

The *Flywheel*

Issue # 176 May 2018



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



George rode his very tidy Triumph to the April hub run despite having a bad hair day

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

April 29th Hub Run



Rain was about on the last Sunday in April but enough club members appeared to make the day worthwhile especially for Steve Cooper who was awarded the \$50 President's choice for best presented historic bike on the run. Stuart rode one of his cousin's Nortons a 1971 750 SS a bike styled for the Californian desert trails a fore runner of today's adventure tourers perhaps. Ray Perry put in an appearance on his Triumph which had been off the road for five months. Ian MacDonald's V four 400 one of the first with a tubular steel frame and short lived enclosed brakes. The rain came down just as we were leaving and I got a bit wet riding home on my Kawasaki 1300 outfit.

Clint

PRESIDENT'S REPORT – MAY 2018



At the March Committee meeting, a suggestion was adopted to provide a \$50 cash prize for the President's Choice at the monthly hub runs. Now, first of all, this was not my suggestion, but came from another committee member. It was decided to give it a trial and see what the response from members would be. The only criteria for the choice is that the bike must be eligible for Historic Registration (30 years or older) and must be present at lunch time.

We had two hub runs in April. On the 8th I was rather keen on a 1970 BSA Thunderbolt which is owned by new member Mick Dallimore. On the 29th a 1965 BSA C15 owned by Steve

Cooper took my fancy. Both members were quite chuffed at winning the prize. Maybe your bike will be next?

Murphy's Law is certainly making its presence in the Presidential Shed lately. The project bikes mentioned in my last report have all caused one problem or another. The Triumph Blazer refuses to start and the frustration level is high. I decided during the rebuild to replace the original points with a Boyer electronic ignition system. The instructions were followed to the letter and much checking and rechecking took place during the rewiring phase. Timing was carried out using a degree disc, valve clearances were set as per the manual, and when the motor was turned we had a good spark at the plug. Fuel in the tank, battery fully charged, and much kicking resulted in no response! Out with the pit roller... Still no joy!

The Triumph Saint rebuild is slowly happening. The fork stanchions have been giving trouble where one was dropped on the concrete floor resulting in minor damage to the bottom end. I rang John Mills and he said "What have you mucked up now?" He agreed that I needed his expert help in machining the offending stanchion. I've had the forks apart and back together so many times now that I can do it blindfolded! The wheels have gone away for refurbishing and we may get them back sometime in the future.

Meanwhile, the Acme and the James Colonel also refuse to start. The Bonnie hasn't turned a wheel in over a month owing to its owner having had surgery to his right hand – you know, the throttle and front brake one. I'm sure that there's a message here. Maybe I'm not meant to be a motorcyclist?

New Members A warm welcome to the following new members: Spike Cherrie (Woongarra), Ross Sheppard (Wyoming), Mel Roberts (Freeman's Waterhole), and Sean (Bensville). Current membership: 120.

*Ride safely,
Mark Gattenhof*

EDITOR'S REPORT

As I start to put together this issue I'd like to let readers know how I have approached the magazine's content. Firstly as much original material as possible all relevant to classic motorcycles and our club bikes in particular, each article is credited with a source either the author or website so readers know who wrote the article or can check the website for more information it is also ethical to do so when using other people's material.

This issue has some good articles from Club members such as Bob's Story on turning one of his Tribsa bikes back to a complete BSA, pictures and info about Tim's Gus Kuhn Norton and Stewart's Taree rally report articles submitted by members make the Flywheel relevant and unique so if you have recently done some work on your bike or ridden somewhere I am sure the Club would like to read about it.

Happy riding Clint.



A Photo from January 2016 Hub Run

SINGLETON RALLY

Doug and Glen ready to depart on the Singleton rally Saturday 5th May



Right: Steve Drinkwater makes his 1970s Harley Electra Glide look small

Below: Beeza Bill with his 350 Gold Star



FROM TRIBSA BACK TO ROCKET

In July 2017 Colin Graham made the comment "your Tribsa needs to be a proper BSA" this set me thinking and in September 2017 I decided myself would do just that, make my Tribsa into a proper BSA.

Firstly, I needed to acquire an engine, after some time of looking I finally found one in Queensland. It turned out to be built on 27/11/1957 my fame was a 1957 fame so the engine would be a perfect fit for my fame. I was very chuffed with this!

I stripped down the engine and found that although the engine turned over by hand the piston rings were seized up. I replaced the pistons and rings that are +060 and Colin kindly honed the bores for me. The big ends are standard and showed no wear but they were replaced as was the mains. The head was reground and the valve guides checked, valves were okay I just had to lap them in. I also checked the springs these were okay so I reused them. The barrel was cleaned and sprayed black. The head was water blasted.

Putting the engine back was not trouble free mainly because yours truly managed to break a couple of rings! Anyway, after help arrived finally the engine was built.

I then had a shopping list that went on forever! Here it is: 21 tooth drive sprocket. Re-con gear box. Advance and retard lever, Re-con magneto, Re-con dynamo, 6-volt electrics, Single twist grip, Siamese pipes, Re-con carburettor. Cables, New primary chain, Main chain, Dynamo chain, Front and rear primary chain, Rev counter. Gear box, Gasket set, 6 volt bulbs, Clutch plates, and numerous other parts, Chroming was next all of these needed re-chroming: Foot brake lever, engine plates. Gear box adjusters, Foot peg assembly, and Dynamo shroud.

Putting it all together was fun! First the exhaust bought from Armours in the UK would not fit. After many phone calls and emails they finally gave me a refund and I was not required to send the part back I was able to apply heat and with the help of a vice I managed to bend to the correct position after re-chroming it fitted. The rev counter gear box was also incorrectly made and would not fit so the UK company made a second one this also did not fit but I managed to fix the problem myself with the aid of a washer (anyone want a gear box)? Next: because I cut the main chain too short I had to buy another one. Lastly I polished all the casings and was very pleased with the outcome. It was now all back together and ready to start.

Well it would not start! Thankfully Stuart Avery came around to help me we went back over the timing also petrol to carburettor and had another go this time it fired into life. Oh, Oh, when I let the clutch out it jumped forward and stopped, s**t what had I done wrong? Stuart and I pulled the clutch out and bingo because I had used the clutch from the Tribsa, which had a large washer it was not compatible with the Rocket. Anyway, I

left the washer out and it worked perfectly, good spot Stu. After a further test ride we adjusted the clutch once again and I can now say it runs and rides great. So, I now have a 1957 Road Rocket Clubman or Goldy (*rip off*)

Finally, last but by no means least I would like to thank the following for their help and support without whom none of the above would have happened: John Mills. Beeza Bill. Colin and Les Graham. And my mate Stuart Avery who had to put up with my repeated antics thank you all.

Beeza Geeza Bob (de Vries)



April 8th Hub Run

The April Hub run was very well attended on a hot Sunday 8th Tim Corlett brought his recently imported combat Commando the Japanese 250 segment was represented by Les Graham's Kawasaki triple along with Mel's 250 Suzuki Hustler- Mel has raced this bike at Bathurst clocking 167 kmh down Conrod straight.

The Central Coast Vintage and Veteran Club attended with a range of Girder fork models. Allan Mitchel brought his 1930 Norton single pictured below - that is some fish tail muffler. We all enjoyed a pork and onion stew on buns well prepared by the catering crew.





Mick Dallimore's 1969 A65 won the first Presidents choice award great encouragement for a new member. Below an ex-army Triumph single, BSA 441 single and a Kawasaki WS1 Mk2, the owner has a painted tank ready to complete the restoration of this 'Japanised' A10 of which I wrote about in the last issue.





NORTON/BSA DAY AT JERRY'S

Bill seems a bit puzzled by this Norton scrambler the bike seems radical until you see the "adventure tourer" below- I have seen this bike quite a few times and notice more modifications each time.

A couple of Vincents- Bruce Cruikshank's on the left there was a least one other which goes to show the quality and variety of the bikes at Jerry's on Sunday May 16th



A very well restored 1930 model 20 490cc single with Stuart's 1974 850 commando behind



The Rocket Three's last incarnation flashed up for the American market featuring a dove grey painted frame and chrome tank -the strap on canvas bag being an optional extra. Some buyers were lucky enough to get a five speed gearbox



A Gus Kuhn racer. Gus Kuhn was a moderately successful British racer who passed away in 1966 aged 68- his son built bikes like this one to customer specifications and by 1969 they had won the British 500cc Championship, Castrol Championship, Duckhams Trophy, Grovewood Award and Redex Trophy. For a number of years, Norton racing kits and parts were produced for practically every part of the Norton. Over the years these racing machines were ridden by a number of notable riders including Mick Andrew, Charlie Sanby and Dave Potter. Most were this distinct shade of yellow.



There were many others makes at Jerry's on the day including this highly prized 1972 green frame Ducati 750 Desmo that gave Ducati a real presence in the then popular 750 class and much marketing kudos by finishing 1st and 2nd in the first Imola 200mile road race by winning British rider Paul Smart spawned the more recent Paul Smart replica with the belt driven cams motor

WORKING ON BIKES



*John and Barry
hard at work on
Barry's BSA A65
Photo Barry Alertz*



*A 1980 Harley Sportster once a
wreck now chopped in the San
Francisco style popular in the
'70s seen at Freemans Waterhole.
Not everybody's cup of coffee but
a good example of this style of
bike with de rigueur helmet. The
owner did all the work himself
and after hearing about this bike
for some time I finally got to see it
the attention to detail is quite
impressive.*



*Peter's Suzuki Hustler getting some roadside maintenance the high frequency two stroke vibes
loosened the aftermarket air cleaners and the front left indicator- Wednesday 28th March*

TRIUMPH TSS 750

Triumph Meriden's final model was upgraded in all the areas it needed to be; Weslake which already made competition 4 valve heads was commissioned to design 4 valve cylinder heads and put together a new crankshaft for the Bonneville engine. Of course, 4-valves-per-cylinder are quite common today, but in 1982, it



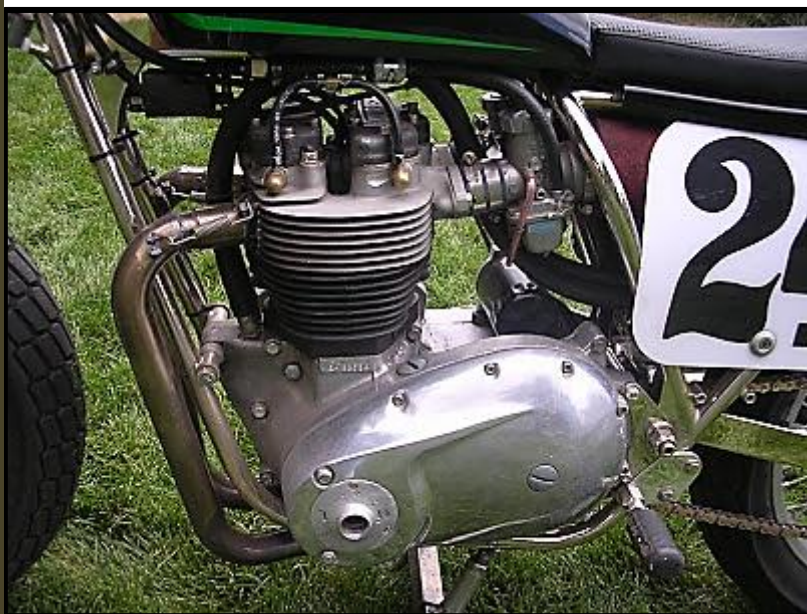
was considered exotic racing technology. Each of the 4 valves were smaller than their 2-valve counterparts, set at a much steeper angle than before. The 2-valve Bonnie has a true hemispherical combustion chamber with its valves set at a 90-degree included angle. The new Weslake head set them at 30-degrees. The pistons were deeply notched to clear the valves, so taller domes allowed a 10.0:1 compression ratio. The new alloy cylinder block had steel liners.

The new crankshaft was a one-piece forging with larger-diameter big-end rod bearings. It was much stiffer and

also better balanced than the standard Bonnie cranks, and helped the TSS to deliver fairly smooth power. Interestingly, the cylinder bores were set farther apart than in the standard Bonneville engine to allow more cooling air to pass between them. This required that the connecting rods be offset slightly. This arrangement was supposedly good for 10,000 rpm, compared with 7,500 for the stock crank. UK-spec TSS's got two 34mm Amal MkII carburettors, while US-spec bikes used Bing constant-velocity carbs. All TSS's also used Triumph's new, but rather anaemic electric starter system that was chain-driven off the intake cam, resulting in the rather lumpy looking timing cover.

In the end, the TSS like many things Triumph tried, was too little too late. In all, it was a nice bike, fairly fast with almost 60 horsepower, and yet smoother than any Bonneville to come before it. It handled well, and it was a very good looking bike. But it was expensive when compared to faster, more sophisticated bikes from Japan, and the Meriden Co-op simply didn't have the financial resources or the marketing muscle to produce many bikes. All told, only 438 TSS's were ever built during its two model years, 1982 and 1983, and the legendary Meriden factory where so many great Triumphs were built closed its doors for the last time on August 26, 1983. While never actually called a "Bonneville", clearly Bonnies were the Co-ops only product, the mechanical

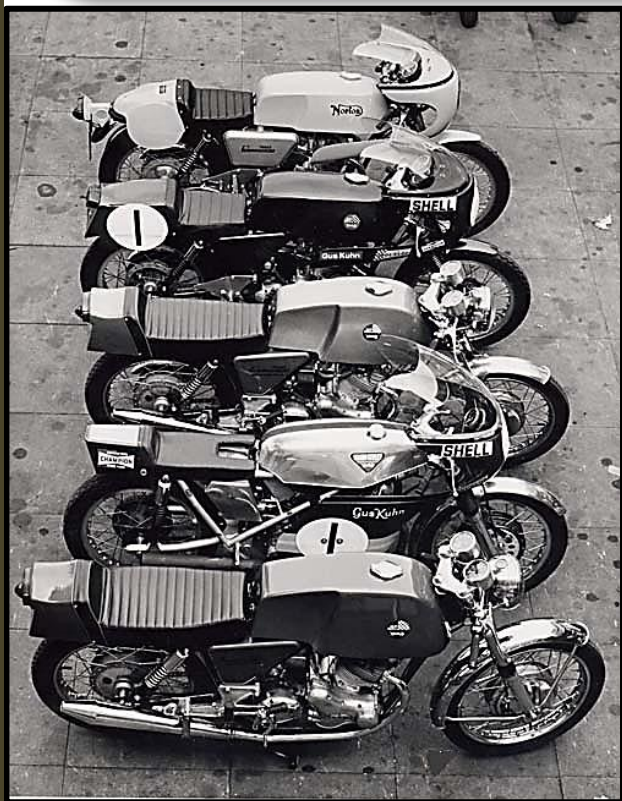
lineage is undeniable, and the T140W model designation was in keeping with Bonneville nomenclature.



Rickman commissioned Weslake 4 Valve heads were available in the late 1960s mostly for competition use they were designed to fit onto the standard 650 engine. Dave Nourish continued developing competition parts and by the 1990s whole engines which are still in production to this day although now no part of the engine is as Triumph originally designed it.

An American Flat track racer using Weslake 4 valve heads on a modified Triumph motor

Source material <http://www.classic-british-motorcycles.com/triumph-t140w-tss.html>



TIM'S COMBAT COMMANDO A PERIOD HOT ROD

Tim Corlett imported this highly modified 1972 Combat Commando from the Pennsylvania which means it was probably worked on a lot more than ridden due to the cold winters. After twenty years in storage it was fully "restored" in 2013 but is obviously not standard: the owner fitted 10.5:1 Hepolite pistons and a Webb cam which has higher lift and an improved profile over the standard cam other mods were from the later 850 Commando such as improved isolastics, Superblend crankshaft bearings a rebuilt gearbox and many stainless steel fasteners all in the interest of keeping the highly strung motor together. The tank and seat are Gus Kuhn period parts and the exhaust system is a stainless steel replica of the Norton S model pipes much loved by Americans, the fairing and front guard is made from Carbon fibre to resemble the Gus Kuhn items, a longer kick starter which pivots from the bottom was fitted to get the long stroke motor started especially as the pistons rise and fall together. The 19 tooth front sprocket translates to fast acceleration big tank or not this bike was not built for long distance touring.

At Jerry's there was much comparison between the yellow Gus Kuhn Norton and Tim's. This bike has won at least one trophy and spent time in a museum all good news to Tim.

Information and the above two photos supplied by Tim Corlett

<http://www.guskuhn.net/GKMLtd/GKCommandos.htm>

Gus Kuhn Motors ceased trading in 1989 but information regarding the company can be found on line.

The bikes were built to order so no two bikes were the same

TWO MUCH OF A GOOD THING

This monstrosity really needs to be articulated in order to turn corners



This 'trike' may turn corners but stopping would require planning ahead although ridiculous having four wheels probably make it the most stable of the three vehicles pictured.

It is hard to imagine this dual outfit being anything more than a static display.



TAREE RALLY 2018

On Friday the 2nd of March, 2018 Bob de Vries and I loaded our bikes on the trailer and set off for the annual Taree Rally. Bob being his normal gentleman like self? asked if we could just pop into Hamilton Chrome to drop some parts off on the way. I looked at Bob and said it's Friday afternoon Bob there won't be any just popping in.

After some words were spoken to Bob which I won't mention here and he probably didn't hear anyhow (For those who don't know, Bob is a bit hard at hearing. (What's that?) I battled my way through the Newcastle peak hour to Hamilton Chrome where Bob had me double park whilst I waited for him to conduct business all the while waiting to receive a parking infringement.

Eventually Bob appeared and we continued on our way through peak hour traffic until reaching the Hexham Bridge where we then travelled north to my cousin Grant's property at Blackhead where we were being accommodated.

Upon arrival at our destination albeit an hour or two late we were greeted by Kevin Bennett whom is a member of the Natureland Classic Motor Cycle Club (Kempsey) who had travelled down for the rally. The bikes were unloaded and we then had a few beers and unwound.

Saturday turned out a beautiful day and I am led to believe 127 entrants attended the rally.

The rally commenced from Happy Hallidays Caravan park at Hallidays Point and travelled a short distance to Tuncurry where Morning tea was put on and judging took place.

After morning tea the rally then travelled through Forster and continued on to Seal Rocks where a short stop was made before we then travelled back north towards Forster and on to picturesque Coomba Park overlooking the water where lunch was held.

After lunch we made our way back to our accommodation and prepared for the evening's festivities.

Upon attending the presentation dinner the Central Coast Classic Motor Cycle Club attendees Peter Ofner, Les Graham, Bob de Vries, Col Graham, and I along with Kevin Bennett and my cousin Grant Avery whom most know all sat together in anticipation of the evening ahead. The meal was a well prepared and ample baked dinner that went down a treat.

The presentations got underway and the prize for pre 1940 went Neil Parker of the Natureland Classic motor Cycle Club for an OK Supreme motorcycle.

Due to a bad memory and an amount of intoxicating liquor consumed I am unable to recall the next victors for the categories of 1950 and 1960 until the category of 1970 to 1979 was called with my cousin Grant taking out first prize with his 1975 Norton Commando (pictured below) which was prepared by myself with weeks of painstaking hours being put into its preparation for the rally.



The surprise of the night for myself was winning the 1980 to 1988 category with my 1982 CB1100F Super Bol'd'or having spent little time on it due to the time I had to put in preparing Grant's Norton. Even so a just reward.

To top the night the table received an excess number of raffle prizes

All in all a great rally with good friends, good food and I didn't have to stop at Hamilton Chrome on the way home.

Regards
Stuart Avery

JOKES PAGE

I talked with a homeless man this morning and asked him how he ended up this way.

He said, "Up until last week, I still had it all. I had plenty to eat, my clothes were washed and pressed, I had a roof over my head, I had HDTV and Internet, and I went to the gym, the pool, and the library.

"I was working on my MBA on-line. I had no bills and no debt. I even had full medical coverage."

I felt sorry for him, so I asked, "What happened? Drugs? Alcohol? Divorce?"

"Oh no, nothing like that," he said. "No, no.... I was paroled."

Catholic men and a Catholic woman were having coffee in St. Peters Square, Rome.

The first Catholic man tells his friends,

"My son is a priest, when he walks into a room, everyone calls him Father".

The second Catholic man chirps,

"My son is a Bishop. When he walks into a room people call him "Your Grace".

The third Catholic gent says,

"My son is a Cardinal. When he enters a room everyone bows their head and says "Your Eminence".

The fourth Catholic man says very proudly,

"My son is the Pope. When he walks into a room people call him "Your Holiness".

Since the lone Catholic woman was sipping her coffee in silence, the four men give her a subtle, "Well...?"

She proudly replies, "I have a daughter,

Slim,

Tall,

38D breast,

24" waist and

34" hips.

When she walks into a room, people say,

"My God!

Three pastors in a certain denomination – an American, a Chinese and a Jamaican – were having some difficulty making a decision regarding their Sunday church offering; specifically, which portion they should keep as salary, and which portion should go to the Lord. The American said,

"Whenever I collect the offering and the service is through, I put the money in a box, go outside, take a stick and draw a line on the floor and throw the money in the air. Whatever falls on the right is for the Lord and whatever falls on the left is mine." The Chinese said,

"I put money in box, I don't draw line – I draw circle! I stand in center, throw box with money in air – whatever fall on outside is mine and what fall inside is for Lord."

The Jamaican then replied: "Mi naw draw circle, mi naw draw line. All me do is put de money inna one box and fling it inna de air.... whateva de Lawd want, him betta grab it quick, cause what drop on de ground a fo mi!"

Doctor: "I've found a great new drug that can help you with your sleeping problem."

Patient: "Great, how often do I have to take it?"

Doctor: "Every two hours."

In Spain, there is a tradition after a bullfight to serve the mayor the bull's testicles.

-One day after a bullfight, the mayor asks the waiter: "Funny, why are they so small today?"

-The waiter: "Today, sir, the bull won."

Two guys are out hunting in the woods when one of them collapses. He doesn't appear to be breathing, his eyes are glazed over. The other man pulls out his phone with trembling fingers and calls 911. He gasps, "My friend is dead! What can I do?"

The operator says "Please stay calm. I will help you. First of all, let's make sure he's dead."

There's a silence, then a gun shot. The guy gets back on the phone and says "OK, now what?"

RALLIES ETCETERA.

<i>June 8-9</i>	<i>Shoalhaven Historic Vehicles Club- Kick start Rally Starts at Berry Showground</i>	Ross Holt 44217365 John Ducat 44212140
<i>June 16-17</i>	<i>Debenham Rally- starts Moss Vale Caravan Park</i>	Merle 46237202
<i>July 28- 29</i>	<i>Macquarie Towns Rally- starts Pitt town Sports Club</i>	Fran Mead 9838 4313 Garry Appleyard 9674 2535
<i>SWAP MEETS</i>		
29-Jul-2018	July 29 Nabiac Swap	
15-Jul-2018	Coffs Harbour swap meet Coffs harbour showground	

FOR SALE

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<https://soulcraftcandy.com/category/motorcycle-drawings/page/16/>

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MEETINGS: Held on the **4th Tuesday** each month (except December) at Ourimbah-Lisarow RSL Club, Pacific Highway, Ourimbah commencing at 7:30 p.m. Visitors welcome.

MEMBERSHIP: By nomination only, open to persons with an active interest in the preservation, restoration and use of Veteran, Vintage and Classic motorcycles.

RIDE CALENDAR JUNE 2018

Sunday 3rd	Corrugated Cafe for Morning Tea, Road Warriors for Lunch
Wednesday 6th	Jerry's Cafe for morning coffee; Lunch at Pie in the Sky
Friday 8th	Meet at Jerry's Cafe for morning coffee
Sunday 10th	Freemans Morning Tea, Wangi Workers Club for Lunch
Wednesday 13th	Jerry's Cafe for morning coffee; Lunch at Freemans' via Sandy Creek Rd.
Friday 15th	Meet at Jerry's Cafe for morning coffee
Sunday 17th	Freemans' Waterhole for Morning Tea, Pelican RSL for Lunch
Tuesday 19th	Committee Meeting at Ourimbah RSL 7.30pm
Wednesday 20th	Jerry's Cafe for morning coffee; Lunch at Wisemans' Ferry Pub
Friday 22nd	Meet at Jerry's Cafe for morning coffee
Sunday 24th	Corrugated Cafe; Wollombi Pub for Lunch
Tuesday 26th	General Meeting at Ourimbah RSL from 7.30 pm
Wednesday 27th	Jerry's Cafe for morning coffee; Lunch at Road Warriors
Friday 29th	Meet at Jerry's Cafe for morning coffee

JULY 2018

Sunday 1st	Hub Run at Woodbury Park
Wednesday 4th	Jerry's Cafe for morning coffee; Lunch at Pie in the Sky
Friday 6th	Meet at Jerry's Cafe for morning coffee
Sunday 8th	Freemans for Morning Tea, Budgewoi F & C for lunch
Wednesday 11th	Jerry's Cafe for morning coffee; Fish & Chips Lunch at Brooklyn
Friday 13th	Meet at Jerry's Cafe for morning coffee; Lunch at Woy Woy pub
Sunday 15th	Road Warriors for Morning Tea, Jerry's for Lunch
Tuesday 17th	Committee Meeting at Ourimbah RSL
Wednesday 18th	Jerry's Cafe for morning coffee; Lunch at Wollombi Pub
Friday 20th	Meet at Jerry's Cafe for morning coffee
Sunday 22nd	Riders' choice.
Tuesday 24th	General Meeting at Ourimbah RSL from 7.30
Wednesday 25th	Jerry's Cafe for morning coffee; Weston RSL for Lunch
Friday 27th	Meet at Jerry's Cafe for morning coffee
Sunday 29th	Hub Run at Woodbury Park

All Sunday rides depart from Tuggerah MacDonalDs at 10.00 AM

The FLYWHEEL

The magazine of: -

The Central Coast Classic Motor Cycle Club Inc.

P.O. Box 9006

WYOMING NSW 2250