

The

Issue # 179 November 2018

# Flywheel



*All the club members having ridden on the Hamper Ride Sunday November 4<sup>th</sup>  
Photo contributed by Mark Gatenhof*

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



***BIKES SEEN  
ABOUT***



*A very Red BMW R100S at  
Speers point on Norton Day*

*A tidy 850 Norton at Freeman's  
Waterhole stock with a couple  
of small upgrades.*

*An early 1970s Moto Guzzi 750  
Ambassador at Jerry's*





## PRESIDENT'S ANNUAL REPORT – 2018



Our Club has had another successful year with plenty of activities for members including the Hub Runs, our Pelican Rally and the Central Coast Hamper Ride organised by the Sons of ANZAC MC. Our members have also attended a number of other clubs rallies during the year and various Swap Meets.

Thanks must go to your Committee who have managed to organise many of these activities with help from a small number of members. It is always pleasing to see those who hop in to lend a hand without being asked while a few others simply stand in the background and watch.

During the year Bob de Vries took on the two rolls of Club Secretary and Rally Secretary and has done a sterling job with the assistance of his wife, Eunice.

Thanks to both of you. Col Graham has managed to keep the hunger away for the Hub Runs and the Rally and gets lots of help from his wife, Noleen. And of course our Catering Officer, Merrilyn, who makes sure we have the necessary tea, coffee, biscuits, cakes (a lot of which are brought along by other wives), and other bits and pieces. Our Treasurer, George Burroughs, has kept us financially stable in spite of ongoing health problems.

Our final activity for the year will be the Christmas Party being held on Sunday 9<sup>th</sup> December, at Woy Woy Bowling Club. Thanks to Neil Crocker for organising this event.

Sadly, we lost two of our long-time members during the year, Alan Monaghan and Rob Rose, as reported in the last *Flywheel*. RIP.

So, what will 2019 hold for us? That can only be answered by you, the members. Unless you get involved and tell us what you'd like to see, then we'll be forever wondering. Either speak up at a meeting or write to your committee with your suggestions.

Merrilyn and I wish you and your families a safe and happy festive season and hope to see more of you in 2019.

*Ride safely,*

*Mark Gattenhof President*

## CENTRAL COAST HAMPER RIDE – 2018

17 Members of CCCMCC gathered at the Gosford Waterfront on Sunday 4<sup>th</sup> November to support the Central Coast Hamper Ride organised by the Sons of ANZAC MC in aid of Brisbane Water Legacy. All up about 73 bikes left on the 10.00 a.m. departure ride to Doyalson RSL Club.

The route took us out of Gosford via the Highway to Wisemans Ferry Road and then onto the Pacific Highway via Mooney Mooney bridge and Calga to Peats Ridge Road. At the end of Peats Ridge Road we joined the M1 to the Tuggerah turn-off and then onto Old Maitland Road, through to Woodbury Park and then turned right up to Hue Hue Road. At the end of Hue Hue we turned left onto Wyee Road and right at Rutley's Road where we stopped to regroup. It was here that one of our members caused some excitement by dropping his bike (and his pillion as well).

After this incident was sorted out we got under way and re-joined the Pacific Highway and turned right to the Doylo where we filled up a fair size of the car park. A number of the Legacy Widows had arrived before us by bus and were settled in the club awaiting our arrival.

After lunch the raffles were drawn with quite a number of prizes going to the lucky winners including one to our own Steve Gardiner. Over \$11,000 was raised on the day from entries, raffles and generous donations from various businesses on the Coast. Our members can be proud that they were a part of this Charity Event.

After the fun was over at the Doylo, I headed for home via The Entrance and called in to the Entrance Leagues Club where the Gosford District MCC was holding their 90<sup>th</sup> Anniversary celebration. They had a room booked and there was a large display of members' bikes covering all decades from 1928 to the present. I managed to catch up with a few old faces I haven't seen for some time and spent quite a while reminiscing about the old days (as you do). *Mark Gattenhof*



## EDITOR'S REPORT

Another 2 months gone by and more riding done now it's getting close to summer. My latest bike-left- is an instant classic as they are not making them anymore which is a great shame.

There's a report on the sidecar rally at O'Connell a trip back to the beginnings of Ducati's domination of production based bike racing and a story by Spike about his younger days riding his XT500 Yamaha.

The front cover shows the roll up for the Hamper ride I went directly to Doylo RSL and caught up with everyone there. *Happy Christmas one and all Clint*

## **A VIEW FROM THE KITCHEN – 2018**

Another year is almost over and we have been blessed with perfect weather for motor cycling. Our Hub Runs have been well attended as always. Col provided a varied menu for lunch and the girls brought along scones and rock cakes for morning tea. All this for \$3 and the added bonus of \$50 for the President's Choice of the bike of the day no wonder the hub runs are so popular.

The highlight of the year was of course the Pelican Rally in September. Again the weather was kind to us. The numbers were down but those who attended enjoyed themselves. The outside catering on Saturday night was a success and certainly saved a lot of work for the few who normally spend all afternoon preparing the meal.

Thanks to Col and Noleen who put so much work in behind the scenes, to Gwen on the tea and coffee counter, everyone who brought cakes etc., those who stayed behind on Sunday to clean up and last, but not least, Pete on fire patrol.

On Saturday night a stupid little bird told me that our longest distance rider, Don, was having an 80<sup>th</sup> birthday, so we duly prepared a chocolate cake complete with candles and singing only to discover his birthday is actually in October. Never mind, it added to the fun of the night.

Two lucky people (one being Clinton) won Earl's honey in the raffle and the nice scarf made by Gill, together with a lot of other prizes generously donated (and thanks to George, whose name was left off the list in last issue).

We lost one of our long-time members, Rob Rose, in August this year. Rob was always quietly behind the scenes at any event and will be sorely missed. His daughter, Brooke, always made us that delicious Rocky Road at each year's rally.

The last event of the year will be our Christmas Party at Woy Woy Bowling Club at 12 noon on Sunday 9<sup>th</sup> December. Cost will be \$20 for members and \$25 for non-members. If you wish to attend contact Neil Crocker.

Cheers,

*Merrilyn*

Peter "The Fisherman" deserves special thanks for supplying prawns on the night as well as at the Orange rally and last year's Christmas party

## **PAUL SMART AND DUCATI WIN 1972 IMOLA 200 BY: WES SILER**

In 1972, Paul Smart won the Imola 200 aboard a Ducati 750 equipped with Fabio Taglioni's as-yet-unproven 90-degree, desmodromic valve L-twin. That victory kick-started Ducati's production bike race program and gave the company an engine architecture that is still winning Superbike races in 2018. Some time ago, Paul put memories of the race into words. Here they are along with historic images from the race. <http://www.youtube.com/watch?v=83XQ-Vp1xS8>

Smart got on the airplane tired, having just won an AMA F750 race at Atlanta in the USA on a Suzuki TR750 described Smart. "I was not real happy as I had the long trip ahead of me to Imola for a race that my wife had committed me to. I was not at all sure that I wanted to go."

"Arriving in Italy, I was surprised to be picked up at the airport by a big car. You know the ones with the curtains in the windows, the car of the Direttore or something. That my initial attitude was negative is an understatement, you see I was totally prepared to find that my "ride" for the race was another old bike, patched together for the weekend."

"I went straight from the airport to Modena race track, and was greeted by a great mass of mechanics and race personnel in their blue overalls. I certainly got the message that something important was going on. Franco Farné who was heading-up the race department spoke a little English, and thank goodness there was Angela, his English-speaking South African secretary. From them, I got the feeling that they were anticipating something very important in the works."

"We went straight to the practice circuit in Modena, which was right in the middle of town. The circuit was also an airport, with airplanes parked along the sides of the track. This is the same place they used to hold a round of the Italian Championship. The track was completely surrounded by apartment blocks. Add to this all of the airplanes lining the circuit it was very easy to be totally distracted. I hadn't been in Italy for a day, yet by midday I was at the Modena track, ready to test a brand new motorcycle with the entire team and management looking on. The Imola 200 was only days away and we were desperately short of time."

"The first time I saw the bike was at the track. I thought, "This thing is so long it's never going to go round a corner...and it's got a hinge in the middle". You get preconceived ideas just looking at a bike. I had just gotten off one of the most evil handling motorcycles in the world, and this new Ducati made me think that I was stepping back in time. A four-stroke twin?"

"So I just went out and did 10 laps. Right away I could tell the engine was the story. Ducati had obviously been working hard and put a lot of effort into it. It just felt slow revving, like it fired every lamp post (well it wasn't slow, it just felt it) but still quick enough, and the chassis seemed to work fine."

"After the first 10 laps the only thing I had to criticise was the TT100 street tyres. I wanted Dunlop race tyres, but the mechanics were sure they wouldn't last for the 200 miles of Imola, but I kept insisting that they were changed before we went to Imola. We made a few minor adjustments – footrests, handlebars and the like and in 20 minutes I went back out. I did about ten more laps and headed back to the paddock. Remember, I was really tired and my mood poor, and when I came into the pits I was ready to criticise and rip the bike to bits, but as I came in to the pits I knew something was up. The whole team was jumping up and down, clapping and patting me on the back. It seems I had just broken the world Champion Agostini's lap record — on street tyres! And of course standing there was Ingenere Taglioni. He always had a smile on his face and was constantly talking to you, asking questions, analysing the situation. I will always remember that broad smile."

"The bike had only just been produced, created from bits and pieces from the GT models that had just been introduced. My feeling was that it was unlikely that such and unproven thing could finish a 200 mile race. The bike was a lot quicker than I expected 84bhp to be and it didn't lose power when it got hot during the race like the two strokes I had been riding. It made really tractable power and allowed me to be more aggressive with the throttle. All this was a surprise to me and the new Ducati was much easier to ride and more powerful than the Triumph I had ridden the year before."

"There wasn't much more to do, Ducati had it all pretty well sorted. The biggest hassle was the tyres, they just wouldn't listen; so I just insisted, if we were down to the carcass at the end of the race, we would deal with it then."

"The race was the biggest thing in Italy. Checco Costa's grand event, and he really wanted every Italian manufacturer there, and all the top riders. No excuses accepted, he wanted them all there."

"Arriving at the track I knew a few people — Agostini, the English riders and a couple others who were all surprised to see me there. The secrecy in the Ducati pits, Taglione's smile and my presence occupied everyone's thoughts. Something was up at Ducati."

"All the top names and teams were on hand. Agostini with his world beating MV Agusta, Villa on a very strong Triumph, Jack Findlay on a really trick Moto Guzzi, Saarinen on his Yamaha, Peter Williams and I think Dave Croxford on the Nortons plus the extended Triumph team with Pickford and Jefferies in the saddle. There were also teams from Suzuki, Yamaha and Kawasaki."

"A ride on the new Ducati mounts was offered to a number of top riders, but all declined to go out on such an unproven thing."

"Practice went extremely well, with Bruno Spaggiari my team mate and me setting most of the fastest laps. Immediately the grumbling started by the people who had the chance to ride the bikes and chose not to. Much to their surprise the bikes were up front."

"Agostini's plan was to go like stink and win, or until his MV broke. I think he was on Pole. I am pretty sure he was behind me in practice, but he was on Pole. He was the World Champion after all, so no one argued."

"I wasn't too fussed or intimidated by the competition or my team mate Spaggiari, by this time in my career my attitude was that no one was going to faze me. I didn't care who they were, as long as they were second."

"On race day I couldn't believe how many people there were. The atmosphere was electric and full of noise like only the Italians can make. Thousands of people clogged the roadways and it took forever to get into the circuit. Everywhere you looked were race fans watching from any vantage point, from rooftops to the tops of trees, everywhere you looked you saw a mass of faces."

"The track is one of my lasting memories. It was a wonderful old style Grand Prix circuit, which did, and still does run around the hills at the back of the old town of Imola. The race was run primarily on closed-off public roads and its layout encouraged really high speeds. My only worry was rain, as the track was lined in many places by steel Armco barriers and trees, and putting a wheel off could have some rather unsavoury consequences. The track was a bit damp and I could see this would be a sprint – no backing-off or cruising for the entire race. The critical part of the circuit was the Tamburello corner, the same one where Senna crashed. To win, you would need to go through flat out and be in the right place for the exit. It took more than skill to get this turn right, it also took a fair amount of courage or insanity to get through at race winning speeds. From the bottom of the hill and through the turn it was full throttle situation and we were pulling 150mph+. These were not slow those bikes, and the tires were absolutely skinny by today's standards."

"Ducati team manager Fredmano Spairani was and incredibly determined man totally focused on winning. Before the race, to stop any fighting, he told Spaggiari and I, "Listen, you and Bruno are going to be first and second. I'd just like you two to agree to share the prize money for first and second when we win." He was so convinced and convincing that we all agreed. And to top it off, he said if I won, I could keep my bike."

"During the race, there was no pit board, just three batons – Red for danger – someone was close, yellow – hold your speed and green – slow down. We would have to pit for fuel during the race, and again, no signals. We had a clear stripe down the side of the fuel tank, which would allow the mechanic to be sure he had filled the tank at the refuelling stop definitely an analog no excuses system."

"As we rolled out to the start, all the drama and screaming fans begins to fade, and by then you're oblivious to the amount of people around and you're on your own. I was looking at the sky thinking 'Oh Christ it's going to rain'. It was a full stop, engine running start. When the flag dropped Ago's MV shot off, but I was cautious as I wanted to keep both the clutch and me in one piece. I was very aware there was a whole field of very hungry competitors just behind me; I really didn't want to mess it up at the first hairpin."

"Bruno and I quickly moved to the front, but I lost first gear very early on. It always amazed me that Bruno never figured that one out and blasted past me. Again it's just possible that without first gear I saved a couple of gear changes and maybe I couldn't have gone through those first gear corners any quicker. The biggest problem we had was passing the back markers as Imola being a fast track with some slow riders on slow bikes out there. Moreover it was a torturous 200 miles and we were always dodging bikes retiring and running out of fuel. The attrition rate was pretty high."

"We did just one refuel and this was the tensest part of the race and just to add to the drama, both Spaggiari and I came in for fuel at the same time. It all looked (and was) even more spectacular running together up front and then pulling into the pits and refuelling together. Ducati didn't just want to win they wanted the bikes first and second, in formation for the whole race and even for refuelling. Ducati wanted it all, and to pull it off would be a magnificent achievement, (actually it would be a f\*%g miracle)."

"Spaggiari had come past me during the race but I had gone straight back past him. He didn't press me again until the last lap when he tried to ride round the outside of me coming out of the Aqua Minerale section.

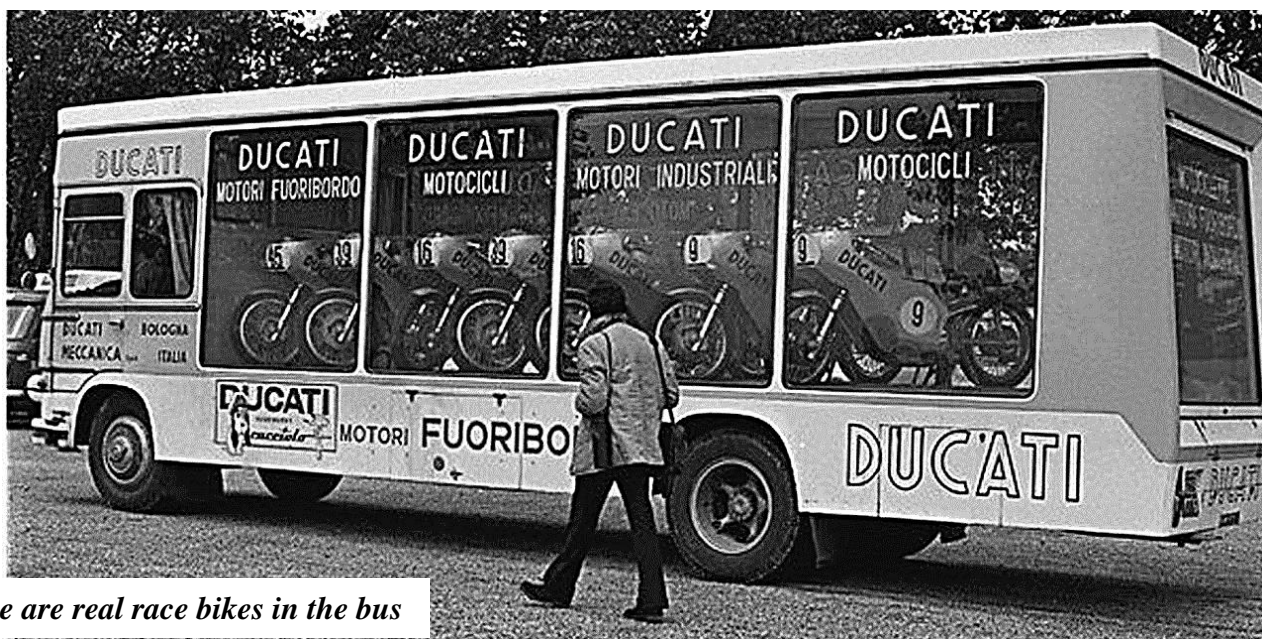
At that part of the track we were going completely flat out and I saw of his front wheel coming alongside, and to communicate my displeasure I just let it drift wide. I didn't see him after that, and when I did look back

I wondered if he had just gone through the hedge or something. We were a long way ahead of everyone else. During the last few laps of the race you could hear the screaming voices of the fans above the sound of the engines. Really impressive fans."

"Bruno and I crossed the finish line first and second, and I think I relaxed for the first time since boarding the plane Atlanta. The realization of what you had done really hit when riding the bike back into pit lane and seeing the faces of the entire race team, especially Taglioni and Spairani. Total elation. They had gambled and their bet paid off."

"The day was also notable for me in another way – you see it was also my birthday (April 23, 1943). a really good birthday."

"They really made a big fuss about Bruno, me and Ducati in Italy. They put our bikes in this big glass-sided truck and us on the top and that evening we had a grand tour around Bologna in a long procession of cars honking their horns and waving flags. We stopped for what was to be minute outside the railway station, but thousands and thousands of people surrounded us and we just joined in the party. I was still in my leathers and so tired and jet lagged, but there was no way you were going to get any sleep at this party. It seemed an entire city came out to celebrate this glory for Ducati, Bologna and Italy."



*Those are real race bikes in the bus*

"The next day Spairani reminded me that I would get to keep the bike, subject to me racing at some international meetings in the UK. The Ducati 750 and I went on to win the Hutchinson 100 at Brands Hatch besting the then dominant Phil Read."

"With the Imola 200 mile race and subsequent races I developed a real affinity for the bike. It was quick and it just didn't do anything wrong. If I could find a fault it would be ground clearance, but my 'hanging-off' riding style didn't allow it to become a big problem. I still own the bike and have lent it to the Ducati factory where it sits proudly in the Ducati Museum in Bologna, Italy."







## VARIETY ON CLUB RIDES

*Sunday 4<sup>th</sup> at Doylo this customised Pan Head Harley was on the Hamper ride- Andrew rode his well running Vincent Comet.*

*At Jerry's on Sunday 9<sup>th</sup> Adrian rode his BMW 250 and this Kawasaki 500 was there as well.*

*We are really spoiled for choice with the variety and style of bikes available new and old; compare the two Harleys 70 years apart- the single Comet beside Neil's R75/5; Two single cylinder BMWs Glen's newer Funduro a contrast in style to Adrian's R25 and the mid-eighties Kawasaki 500 four*





## MAITLAND SWAP MEET- OCTOBER 12TH



*Bargains to be had at Maitland Swap meet this very clean 1954 BSA B40 sold for \$6,000*

*A restored Norton Dominator coincidentally also a 1954 model was ridden to the meet but not for sale the owner found it in Malaysia back in 1980 while in the Air Force he brought it to Australia and restored it to as new condition it's the first featherbed frame model with bolt on rear frame.*



*I managed to sell a reasonable amount of parts*

*This clock set into half a Matchless engine. The plate reads-Temperature rising time for a break*





## Jokes Plus

### **AJS 1957 350CC 16MS, GOOD CONDITION, 40 000MILES**

Matching frame and engine numbers, starts and runs perfectly, has aftermarket indicators (ordered and waiting for replacement rear set as one stem / thread has broken). \$8k o n o. Picture attached.

**Chris Brown Lisarow Ph: 0413 590 578**



### **SUBJECT: A, B, C, D, E, F, G, H, I, J, K**

After being married for 32 years, a wife asked her husband to describe her. He looked at her for a while, then said, "you're an alphabet wife..."

1. A, B, C, D, E, F, G, H, I, J, K."

She asks, "what the hell does that mean?"

He said, "Adorable, Beautiful, Cute, Delightful, Elegant, Fabulous, Gorgeous, and Hot".

She smiled happily and said, "oh that's so lovely, but what about I, J, K?"

He said, "I'm Just Kidding!"

The swelling in his eye is going down and the doctor is fairly optimistic about saving his testicles.

*I bought some shoes from a drug dealer. I don't know what he laced them with, but I've been tripping all day.*

*I'm so good at sleeping. I can do it with my eyes closed.*

*The other day, my wife asked me to pass her lipstick but I accidentally passed her a glue stick. She still isn't talking to me.*

*Alcohol doesn't solve any problem, but neither does milk.*

*God created the world, everything else is made in China.*

*How is a woman like a condom?*

*Both spend more time in your wallet than on your dick.*

*What do you call an IT teacher who touches up his students?*

*A PDF File.*



## A CURIOSITY: THE HENDERSON STREAMLINER CUSTOM BIKE

Based on a 1930 Henderson motorbike, this custom built two-wheeled vehicle was recently on display at the Rhinebeck Grand National Meet causing a stir among visitors. Some think the vehicle is an impressive piece of work, others that the bike is too exaggerated in its lines or that some pieces don't work together, such as the colour of the seat.

Powered by an inline four-cylinder, this machine took an incredible amount of time to be restored and rebuilt, *Bikeexif* reports.

Originally built by O. Ray Courtney in 1936, it is currently owned by Frank Westfall, a motorcycle collector who actually rides this bike from time to time around Syracuse.

*"The craftsmanship is absolutely stunning and it's surely more of a museum piece than a daily rider. Frank has obviously spent an incredible amount of time meticulously restoring and rebuilding the bike to its current gorgeous state,"* Grail Mortillaro from Knucklebuster was quoted as saying

The Streamline model, also known as the "KJ", was manufactured from 1929 to 1931, producing 40 bhp at 4000 rpm. The bike could reach a top speed of 100 mph (160 km/h). Advanced for that period of time, the machine featured leading-link forks and an illuminated speedometer built into the fuel tank. It also had a five main bearing crankshaft, and down draft carburetion to fuel the in line Henderson four. Anybody could buy the bike for \$435 back in the day.

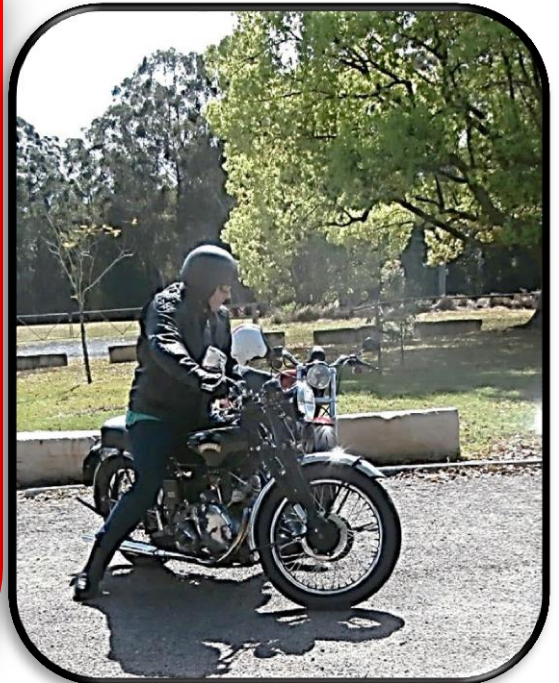
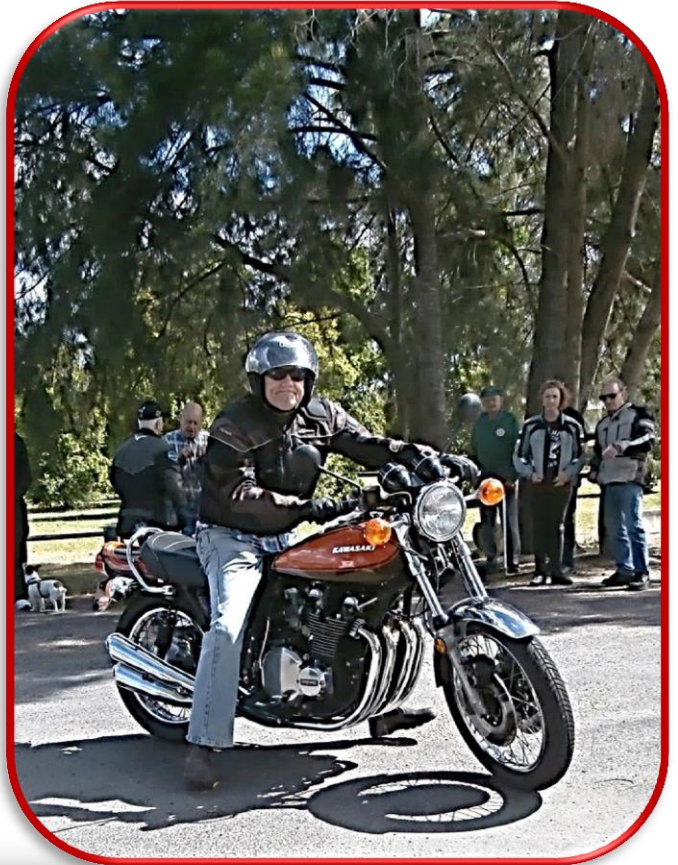
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## September Hub Run



*Top: Tim arrives on his Black Panther- Bob rode his Jaffa Z1 Kawasaki -Neil's rode his Red Panther the two Panthers are only one year apart 1963 and '64 but differ in details mostly due to the previous owners of Neil's machine which has the front brake reversed it works well but should be put back to stock. Andrew backs in his Vincent Comet the engine design was doubled to create the 1000cc versions after two draughtsman's drawings were by chance laid on top of each other in the design department.*



## O'Connell sidecar Rally 2018

The annual sidecar rally held 30 kilometres from Bathurst on the road to Cowra next door to O'Connell pub was a well-attended event with more than twenty five outfits and a good number of solos. Last year we had

an early heat wave- not so this year as the heavy covering of frost on my Kawasaki clearly shows it was a very cold night and as my airbed deflated during the night it became uncomfortable in my tent; I wasn't the only one to suffer so I was able to share a room in the pub for Saturday night with Richard an outfit rider I'd met last year. Coincidentally there was an old painting of the main street of Paterson hanging on the wall in our room.

Sean Kelly of SRK Engineering Bathurst did most of the organising; his outfit was much improved

over last year when it was still being built now it sits so low to the road it needs a skid plate, handling is much improved with wide car alloy wheels fitted front and back to the Kawasaki ZZR1100. Adrian Kuiters a founding member of the sidecar club rode his BMW Tilbrook rig he is a regular at this rally.  
*Clinton Williams*



*That's not a sheepskin seat cover but frost on my outfit and Sean's rig another of the rally organisers owns the CBR 1000 which has convenient cut outs in the fairing to fit the side car mounts through this is often a problem with fully faired models. In room 2 at O'Connell pub is this painting of Paterson from about 50 years ago*



## What could have been; Kawasaki Square Four 750 1973 Prototype

This was to be the successor/brother of the Mach 4 and Z1900 Kawasakis allegedly code named steak tartare; a water-cooled, 2 stroke square-four! A compact layout was adopted, making the right front & rear cylinders and the left front & rear cylinders unified. The intake ports were connected respectively to the twin-carburettor, an efficient exhaust system was prioritised and a two-in-one exhaust pipe was created in order to minimise power loss. A fuel injection system was also developed and Kawasaki was not far from achieving their goals but thanks to U S emission regulations the motorcycle buying public never saw it. What a shame considering Suzuki released their 500 square four more than ten years later along with Yamaha and Honda 2 stroke race replicas so the emissions story just doesn't ring true as a valid reason for not producing the big Kwak. Apparently this information has only recently been released by Kawasaki on September 22<sup>nd</sup> this year according to Japanese web site Young Machine



<https://japan.young-machine.com/2018/09/22/10868/>

*From the three clubs ride featured in last month's issue I included a photo of a 1938 Triumph which Bruce told me was a 650 twin the design of the bike was changed after the war so this bike was redesigned before it became the Thunderbird then Bonneville. At the hub run Max disputed the bike's capacity so I checked on line to see who was right.*

6/1	650 cc	1933-1935	Parallel twin. Predates the "Turner Twins". Scrapped when Turner came in, the design later resurfaced, modified, as the BSA A10.	
2H, 2H, 3S, 3SC, 3SE, 3H, 5H, 6S,			1937-1940	

[https://en.wikipedia.org/wiki/List\\_of\\_Triumph\\_motorcycles](https://en.wikipedia.org/wiki/List_of_Triumph_motorcycles)

## **Spike's Yamaha XT 500 adventures**

### **Courting Leonie on my XT. September 2018.**

It was about September 1976 when, by chance, I found a second hand XT with very few miles on the clock and a man who was very keen to sell this bike. This is the beginning with a wonderful love affair with this motorcycle.

I grew up in Branxton NSW and the bike was originally from Singleton.

Shortly after making this purchase there was a concert at Wyndham Estate Winery just out of Branxton and I plucked up the courage to ask Leonie from just up the road if she'd like to accompany me to this concert, which had the late Jon English as the main act.

So off on the bike we went to Wyndham Estate and sat on the river bank to watch this concert on a stage set in the river. A lovely afternoon was had by all. Back on the bike to deliver Leonie safely back to her abode.

Within moments before arriving at Leonie's house I felt her snuggle in closer to me and I was thinking "whats going on here"? She then said "she just had a warm fuzzy feeling come through her body starting from her feet". This is strange, I thought, just as we pulled up in front of her house however, I thought, Leonie just might be trying to advantage of my good nature. You beauty!

As we alighted from my stead fast machine I looked down at Leonie's sandal clad foot and I realised that Leonie's warm and fuzzy feeling was not caused by my roguish good looks, my irresistible charm or even some of the wine she had consumed. It was, in fact, oil that had escaped from the counter shaft seal which had popped off and this was quite possibly the reason why the previous owner wanted to sell this thing.

I was aghast at the affliction my new (second hand) scooter had suffered and much to Leonie's annoyance I coasted my bike down the hill from her house to my home and work shop.

The very next day I ordered two new counter shaft seals and fitted one with the help of a bit of lock-tite and the bike has not missed a beat since.

Believe it or not, 42 years later I still have the second seal which of course I've never used however the budding romance with Leonie ended that day when I left her standing on the footpath with her foot covered in oil. *More Next issue- Spike*



*Spike's original 1976 XT500; 42 years on and the street versions are even more popular and still use basically the same power plant*

## CCCMCC Office Bearers 2018

POSITION	NAME	CONTACT
<b>President</b>	Mark Gattenhof JP	43 284 060; 0419 237 706 email: <a href="mailto:president@cccmcc.com.au">president@cccmcc.com.au</a>
<b>Vice President</b>	Tony Carter	0415 488 194
<b>Secretary</b>	Ray Spence	4389 8446; 0417 434 667
<b>Treasurer</b>	George Burroughs	43 623 585; 0407 185 646
<b>Public Officer</b>	Mark Gattenhof	
<b>Committee:</b>	Neil Crocker	0418 233 196
	Robert Orr	43 673 055; 0414 692 018
	Barry Allertz	0425 286 201
<b>Events Committee</b>	Col Campbell	0413 838 618
	Glenn Shipway	4341 0695; 0413 857 162
<b>Rally Co-Ordinator</b>	Vacant	
<b>Rally Secretary</b>	Col Campbell	0413 838 618
<b>Catering</b>	Merrilyn Gattenhof	43 284 060; 0415 867 314
<b>Club Trailer</b>	Eric Soetens	0402 279 208
<b>Editor</b>	Clinton Williams	49 912 844 email: <a href="mailto:wclinton38@yahoo.com.au">wclinton38@yahoo.com.au</a>
<b>Library</b>	Bill Worden	43 324 485
<b>Machine Registrar</b>	Ian McDonald	43 922 151; 0409 522 151 email: <a href="mailto:ianjan38@bigpond.com">ianjan38@bigpond.com</a>
<b>Property Officer</b>	Tony Carter	43 295 478; 0415 488 194
<b>Regalia</b>	Peter Anderson	0409 714 951

### MACHINE EXAMINERS:

<b>BENSVILLE</b>	Kim Carothers	43 693 097
<b>ERINA</b>	Robert Orr	43 673 055; 0414 692 018
<b>GOROKAN</b>	Ian McDonald	43 922 151; 0409 522 151
<b>NIAGARA PARK</b>	Tony Carter	0415 488 194
<b>TOUKLEY</b>	Bruce Cruckshank	43 964 647
<b>WYOMING</b>	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 Cruckshank, Edna Cruckshank, Col Graham, Jack Taylor (\***Deceased**)

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

**Club e-mail:** [cccmcc.nsw@gmail.com](mailto:cccmcc.nsw@gmail.com)

**Web Site:** <http://www.cccmcc.com.au>

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

**Magazine email:** [wclinton38@yahoo.com](mailto:wclinton38@yahoo.com)

**Magazine Distribution:** Ian McDonald

**MEETINGS:** Held on the **4<sup>th</sup> 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.



## CCCMCC EVENTS CALENDAR

### December 2018

Date	Event	Remarks
Sunday 2 <sup>nd</sup>	Hub Run	Woodbury Park
<b>Sunday 9<sup>th</sup></b>	<b>Christmas Party</b>	<b>Woy Woy Bowling Club</b>
Sunday 16 <sup>th</sup>	Sunday Ride	Freeman's Waterhole; Wangi Workers

### January 2019

Date	Event	Remarks
Sunday 6 <sup>th</sup>	Sunday Ride	Freemans Waterhole; Pelican RSL
Tuesday 15 <sup>th</sup>	Committee Meeting – 7.30 p.m.	Ourimbah RSL
Sunday 20 <sup>th</sup>	Sunday Ride	Corrugated Café; Pie in the Sky
Tuesday 22 <sup>nd</sup>	General Meeting – 7.30 p.m.	Ourimbah RSL
Sunday 27 <sup>th</sup>	Hub Run	Woodbury Park

### February

Date	Event	Remarks
Sunday 3 <sup>rd</sup>	Sunday Ride	TBA
Sunday 3 <sup>rd</sup>	Bathurst Swap Meet	Bathurst Showground
Sunday 17 <sup>th</sup>	Sunday Ride	Corrugated Café; Pie in the Sky
Tuesday 19 <sup>th</sup>	Committee Meeting – 7.30 p.m.	Ourimbah RSL
Tuesday 26 <sup>th</sup>	General Meeting – 7.30 p.m.	Ourimbah RSL

### March

Date	Event	Remarks
Sunday 3 <sup>rd</sup>	Hub Run	Woodbury Park
Saturday 16 <sup>th</sup>	Corowa Swap Meet	Corowa Showground
Sunday 17 <sup>th</sup>	Sunday Ride	TBA
Tuesday 19 <sup>th</sup>	Committee Meeting – 7.30 p.m.	Ourimbah RSL
Tuesday 26 <sup>th</sup>	General Meeting – 7.30 p.m.	Ourimbah RSL
Sunday 31 <sup>st</sup>	Hub Run	Woodbury Park

#### Notes:

1. Every Wednesday & Friday morning we meet at Jerry's Café at Kulnura. Wednesday Lunch ride is Riders Choice.
2. Sunday rides (except hub runs) depart McDonald's Tuggerah @ 10.00 a.m.
3. If you are riding a "Club Plated" bike to any event other than those listed above you must either fill in your Log Book or notify the Registrar, Ian McDonald, of your intentions.



**Central Coast Classic Motor Cycle Club Inc.**  
(Incorporated under the Associations Incorporation Act 1984)

**MEMBERSHIP RENEWAL FORM - 2019**

Name: \_\_\_\_\_ Member No: \_\_\_\_\_

Address: \_\_\_\_\_

Town: \_\_\_\_\_ Postcode: \_\_\_\_\_

Tel: \_\_\_\_\_ Mob: \_\_\_\_\_

Email: \_\_\_\_\_

Date of birth (optional): \_\_\_\_\_

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

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Fees may also be paid by EFT to the Club account at St. George Bank, BSB 112-879, Account No. 001167785. Use your name as the reference and notify the Treasurer of your payment by email to:

[helgaandgeorge@hotmail.co.uk](mailto:helgaandgeorge@hotmail.co.uk)

**Please include this form with your renewal payment so that it can be processed by the Treasurer and Membership Registrar**

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**The FLYWHEEL**

**The magazine of: -**

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**P.O. Box 9006**

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