

# The *Flywheel*

Issue # 177 July 2018



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



*Almost new member Dave happy with his 1983 Moto Guzzi Californian the first of this marque on the cover*

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



## Club Rides



*Mick Dallimore departing from Jerry's on his strong sounding Triton, Neil Crocker's Panther on Friday May 18<sup>th</sup> Pete with his Daytona Orange R90S BMW and an '86 mono arm R80 at Freemans Waterhole.*

*Below: A Commando and a Trident on a Norton Club ride day at Freemans Waterhole*





## PRESIDENT'S REPORT – JULY 2018



The cold weather has kicked in and work in the Presidential shed has been put on hold. Well, that's my excuse – sounds better than saying that I've lost interest due to frustration taking hold.

I've also been busy with other non-club related activities including organising a luncheon in Sydney for 80 people on Reserve Forces Day, 1<sup>st</sup> July.

At the hub run held on the 27<sup>th</sup> May I was looking at the assembled bikes for the President's Choice award and took a fancy to a nice Black Panther but the owner packed up and left before lunch. I then set my sights on a Pink Panther (actually its red) belonging to the Neil Crocker, a

recent acquisition. As I was not at the July hub run I deputised the job to Vice President Tony so I don't know what bike won the prize.

The ***Pelican Rally*** is fast approaching and we expect that all members will participate in this, or major event for the year, where we showcase our club to other like-minded motorcycle clubs. We need your support for the various tasks involved in running the rally. Those of you wishing to marshal on the rally please contact John Mills and put your name on the list we also need some good raffle prizes so if you can help out there it will be much appreciated.

Our favourite Treasurer, George, was speaking with a lady who is organising the ***Australian Spirit Project Finale Event*** at Gosford Racecourse on the 10<sup>th</sup> November. They will have a number of displays and George asked her if they would be interested in a motorcycle display which she thought would be good. As we have not put on a club display for some time, owing to not having an active events committee, this would be a good opportunity to do so. If you are interested, let me know. Further information on the event is elsewhere in the magazine.

**New Members** A warm welcome to the following new members: Paul Rogers (Wyoming). Current membership: 125.

*Ride safely,  
Mark Gattenhof*

## EDITOR'S REPORT

Hi everybody winter is well and truly here at Cessnock there have been a few mornings of frost but after ten o'clock it is warm enough for a ride to Freemans Waterhole I haven't been to Jerry's in a while as by the time the fog has cleared in Wollombi valley I arrive too late to catch up with the club members who go on Fridays.

Don Gledhill sent in a photo of his 350 Mac Velocette which is looking smart and Beezer Bill sent in a quiz- not every answer is BSA. I still need more input from club members especially rallies and of course anything to do with work you have done on your bikes. Speaking of which I have been doing quite a bit of work on The 1986 FXR I bought back in May. I fixed the annoying oil leaks from the gearbox and crankshaft and replaced the high Burliegh bars with a set the same as on my Sportster with new metal grips- no skulls and they won't

wear out. I added a tacho which Mark Richards gave me some time back and fitted the cable driven speedo into the housing; models of that era has electronic tachos but cable driven speedos I also found a new Le Pera seat on e- bay for a good price; this replaces the worn flame seat and is lower especially at the back. Shacko touched up the stone chips on the tank which will look better until I get the tank and guards resprayed. Bruce made me a very deep 17/8 inch socket to tighten the drive pulley nut this saved time and money as the special tool was over \$140 from the USA. It wasn't smooth sailing though as the first Evo models varied in the early years for example the 1986 model is the only Evo with a hidden bolt through the gear case into the inner primary. I had some trouble adjusting the clutch as the \$2.50 clutch adjuster plate had a stripped thread; again to save time and high freight costs from the USA I bought a nut at Rutherford and had a local machinist drill out the plate and weld the nut into it. There is still quite a bit of detail work to be done- new front brake line and rear indicators plus sorting the wiring properly so plenty to keep me busy until spring.  
*Clint.*



*Top photo; me on the FXR at Freemans Waterhole middle; work nearing completion bottom a stock standard 1984 model FXR which had the earlier Shovel head bottom end and 4 speed gearbox seen at our last hub run.*



## DON'S VELOCETTE



We've been hearing about Don Gledhill's Velo' for some time now and I've been able to get an "exclusive scoop" photo for those of us who have not seen it yet Don hopes to have it ready for the Pelican rally in September. Don told me it is a 1953 Mac with rear set foot pegs a Viper tank and a '69 Bonneville front brake.

### GENERAL INFORMATION

The Velocette MAC debuted in 1933. It had an air-cooled OHV 350cc single cylinder engine that was capable of hustling the 280-pound MAC to 75mph. It was developed out of the 250cc Velocette MOV by lengthening its stroke for the 1934 model year, and the new machine was called MAC. It turned out to be Velocette's top seller for many years. It was not only popular, but much cheaper to produce than the OHC KSS, which required meticulous hand assembly. *Sourced from <http://www.classic-british-motorcycles.com/1953-velocette-mac.html>*

Post war the 350cc MAC's girder forks were replaced with innovative air-sprung Dowty Oleomatic forks. In 1951 these were upgraded to Veloce 'tele forks' which were developed for the Velocette LE. These had coil springs with damping. In the same year the engine was upgraded to an alloy barrel and head with wider fins to improve cooling. For 1953 the MAC was updated with fully adjustable rear suspension, swinging arm and a tube frame. The clutch and gearbox were also greatly improved. So Don has a good model almost stock bar the front brake.

Production of the 350 Mac ceased in 1959 but the Thruxton and Viper 500 models were made up until 1971.

*Clinton Williams/ Photo and info' on his bike Don Gledhill*

**This photo shows  
the other side of a  
stock MAC 350**

<http://www.realclassic.co.uk/velocette05083100.html>



***Velo Trivia: In the 1981 movie Eye of the Needle, a film set just before the Normandy invasion in 1944, a 1953 Velocette MAC 350 was featured being stolen then dumped off the side of a road after running out of petrol by Donald Sutherland's character "Heinrich Faber".***



## ***May 27<sup>th</sup> Hub Run***



*Above My 1986 Super Glide at its first Hub run-Dutch biker Hank turned up on his 1980s V50 Moto Guzzi. Barry's 175 Jawa with east European "chromed" exhaust and tank- One of the last Bevel drive 900SS Ducatis*



# **ADVERTISING RATES AND SPECIFICATION**

## **5 MAGAZINE ISSUES OVER 12 MONTHS**

**Full Page**  
(W) 186mm (H)

**Full page \$130**

**Half Page**  
(W) 186mm (H)

**Half Page \$70.**

**1/8 Page**  
(W) 93mm (H)  
67m **\$25. P.A**

**CLASSIFIED**  
**ADS \$15. Per**  
**Issue**

**1/4 Page**  
(W) 93mm (H)

**Quarter \$40.**  
**P.A**  
**Page**

**Ads can be cancelled any time or changed for the next issue.**  
**No refunds available.**



## OGRI: CULT CARTOON HERO

**Ogri** is a cartoon character of a British rocker-style biker created by English cartoonist and illustrator Paul Sample in 1972 for UK magazine *Bike* until January 2009, when it was dropped but quickly taken up by Back Street Heroes, the custom motorcycle magazine. Four book collections of Ogri strips have been produced, and a VHS video. Ogri is a tough, leather-jacketed biker with Thor-like wings attached to his helmet. The actor Ewan McGregor is a fan and owns an Ogri leather jacket, bought from Paul Sample on eBay. Paul Sample draws in black ink line and colour from 1997, in a style similar to Robert Crumb (an American underground cartoonist from the 1960s- very lewd). As with some other cartoonists, such as Carl Giles, a lot of the pleasure in the cartoons comes from looking at the detail in the cartoon frames; there is almost inevitably a subplot going on. The funny and well observed stories about British bikers usually take place within one page, though two-pagers are sometimes drawn. Ogri is most often depicted riding a Norvin which he built and maintains himself. Many of you may be familiar with Ogri but if you're not and want a laugh check out old copies of *Bike* which is an excellent mag' with plenty of humour or look on line.

Sample also produces a variety of Ogri-related memorabilia, including T-shirts, coffee mugs, posters, greetings cards, and badges. The Paul Sample archive, including many original Ogri strips along with other Paul Sample artwork, was auctioned in Shrewsbury in January 2010. There is also an Ogri Motorcycle Club (Osnabruck Garrison Riders Institute), founded in Germany in 1978 when all the members were serving in the Army or RAF.



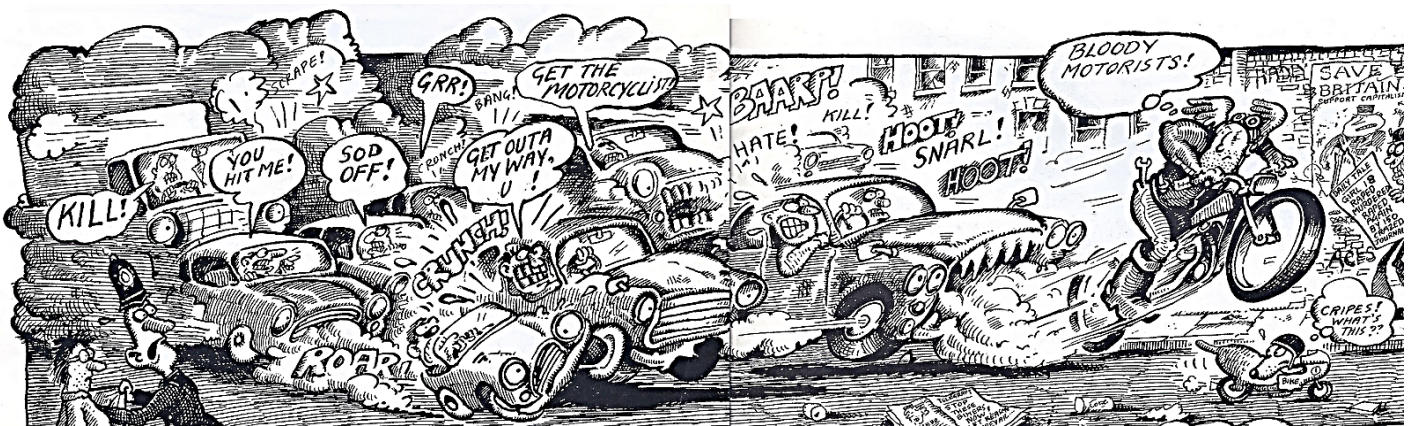
*Ogri watching his mate working on his old ratter*



*Above a British bloke who built an "Ogri replica" Norvin*

Photo source <https://www.motorcyclenews.com/news/2016/may/mcn-plus---ogris-bike-bike/>

*An example of Paul Sample's drawing -Ogri keeping ahead of the masses*





## ***HOW DID HARLEYS BECOME SO POPULAR IN AUSTRALIA?***

Why are Harley Davidsons so popular? There are of course many reasons for the current domination of the above 750 class by America's number one manufacturer of motorcycles. In Australia the upturn in sales began in the mid '80s just after the company suffered a near death experience at the hands of technologically superior Japanese machines and mismanagement by AMF (American Machine & Foundry) the parent company which was out of touch with the motorcycle and its customers.

The company buy out and resurrection by the Davidson side of H D is well known. Willie G. Davidson was the chief of styling and kept the company afloat in the 1970s by creating factory customs like the Super Glide and Low rider, he saw what many riders had been doing since the end of WW2; stripping off the big guards and creating the long lean look of the chopper sub culture so he used parts readily to hand from the Sportster model and created "new" motorcycles with little outlay.

The 'big inch' V twins (1200cc at the time) had no competition in the bigger is better stakes the 750 class was the leader for most manufacturers so the aging cast iron engines limped on in the home market but were never popular here. The all alloy Evolution engine changed that; it was oil tight, reliable and vibrated a lot less. For a while Harley could not keep up with demand and other V twin engine manufacturers profited from this,

Japanese manufacturers jumped on the V twin band wagon but clever marketing and the "original is best" motto has held true to this day- sales of all the Japanese cruisers combined total far less than Harley.

Nostalgia played a part too; people can buy a brand new motorcycle that looks like a 1950s model and has the heritage to back it up- Harley even started releasing heritage editions that sold at a premium to capitalize on this emotive factor.

By the 1990s motorcycles were becoming leisure vehicles many riders were clocking up fewer miles and growing affluence meant riders could trade up before the machine's warranty ran out Harley even encouraged this meaning more "pre-owned" Harley Davidson motorcycles on the market which has finally become saturated.

The above only partly explains why people including non-motorcyclists love Harleys. There is style and substance to a Harley although the substance is way over hyped by Harley Motor Corp. the style is such a drawcard that other manufacturers shamelessly copy it.

The big Harleys have an image of power but horse power figures are never advertised because the average 600 is more powerful. Nonetheless the huge torque of a big Harley puts the power low down where you can feel it – no high revs allowed just hook another gear and feel the surge. The exhaust note of a hog is hard to miss and although some modified bikes are way too loud the distinctive rumble of the 45 degree V twin is hard to miss.

*Above; a 1949 1200cc Pan Head model and a recent 1700 Twin Cam model styling has stayed the same for well over 50 years. The red bike is a 2050cc Kawasaki Vulcan from 2007 a slavish Harley clone; it even has pushrods!*





“The smallest size Harley Davidson makes is XL” was an advertising slogan in the 1980s referring to the Sportster range which at 883cc used to be the first step into the world of Harley ownership. The Sportster first appeared in 1957 and has the longest production run of any over 500cc motorcycle, there has been regular upgrades over the years but the basic design is still the same durable and popular it is only sporty in relation to the bigger tractor like models but puts out more bhp per litre than the big inch models style also sells a lot of Sportsters with the impractical 9 litre being a style signature although a 17 litre tank is available.

Whenever Harley sold a bike with their name on it that was not a development of the big twin or Sportster they were not accepted as real Harleys. The re branded Aermacchi models definitely were not. Even the V rod has been quietly dropped- it didn't have the style that is probably the biggest factor in the Harley Davidson success story. William Harley designed the Harley V twins but long ago the Davidsons had an unexplained falling out with Harley and now the grandson stylist Willie G. Davidson is the figurehead of the company; enough said.



*Over fifty years apart but the same engine architecture: bore and stroke, four separate cams making a strong engine that has stood the test of time more than any other.*



### ***How I became a serial Harley owner.***

*When I joined this club about eleven years ago I had a tired old BMW outfit soon I acquired an R 100RT from John Mills then an R65 as well: at one time I had 3 of the old two valve “airheads” with a spare bike in pieces and it seemed I was a committed BMW rider.*

*When I was living in Kanwal a friend of mine had an iron head Sportster stored at my place which was badly in need of repair. I used to polish the alloy and wonder how it was to ride. One day my mate Steve offered to sell it. I said I'd get it running and then decide. It was fairly easy to work on and I got it running but the vibration was too much especially as Steve replaced the worn rubber handlebar mounts with solid bushes. I put about 1000 trouble free kms on it but it still needed better suspension- all Sportsters need quality rear shocks but there was too many other things wrong like front brakes that didn't stop the bike so I declined buying the old clunker and Steve gave me most of the money I'd spent and kept the bike.*

*I did like the power delivery and style of the Sportster so in 2009 test rode a new 883- it was great- rubber mounted engine fuel injection and good brakes. Come 2012 my R65 and outfit needed work and I succumbed to the urge to buy my first new bike in 37 years- the 883 that I still have now with over 46,000 kms on it and the suspension sorted. It has the 17 litre tank and is trouble free and plenty fast enough for me. I've ridden it to South West Queensland, Inverel, Bega and many points in between. I bought a 113 Ultima custom a few years back- (Ultima based their engine design on the Evolution motor) but it had soft tail rear suspension that was no match for the high torque engine after strengthening the rear suspension I sold it late last year while the motor had only 12,000 kms on it. I also owned a 1977 model Sportster for a short while last year but that was an impulse buy which I sold after a short while as it was kick only although it started easily enough my legs aren't what they used to be.*

*I recently bought a model I knew to be good a 1986 FXR Super Glide in fact the Super Glide was the model I was really looking for when I was distracted by the Ultima custom. So while I like most makes currently Harleys suit me well for now and I still have my Kawasaki 1300 six HRD outfit. ....*

*Clinton Williams*



## DESERT SLEDs



In the 1950s and sixties in California racing a desert sled was a popular recreational motorcycle pursuit even spawning races like the Baja 1000. 500 and 650 British twins were the most suitable and popular choice first as stripped down street bikes then factory built models that had less weight more suitable exhaust systems handle bars and guards from new.

The above machine is built around a 1967 frame with a 1968 TR6C (single carb

competition) engine. Like all desert machines, it's built to win races of attrition—not for top speed or to win shiny bike shows. Significant mods abound. It has a Lucas K2F mag which has been grafted to unit cases. Think about it, you wouldn't want a mag hanging off the side just to be wrecked the first time the rider dumped it in a sand wash. Other mods are questionable but period-correct. Did putting a few links of chain around the fork legs to "preload" the springs really work? Who knows, but it was one more place to carry a few extra links. The cross bar serves as a good location for a few more and a master link, of course. Saving the chain is a common theme as you look at the handmade chain guard fitted over the gigantic rear sprocket. Garden hose over cut-down folding foot pegs is a far cry from the cast titanium pegs riders use today. The gear box horn has been removed for better oil line access and the oil filler has been moved forward to be out of the way. This triumph certainly has patina which proves that is and original built up and used well.

Sourced from <http://thebullitt.com/2011/07/ultimate-survivor-196768-triumph-tr6c-desert-sled.html>

Right; the short lived 1971 Commando 750SS (Street Scrambler) two of which were at Kulnura in May it looks more like an oversized trail bike but the Norton also made a striking road blaster with limited off road ability it was only available for one year and many were converted to roadster specs so an SS in stock condition is a rare machine.



This 1962 A10 BSA Firebird Scrambler only needed a few simple mods to be a competitive desert racer. The style carried on into the unit construction A65 and re-emerged in the Triumph Steve McQueen replica.



## THE GOOD THE BAD AND THE EGLI

Fritz Egli is an innovative motorcycle builder who designed his own frame for Vincent engines in 1967 he continued building Egli Vincents until 1972 then expanded his choice of motors to include just about any large capacity motorcycle engine a customer had; Egli has built over 3,250 units to date. Fritz works with twelve employees in Bettwil Switzerland but his genuine passion is racing motorcycles and it is part of his life. As a racer, he is proud of his record achieved

at Bonneville in 2009 at the age of 72.

On a Suzuki Hayabusa Fritz prepared himself the average speed for his two way run was 337 kph with a top speed of 341 kph.

Egli has a long-standing collaboration with Patrick Godet of France, who has the only workshop authorized to manufacture the Egli frame for Vincent motors.

All Egli frames feature a large tubular backbone with mostly straight frame members extending from it making it a

‘universal’ design in that it can easily altered to suit any intended motor.

Beside the preparation of modern Egli framed motorcycles Egli is the Swiss importer for the Norton 961, Royal Enfield and Chang-Jian (the Chinese BMW R71 replica), his workshop also takes care of the restoration of vintage Egli motorcycles.

Egli was commissioned to design performance improvements for Royal Enfield to give them the Swiss finish. He designed the 535 cc version which

produces 26 bhp with a top speed of 130

km/h. Egli's work resulted in many

improvements to the Enfield including improved ignition performance, aluminium cylinder, big bore piston, long stroke crankshafts and many other major and minor modifications.

*Clinton Williams*



*From Top: Where Egli started an Egli Vincent-  
Harely Evo 1340 powered Egli-loud looking  
Honda CBX 1000- The famous frame exposed  
wrapped around a Laverda 750*





## **AUSTRALIAN SPIRIT PROJECT FINALE EVENT & VETERANS AWARENESS MONTH**

Australian Spirit is a diverse, compelling, visual art and poetry project that commemorates the ANZAC and WWI Centenaries and honours the services of local servicemen and women over the past 100 years.

The four-year community project garnered a talented team of Central Coast poets, artists and photographers who voluntarily worked closely with 76 local veterans to capture personal recollections of their service experiences.

Their collective efforts culminated in a series of well-received exhibitions and accompanying magazines at participating RSL clubs, the Gosford Regional Gallery Community Gallery and a whirlwind regional tour encompassing nine locations throughout NSW and ACT.

The 'piece de resistance' is a stunning, commemorative Australian Spirit book which showcases the complete collection (2015-2018) of art, poetry and biographies. All proceeds from book sales will help stage the highly anticipated Australian Spirit project finale event to be held on 10 November 2018 at The Entertainment Grounds, Central Coast.

Please show your support by purchasing a book from the Australian Spirit Online Store:

[www.australianspirit.com/shop.html](http://www.australianspirit.com/shop.html)

The ambitious project was initiated in 2015 by Leasha Craig, accomplished artist, co-founder of the Art Studios Co-operative and recipient of the 2018 Australia Day Community Service and Activity Award (Central Coast).

"The Australian Spirit project brought veterans' stories and memories to life in a way that history books and classrooms are unable to do," said Leasha "and participating veterans and their families are deeply grateful for the empowering, often healing experience."

Now in its fourth and final year, the project's key objectives are to raise public awareness and support of the sacrifices made by veterans and their families both during and after service, establish a Veterans Awareness Month, inspire artists and poets across Australia to emulate the project concept in support of their local veterans and raise funds from Australian Spirit book sales to help stage the exciting finale event.

"Our regional arts and veteran communities are keen to emulate the Australian Spirit project which is a tremendous outcome." said Leasha. "The RSL sub-branches are also addressing the Australia-wide battle to recruit contemporary veterans and recognise the value of networking opportunities and inspiring new ideas and pathways that often accompany collaborative projects such as this."

Believed to be the first of its kind in NSW, the November 10 Australian Spirit event is a vibrant collaboration between Art Studios Co-operative, all local RSL Sub Branches, Brisbane Water Legacy, Vietnam Veterans Peacekeepers Peacemakers Association Central Coast Sub Branch, National Servicemen's Association Gosford, Soldier On, Homes for Heroes, Australian Light Horse Association and contemporary veterans.

"Our hope is to unite the community in support and recognition of those who have served and are still serving our country." said Leasha. "This event will unify and showcase the services of veteran associations and community organisations, provide new, supportive, inclusive networks for veterans and their families and provide a unique range of exclusive demonstrations, re-enactments, displays, entertainers and children's entertainment."

Suitable community organisations are invited to participate in the Australian Spirit finale event and can contact Leasha Craig for further details. Veterans, their families and the wider community are also encouraged to follow Australian Spirit on Instagram and join the mailing list for news and updates leading up to the big day: [www.australian-spirit.com/australian-spirit-event.html](http://www.australian-spirit.com/australian-spirit-event.html)

"I congratulate Art Studios Cooperative on an excellent initiative and applaud the work of the all involved - veterans, artists and supporters - to bring this project to fruition and heartily commend it to new supporters." Dr Brendan Nelson, Director, Australian War Memorial.

Contact: Leasha Craig, Australian Spirit Project Manager, M: 0406 539 407 1 E:

[australianspiritasc@gmail.com](mailto:australianspiritasc@gmail.com) W: [www.australian-spirit.com](http://www.australian-spirit.com)



## ***JULY 1<sup>ST</sup> HUB RUN***

*Some very well presented bikes at Woodberry Park; Clockwise from Right: Lou and his President's Choice winning CB1100R, Blue and yellow customised Honda 750 Four, Bruce4's Velocette fitted with hidden electric starter, MZ 175 Trophy Deluxe with distinctive headlight massive front guard and leading link forks practicality before looks in this bike which appeared to be almost new, this final year BSA Rocket three is also just like new.*

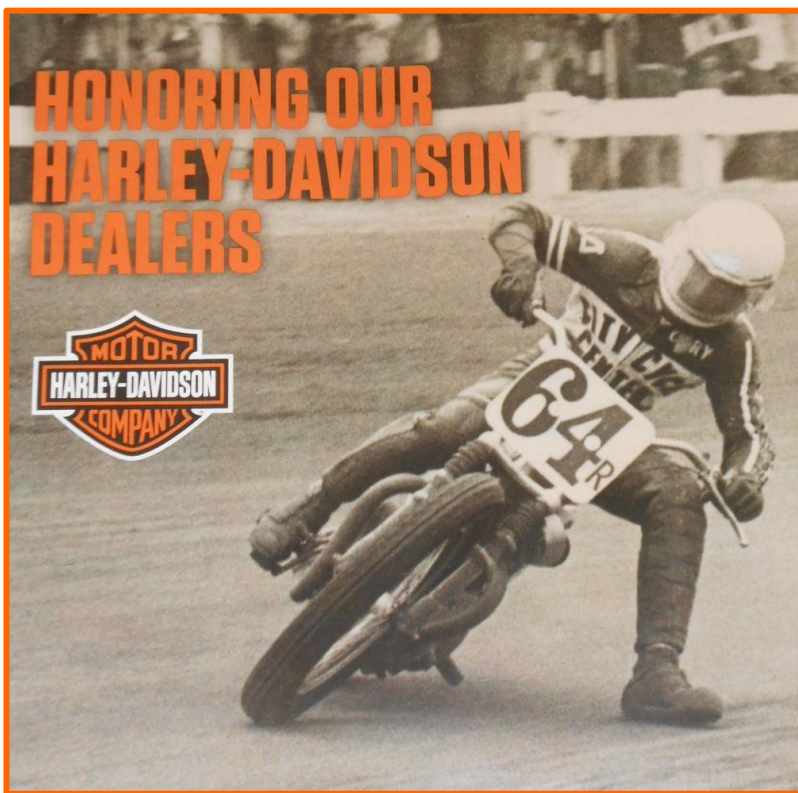




## TRIVIAL PURSUIT FOR MOTORCYCLISTS

### TEST YOUR KNOWLEDGE WITH BEEZER BILL'S MOTORCYCLE QUIZ-

1. What make was Bill Worden's first bike?
2. What 2 car companies did BSA own?
3. What cc was BSA's first v twin?
4. What make was Bill's last bike before coming to AUS?
5. What bike featured in the TV series AUF WEIDEBEHEN PET?
6. What bike featured in the TV series BOON?
7. What bike featured in the James Bond movie Thunderball?
8. Who rode the BSA in the movie Bullit?
9. What make of motorcycle featured in the movie The Motorcycle Diaries?
10. What cooking item was associated with a crash helmet in the past?



#### *What is wrong with this picture?*

In 2013 this was sent to the Harley-Davidson dealer chain, it is a glossy, 14 X 20 fold out poster that also lists the 2013 recipients of the Motor Company's Bar & Shield award, which, according to the blurb is based on sales, customer satisfaction, and "various operational measures."

It is a massive blooper by Harley's P R department - the rider pictured; Gary Scott did win the 1975 AMA National championship on a factory team Harley but dealers would not have been pleased to see this photo. It doesn't take too much knowledge of Harleys to see one glaring mistake but there is also a further problem that would have incensed many of the Harley dirt track fraternity as well as Gary Scott.....

### **HARD QUIZ**

- (A) WHAT MOTORCYCLE MAKE AND MODEL FEATURED IN THE 1977 BOND MOVIE THE SPY WHO LOVED ME?
- (B) WHAT WAS THE REAL MAKE OF 500CC RACING ENGINE IN THE 1981 MOVIE RIDDEN BY DAVID ESSEX?
- (C) WHICH CONTROL WAS ON THE FIRST MOTORCYCLE INVENTED IN 1867 AND HAS NOT CHANGED SINCE?
- (D) ON WHAT MAKE OF MOTORCYCLE DID MIKE HAILWOOD WIN HIS LAST TT?
- (E) WHICH RACE TUNER/MECHANIC WORKED FOR BARRY SHEEN, FREDDIE SPENSER EDDIE LAWSON AND WAYNE GARDNER AMONG OTHERS?

*All answers next issue*

Have you ever wondered why Big Harleys are called Hogs?

Beginning in 1920 a team of farm boys down South that would become known as the "hog boys" consistently won races the group had a hog, or pig as their mascot. Following a win, they would put the pig (a real one) on the back of their Harley and take a victory lap.



## JOKES PAGE

They say there's a highway to Hell but a stairway to Heaven this should give us an idea of anticipated traffic.

Where does the queen keep her chickens? In the Royal 'enfield.

What did they call Quasi Modo after he had corrective surgery? Humphry

### The Worst Pain

A man and a woman were discussing the worst pain that anyone could possibly experience. The woman said: "Without doubt, there is nothing more painful in life than childbirth."

"Nonsense," said the man, "a kick in the bollocks is much more painful. Ask any guy."

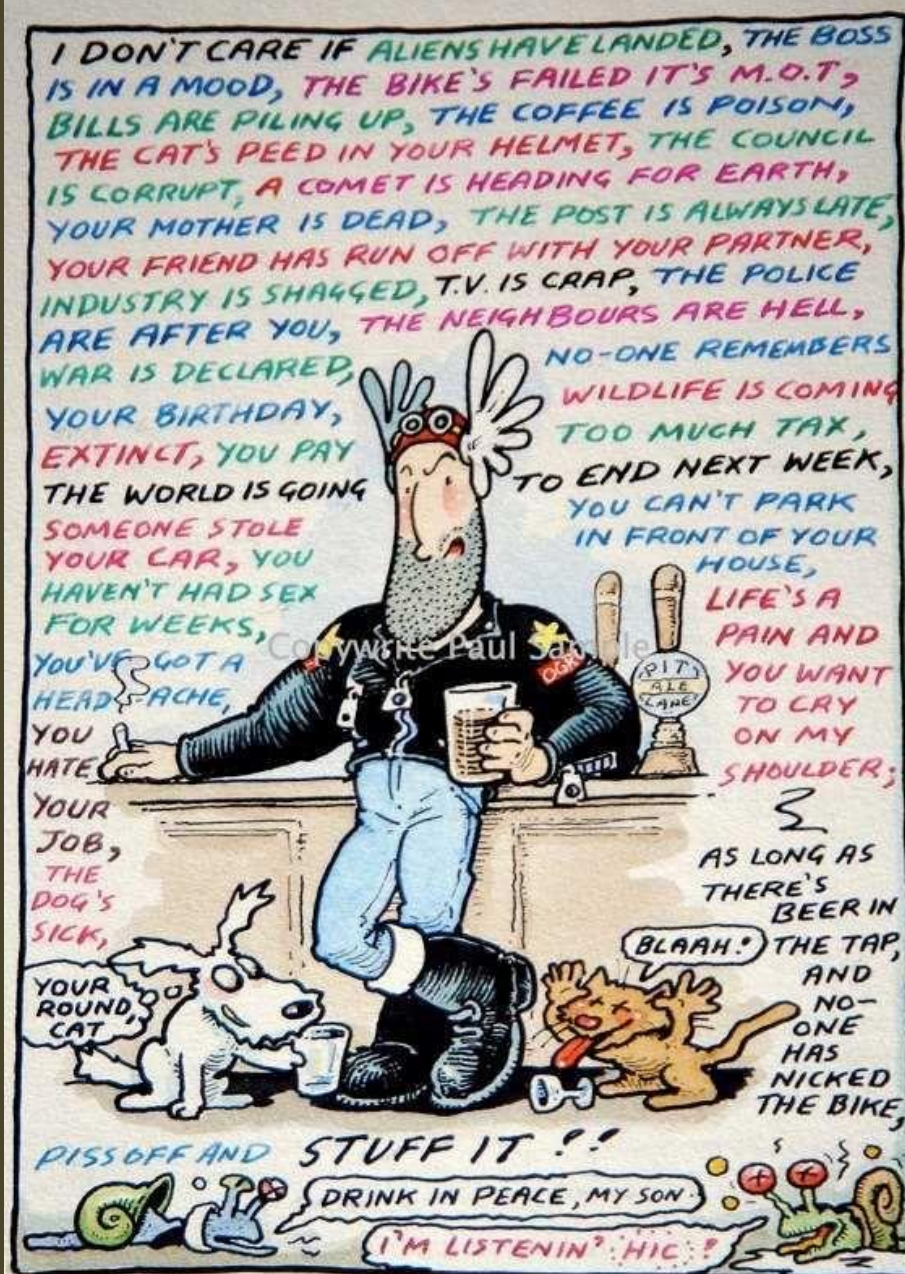
"You're so wrong," maintained the woman. "Childbirth is far more painful."

The man was not about to yield to her argument and announced: "I have proof that I am right."

"What proof?" she asked scornfully.

"Because," he continued, "a few years after giving birth a woman will say to her partner, 'Do you want to try for another baby?' But I have never, ever, ever heard a man say – even years later –

'You know what I'd really like? Another kick in the bollocks!'"



A bloke says to his wife: "You know what the milkman just told me? He's had it away with every woman in the street, bar one of course" "Oh" she said "That would be the old bag on the corner"

The dyslexic devil worshipper sold his soul to Santa.

How did the hipster burn his mouth?

He ate the pizza before it was cool.



## RALLIES ETCETERA.

<i>July 28-29<sup>th</sup></i>	<i>Macquarie Towns Rally 139 Old Pitt Town Rd Pitt Town</i>	
<i>Aug 4<sup>th</sup></i>	<i>Combined Clubs Ride – Luskintyre Airfield</i>	
<i>Aug 11-12<sup>th</sup></i>	<i>Cessnock swap meet/ Cessnock showground</i>	
<i>Aug 17<sup>th</sup> / 18<sup>th</sup> / 19<sup>th</sup></i>	<i>Newcastle VMCC Rally at Stockton</i>	
<i>Sept 14-16</i>	<i>Central Coast Classic MCC Pelican rally See below for location</i>	<i>Bob Mob. 0414 076 842 Mark Tel. 02 4328 4060</i>
<i>Sept 21-23</i>	<i>34<sup>th</sup> annual sidecar rally O'Connell 22 kms this side of Bathurst</i>	<i>Sean: 02 63375705</i>
	<b><i>SWAP MEETS</i></b>	
<i>July 29<sup>th</sup></i>	<i>Nabiac swap meet</i>	<i>National Motorcycle Museum</i>
<i>Sept 9<sup>th</sup></i>	<i>Central Coast Vintage MCC at Doyalson</i>	

### 35TH ANNUAL PELICAN RALLY FOR HISTORIC AND CLASSIC MOTORCYCLES

To be held on the weekend of **14-15-16 SEPTEMBER 2018** 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. Raffles.
- Accommodation available on site at 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: \$40 per person (Weekend or part thereof)
- Camping:**
  - ☐ Ample room for campers
  - ☐ Cost: \$20 per person (Weekend or part thereof)
- Further Information:
  - ☐ Rally Co-Ordinator, Mark Tel. 02 4328 4060: Mob. 0419 237 706, email: cccmcc.nsw@gmail.com
  - ☐ Rally Secretary: Bob Mob. 0414 076 842
  - ☐ Web site: <https://www.cccmcc.com.au>

For sale 1984 GS 550 ES 95% complete Call James 0431142416 Gosford



## 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>	Bob de Vries	0414 076 642
<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>	Glenn Shipway	4341 0695; 0413 857 162
<b>Rally Co-Ordinator</b>	Vacant	
<b>Rally Secretary</b>	Bob de Vries	0414 076 642
<b>Catering</b>	Merrilyn Gattenhof	43 284 060
<b>Club Trailer</b>	Eric Soetens	0402 279 208
<b>Editor</b>	Clinton Williams	0422059995 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	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 Cruickshank	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 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](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

### JULY 2018

Date	Event	Remarks
Tuesday 24 <sup>th</sup>	General Meeting – 7.30 p.m.	Ourimbah RSL
28 <sup>th</sup> / 29 <sup>th</sup>	Macquarie Towns Rally at Pitt Town	Invitation Event – Contact Secretary for Entry form
Sunday 29 <sup>th</sup>	Hub Run	Woodbury Park
Sunday 29 <sup>th</sup>	Nabiac Swap Meet	National Motorcycle Museum

### AUGUST 2018

Date	Event	Remarks
Saturday 4 <sup>th</sup>	Combined Clubs Ride – Luskintyre Airfield	Invitation Event – Contact Secretary for Entry form
Sunday 5 <sup>th</sup>	Sunday Ride	Freemans Waterhole Wangi Wangi for lunch
Sunday 12 <sup>th</sup>	Sunday Ride	Road warriors for lunch or below
11 <sup>th</sup> / 12 <sup>th</sup>	Cessnock Swap Meet	Cessnock Showground
17 <sup>th</sup> / 18 <sup>th</sup> / 19 <sup>th</sup>	Newcastle VMCC Rally at Stockton	Invitation Event – Contact Secretary for Entry form
Sunday 19 <sup>th</sup>	Sunday Ride	Swansea MacDonald's Catherine Hill Bay Pub
Tuesday 21 <sup>st</sup>	Committee Meeting – 7.30 p.m.	Ourimbah RSL
Sunday 26 <sup>th</sup>	Sunday Ride	Corrugated Café Pie in the Sky
Tuesday 28 <sup>th</sup>	General Meeting – 7.30 p.m.	Ourimbah RSL

### SEPTEMBER 2018

Date	Event	Remarks
Sunday 2 <sup>nd</sup>	Sunday Ride	Freemans Waterhole Weston Workers Club
Saturday 8 <sup>th</sup>	Pelican Rally Marshals pre Rally Ride	9.00 a.m. Camp Chapman
Sunday 9 <sup>th</sup>	Central Coast VMCC Swap Meet	Doyalson RSL Club- Budgewoi Fish & Chips lunch
14 <sup>th</sup> / 15 <sup>th</sup> / 16 <sup>th</sup>	<i>Pelican Rally</i>	<i>Camp Chapman</i>
Tuesday 18 <sup>th</sup>	Committee Meeting – 7.30 p.m.	Ourimbah RSL
Sunday 23 <sup>rd</sup>	Sunday Ride	Jerry's café Wollombi Pub
Tuesday 25 <sup>th</sup>	General Meeting – 7.30 p.m.	Ourimbah RSL
Sunday 30 <sup>th</sup>	Hub Run	Woodbury Park

#### Note:

Every Wednesday & Friday morning we meet at Jerry's Café at Kulnura. Wednesday Lunch ride is Riders Choice.

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



**The FLYWHEEL**

**The magazine of: -**

**The Central Coast Classic Motor Cycle Club Inc.**

**P.O. Box 9006**

**WYOMING NSW 2250**