	Tony Carter	43 295 478; 0415 488 194
Secretary	Barry Allertz	0425 286 201
Treasurer	George Burroughs	0407 085 646 helgaandgeorge@hotmail.co.uk
Public Officer	Mark Gattenhof	43 284 060; 0419 237 706
COMMITTEE:	Neil Crocker	0418 233 196
	Mark Richardson	0432 774 060
Property Officer	Tony Carter	43 295 478; 0415 488 194
Regalia	Peter Anderson	4388 1857; 0409 714 951
Library	Bill Worden	43 324 485
Catering	Merrilyn Gattenhof	43 284 060
Editor	Clinton Williams	49 912 844; 0422 059 995
Club Trailer	Eric Soetens	0402 279 208
Events	Barry Allertz	0425 286 201
Rally Co-Ordinator	Vacant	
Rally Secretary	Vacant	
Machine Registrar	Ian McDonald	0409 522 151 ianjan38@bigpond.com (preferred contact)

MACHINE EXAMINERS:

BENSVILLE	Kim Carothers	43 693 097
ERINA	Robert Orr	43 673 055
GOROKAN	Ian McDonald (Bikes & Cars)	43 922 151; 0409 522 151 ianjan38@bigpond.com
NIAGARA PARK	Tony Carter	0415 488 194
TOUKLEY	Bruce Cruickshank	43 964 647
WARNERVALE	Ron Smith	43 923 725
WYOMING	Col Graham	43 243 259; 0417 203 322

LIFE MEMBERS: Vern Whatmough*, Brian Wishart, John Cochrane, Noreen Cochrane, Mark Gattenhof, Merrilyn Gattenhof, Paul Kiley, Clive Townsend*, Lindsay Brown, Alix Brown, Norm Neill*, Bruce Cruickshank, Edna Cruickshank, Col Graham, Jack Taylor. [* Deceased]

Club Postal Address: P.O. Box 9006, WYOMING NSW 2250

Club e-mail: cccmcc.nsw@gmail.com

Web Site: <http://www.centralcoastclassicmotorcycleclubnsw.com>

Magazine Address: The Flywheel, 5 Lambert Street, CESSNOCK NSW 2325

Magazine email: wclinton38@yahoo.com.au

Magazine Distribution: Ian McDonald ianjan38@bigpond.com

MEETINGS: Held on the 4th **Tuesday** each month (except December) at Ourimbah-Lisarow RSL Club, Ourimbah commencing at 7.30 p.m. Visitors welcome.

*Membership: by nomination only, open to persons with an active interest in preservation, restoration and use of
Veteran, Vintage and Classic motorcycles.*



Central Coast Classic Motor Cycle Club Inc.

Cordially invites you to participate in our

34th Annual Pelican Rally

For Historic and Classic Motorcycles

To be held on the weekend of 15-16-17 September 2017

At

Camp Chapman, Somersby, New South Wales

- Easy access from the M1 Pacific Motorway and Wiseman's Ferry Road via Bimbil Road (look for the RSPCA sign) and Reeves Road.
- Friday night Welcome BBQ – meet old friends and make new ones.
- Local rides on Saturday and Sunday suitable for older motorcycles. All routes will be marshalled. Back-up trailer provided.
- Saturday night Presentation Dinner. Trophies for best in class.

Accommodation available on site

Banksia Lodge:

- Bunk accommodation available for 28 people
- Pillows provided – bring your own sleeping bag or bedding
- Amenities block adjacent with 5 showers and 5 toilets (Unisex)
- Cost: \$50 per person (Weekend or part thereof)

Camping:

- Ample room for campers
- Cost: \$20 per person (Weekend or part thereof)

Further Information:

- Rally Secretary, Neil 0418 233 196, email: neilcrocker@yahoo.com.au
- Rally Co-Ordinator, Mark Tel. 02 4328 4060, Mob. 0419 237 706, email: cccmcc.nsw@gmail.com
- Web site: <http://www.centralcoastclassicmotorcycleclubnsw.com>



Central Coast Classic Motor Cycle Club Inc.

34th Annual Pelican Rally

For Historic and Classic Motorcycles

To be held on the weekend of 15/16/17 September 2017

Entry Form

Note: Entries close on Friday 8th September 2017. Late entry will incur an extra fee of \$10.

No guarantee of meals for late entrants. No exceptions.

Entrant Details:

<u>Entrant's Name:</u>		<u>Pillion/Partner:</u>	
<u>Address:</u>		<u>Telephone:</u>	<u>Mobile:</u>
<u>Suburb:</u>		<u>State:</u>	<u>Postcode:</u>
<u>Email:</u>		<u>Club:</u>	

Machine Details:

<u>Year:</u>	<u>Make:</u>	<u>Model:</u>
<u>Capacity:</u>	<u>Solo/Sidecar:</u>	<u>Reg. No:</u>

Entry Details:

	No.	\$
Entry Fee (per bike) incl. morning tea, rally shirt & badge (\$30)		
Friday Night BBQ - pay on the night – incl. raffle ticket (\$5)		
Saturday Breakfast - per person (\$5)		
Extra Saturday Morning Tea (\$5)		
Saturday Lunch - per person (\$15)		
Saturday Presentation Dinner - per person (\$25)		
Sunday Breakfast - per person (\$5)		
Sunday Lunch - Free:		
Banksia Lodge bunk accommodation - per person (\$50)		
Camp site - per person (\$20)		
Total:		

Shirt Size:	S	M	L	XL	XXL	XXXL
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Get your entry in by 31 August to ensure your shirt is available at the Rally

Payment Details:

Return Entry Form and payment to:
The Rally Secretary, 286 Booker Bay Road, Booker Bay NSW 2257
Cheque/Money Order: Made payable to CCCMCC
Direct Debit: St. George Bank, BSB 112-879, A/C No. 001167785
Reference: (Your Surname) Rally
If paying via Direct Debit, please notify the rally Secretary via email
neilcrocker@yahoo.com.au

Indemnity statement: I, the entrant, agree not to hold the Central Coast Classic Motor Cycle Club Inc., or its members or sponsors, responsible for any loss or damage to machinery and/or bodily injury sustained during the course of the 2017 Pelican Rally.

Entrant's Signature: _____ Date: _____

EVENTS CALENDAR 2017

AUGUST

Date	Event	Remarks
Wednesday 2	0830 - Breakfast at Jerry's	Weston for Lunch
Sunday 6	Road Warriors for M/Tea	Jerry's for Lunch
Wednesday 9	0830 - Breakfast at Jerry's	Pie In the Sky for Lunch
Sunday 13	Freemans M/Tea	Honeysuckle - Lunch
Tuesday 15	Committee Meeting	Ourimbah RSL
Wednesday 16	0830 - Breakfast at Jerry's	Wisemans Ferry – Lunch
Sunday 20	Corrugated Café – M/Tea	Patonga – Lunch
Tuesday 22	General Meeting – 7.30 p.m.	Ourimbah RSL
Wednesday 23	0830 - Breakfast at Jerry's	Pokolbin Village - Lunch
Sunday 27	Hub Run	Woodbury Park
Wednesday 30	0830 - Breakfast at Jerry's	Brooklyn - Lunch

SEPTEMBER

Date	Event	Remarks
Sunday 3	Freemans M/Tea	Budgewoi - Lunch
Wednesday 6	0830 - Breakfast at Jerry's	Freemans via Sandy Creek Road – Lunch
Sunday 10	Swansea M/Tea	Stockton – Lunch
Wednesday 13	0830 - Breakfast at Jerry's	Pie In the Sky for Lunch
15-16-17	Pelican Rally	Camp Chapman, Somersby
Tuesday 19	Committee Meeting	Ourimbah RSL
Wednesday 20	0830 - Breakfast at Jerry's	Wisemans Ferry – Lunch
Sunday 24	Swansea M/Tea	Nobbys - Lunch
Tuesday 26	General Meeting – 7.30 p.m.	Ourimbah RSL
Wednesday 27	0830 - Breakfast at Jerry's	Morpeth - Lunch

Note: Every Friday morning we have a social gathering at Jerry's Café at Kulnura.

Those members riding club plated bikes not on the 60 days trial must go directly to Jerry's from their home on Fridays



1946 James 122cc ML

If undeliverable return to:
Central Coast Classic MCC Inc.
P.O. Box 9006
Wyoming NSW 2250

The FLYWHEEL

