

Issue #207

April 2024



Bi-Monthly Journal of the Central Coast Classic Motorcycle Club

# The Flywheel

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## CCCMCC Office Bearers 2024

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<b>Treasurer</b>	Jim Hamilton	4363 1169	0423 881 691	<a href="mailto:spannercheck@gmail.com">spannercheck@gmail.com</a>
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	Grant Stanton		0478 833 430	<a href="mailto:ozmead51@gmail.com">ozmead51@gmail.com</a>
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<b>Rally Co-Ordinator</b>	Tim Corlett		0418 240 777	
<b>Rally Secretary</b>	Grant Stanton		0478 833 430	
<b>Catering</b>	Alison Short			
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<b>Machine Registrar</b>	Fabian Mensitieri		0421 474 113	<a href="mailto:fab65@outlook.com">fab65@outlook.com</a>
<b>Welfare</b>	Spike Cherrie		0419 228 398	<a href="mailto:and4@bigpond.com">and4@bigpond.com</a>
<b>Property Officer</b>	Spike Cherrie		0419 228 398	
<b>Regalia</b>	Nigel Smith	4397 2271	0490 098 306	

## Machine Examiners

Area	Name	Telephone	Mobile
<b>BENVILLE</b>	Kim Carothers	4369 3097	0419 216 164
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<b>ERINA</b>	Bob Orr		0414 692 018
<b>HAMLIN TERRACE</b>	Tony Carter		0415 488 194
<b>LAKE MUNMORAH</b>	Lee Bowen		0439 251 580
<b>TOUKLEY</b>	Bruce Cruickshank	4396 4647	
<b>WYOMING</b>	Col Graham	4324 3259	0417 203 322

**LIFE MEMBERS (\*Deceased):** \*Vern Whatmough, \*Brian Wishart, \*John Cochrane, \*Noreen Cochrane, Mark Gattenhof, Marilyn Gattenhof, Paul Kiley, \*Clive Townsend, Lindsay Brown, Alix Brown, \*Norm Neill, Bruce Cruickshank, Edna Cruickshank, Col Graham, Jack Taylor, Nick Vassilopoulos, John Mills, Gwen Lever

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**Magazine email:** [cccmcc1.nsw@gmail.com](mailto:cccmcc1.nsw@gmail.com) **Magazine Distribution:** Marilyn Gattenhof

**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:** Open to persons with an active interest in the preservation, restoration and use of Veteran, Vintage and Classic Motorcycles

## Presidents Flywheel Report



### Presidents Report.

Club activities are starting to ramp up. Tim, I know has already done plenty of ground work for the Pelican Rally. No doubt Tim will give is a more detailed report on just how rally organising is going at present.

With the success of our last two Pelican Rallies I would anticipate that the 2024 Pelican Rally will again be outstanding, so follow Tim's reports on the rally progress.

I wasn't available for the last Hub Run but from all accounts all went well and there was a good turn up of members even though it was Easter Sunday. Well done again the Alison with the catering, the helpers and cooks and Steve Saint Louis for picking up the catering trailer.

The Hunter Valley Norton Owners have their annual Denman Rally on in May and as usual our club has a good representation of members attending. We always have a good turn up of Hunter Valley Norton member at our rally. Hope there is no mud at Denman this years as happened at one of their rallied two years ago.

Membership interest keeps coming in and at the last meeting there were two or three new members. We must be doing something's right.

Again thank you to you committee people, who continue to show interest and support club activities.

*Regard.*

*Peter Redman. President CCCMCC.*



### Notice – 2024 Fees Renewal

Club fee renewals are due no later than 31 December 2023. For those members with a vehicle(s) on Conditional Registration, you are reminded that, regardless of the expiry date of your registration, you MUST be a financial member for 2024 nlt 31 December, otherwise your vehicle(s) is unregistered and uninsured (CTP) and cannot be legally used on the road.

There are three options for renewing your club membership:

1. Use the form in this issue of The Flywheel and return to the Treasurer or Secretary;
2. Collect a form from the Treasurer or Secretary and return with your payment; or
3. Use the Membership Renewal form on our web site <https://cccmcc.com.au/membership-renewal>



## Secretary's Report—April 2024



A quarter of the way through the year already and things have been fairly quiet at my end. Meetings and hub runs have seen the usual amount of attendees and a few new faces as well.

I received a phone call recently from Bonnell's Bay Public School. Someone had found a log book on the road and handed it in to the school. One of their staff members, who just happened to be involved with the old car scene, recognised it for what it was and took down the particulars of the owner and the club. She then found my contact number through the system and rang to inquire about the owner. I duly rang the member and he was very pleased to get his log book back.

The moral of this tale is that if you keep your log book in the bike's toolbox, make sure that the lid is properly fastened!

**New members:** A warm welcome to Stephen McFadyen, Andrew Young, Dane Buchardt, Ian Chalmers, Shayne Cosgrove, Matt Ryan, Shane Rush, Terry Cook, Nicholas Brunsdon, John Elias, Dave Goodwin, Stephen McCarthy, Terry Callaghan, David Gates, Steve Hayhurst, Mike Bortolazzo, and Ziggy Muehlich.

Current Membership: 191

Ride safely,  
Mark Gattenhof  
Secretary

### Notice – 2024 Fees Renewal

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## Editors report



**Hello Members!**

**Welcome to the April edition of the Flywheel.**

**This edition came around really quick, it doesn't seem that long ago since the new year issue was out!**

**Not much to report here, apart from, could I please ask, if you have an item listed in the Buy, Swap and Sell section, and if it sells or is no longer available, could you please let me know so it doesn't carry over into the next issue.**

**Apart from that, response to requests for articles has been slow once again, I'm not going to complain about it, this just seems to be how it is.**

**But a big thank you to those that do go out of their way to contribute, you know who you are.**

**A group of us are heading off for an overnighter to Nundle via Thunderbolts Way and return through Willow Tree, so that will be something to report in the next edition.**

**Thats all from me,  
Ride safe.  
Craig**



**Lenny and Bob enjoying a nice cold beverage after our ride to Taree for the Taree Rally**



## Grant Stanton's Bike in Live to Ride Magazine

### CLASSIC LOVE

*He may own a modern motorcycle, but for Grant, it's his love of classics that burns strong...*



For some bike owners, it's all about the past and where it all began, which is the best way to describe Grant's love for motorcycles. Okay, after riding for well over thirty years, he has made the transition to modern machines with a few late model H-D's along with the bike he currently owns, a 2022 Triumph T120, which he uses as his everyday commuter, but he also has three classics in his collection, with this little beauty being his favourite.

Now restoring old bikes has always been a passion of Grant's, and while lying in hospital a couple years back recovering after a marathon 8-hour operation, he was looking at a few classic bikes for sale when he stumbled over this sweet old Yamaha, which he bought. He knew it was in dire need of attention, but he was up for the challenge, even after he read further about their inherent problems.

Now back in 1973, even though Yamaha had already struck success with the RD250 and RD350, they built the TX500 to slot in between, which was Yamaha's first step into the midsize four stroke category.





## Grant Stanton's Bike in Live to Ride Magazine

Now on paper, it looked encouraging and was full of innovation. The 180-degree, short-stroke parallel twin boasted dual overhead camshafts and four valves per cylinder for high-revving, class-leading power. Following in the footsteps of its big brother, the TX750, the TX500 twin used Yamaha's 'Omniphase' balance shaft to combat inevitable vibration of the parallel twin, which was mated to a five-speed transmission. It also featured electric start and was equipped with a front disc brake, which accompanied with the new modern and innovative engine, it made Triumph's pushrod, four-speed, kickstart, drum-braked Daytona 500 look very outdated.

The styling of the TX500 was just as modern, with smoothly integrated engine castings, a one-piece dash, sleekly designed gas tank, upswept exhausts all finished off with plenty of chrome. It also featured an up-to-date electrical system designed to cope with the new electric starter.

It did suffer with a few minor problems though, namely with the power delivery. The initial problem was the engine needing a lot of time warming up before it would operate without the choke. And even when warm, the engine would sometimes die when the throttle was slightly backed off. Other reports were that if allowed to idle for a few seconds at a set of lights, it would often stall at the first twist of the throttle. But even with these issues, the TX was definitely a leap into uncharted territory for Yamaha, and Grant's restored model here is a perfect example of what they looked like back in their heyday. So after recovering from his operation, Grant went to pick up his newly acquired classic and brought it home to start the restoration. On first inspection, it wasn't in as bad condition as he initially thought. It was rideable too, but was running quite rough, so first port of call was off to his mate Steve Cutting.



## Grant Stanton's Bike in Live to Ride Magazine

Steve worked his magic and freshened most of the engine components. The only real issues they encountered were tuning of the old carbs, which according to Grant, are now almost perfect.

When it came time to parts, most of those were sourced through Yambits in the UK and CMSNL in the Netherlands. The reason for this, is that they had everything he needed, and it was all genuine, which was the most important factor for Grant, as he wanted it as close to original as possible.

As the frame, guards and tank were all still in reasonable condition, all that was needed was a few minor repairs along with a good polish, and they were ready to go. It did need a few minor parts including a brake lever, mirrors, new cables along with some electrical work, but once that was all sorted, it was just a matter of cleaning up a few last things before he took it on its first test ride.



According to Grant, everything went to plan with no problems encountered. He's been on a few rides since then too, with the little old Yamaha never missing a beat. Sure, it's no showstopping custom that'll bring him home a saddlebag full of trophies, but it's definitely a motorcycle that pays homage to the past, while also educating up and coming riders along the way...



Thanks Grant, for supplying this great story and photos, and a thanks to Live To Ride Magazine for allowing me to reprint this.



## Grant Stanton's Bike in Live to Ride Magazine





## CCCMCC Motorcycle Registry

Brand Model	Count		
<b>ACME</b> 1948 125cc	1	<b>BSA</b> 1955 BANTAM	1
<b>AJS</b> 1939 V2	1	1955 ROAD ROCKET	1
1951 500 18S	1	1956 GOLD STAR	1
1952 AJS	1	1957 B32	1
<b>BIMOTA</b> 1978 SB3	1	1958 GOLDEN FLASH	1
<b>BMW</b> 1974 R90S74A	1	1959 BSA	1
1955 R25/3	1	1960 M2146A	1
1955 R265A	1	1960 SUPER ROCKET	1
1966 BMW	1	1963 B34	1
1970 R75/5	1	1963 GOLD STAR	1
1971 R7570A	1	1963 RGS	2
1973 R90S	1	1964 ROYAL	1
1974 R90S	2	1965 C15	1
1976 R75	1	1969 ROCKET 3 A75	1
1976 R75/6	1	1971 A75R ROCKET 3	1
1976 R90S	2	1972 LIGHTNING	1
1976 R90S 74A	1	1972 ROCKET 3	1
1977 R100S	1	<b>BULTACO</b> 1970 METRALLA	1
1977 R7517	1	<b>CHEV</b> 1981 CORVETTE	1
1978 R8078A	1	<b>DODGE</b> 1956 UNK	1
1980 R100	1	<b>DUCATI</b> 1974 750 SPORT	1
1980 R65	1	1980 900S83A	1
1981 R100	1	1984 MHR	1
1982 R100RF	1	<b>ENFIELD</b> 1987 BULLET 350	1
1982 R65LS	1	<b>FORD</b> 1965 MUSTANG	1
1983 R100 RT	1	1977 LTD	1
1984 R65	1	<b>HARLEY DAVIDSON</b> 1958 WLA	1
1985 685B	1	1965 FL1200	1
1985 K7594A	1	1969 FL	1
1985 M5351	1	1977 FLH00A	1
1986 K100RS	1	1978 SPORTSTER	1
1987 K75	1	1982 FLH00B	1
1987 K75C	1	1983 FXB81A	1
1993 R100R	1	1983 FXSB	1
<b>BSA</b> 1935 1		1984 FXST98A	1
1933 W336	1	1985 FXR SUPERGLIDE	1
1934 BLUESTAR	1	1989 FXR	1
1935 SLOPPER	1	1989 FXST92A	1
1936 J12	1	1991 FATBOY	1
1939 M21	1	1991 SOFT 88A	1
1950 B31	1	1992 SOFT88A	1
1951 A10	1	<b>HERCULES</b> 1975 W2000	1
1951 D1	1	<b>HOLDEN</b> 1958 FC	1
		1963 EJ PREMIER	1
		1992 UTILITY-S	1



<b>HONDA</b>	1962 C92 BENLY	1
	1964 UNK	1
	1967 CD90	1
	1969 CB450	1
	1969 CB750	1
	1970 CB 750	1
	1970 CB750K1	1
	1971 CB750	2
	1972 CB2564A	1
	1972 CB450	1
	1972 CB750	2
	1972 CB750K2	1
	1972 K2CB750	1
	1972 SL 350	1
	1973 BENLY	1
	1973 CB350/4	1
	1973 CB750	1
	1973 CB750 K2	1
	1974 CB360E	1
	1974 CB400	1
	1974 CB750	1
	1975 CB400	1
	1975 CB750	2
	1976 CB 750	1
	1977 CB7569A	1
	1978 GL1075A	1
	1979 CB979A	1
	1979 R1000	1
	1979 XL250S	1
	1980 CB750F	1
	1980 CX500 DELUXE	1
	1980 OCYCLE	1
	1981 CB750	1
	1981 CB979A	1
	1981 CBX 79A	1
	1981 CBX1000	1
	1981 XL250	1
	1982 BOLD 79A	1
	1982 CB900	1
	1982 CX500	1
	1983 CB1100F	1
	1983 VF400	1
	1983CX650ED	1
	1984 CB250	1
	1984 VF1000F	2

<b>HONDA CONT.</b>	1984 VF700	1
	1985 CD250	1
	1985 SPADA	1
	1985 VF1086A	1
	1985 VT2594A	1
	1986 NV5503A	1
	1988 ATKVT250	1
	1988 SPADA	1
	1989 VT250	1
	1989 VT2594A	1
	1990 CBR1000	1
	1990 CT1280A	1
	CB650	1
<b>HONDA 185S</b>	1981 GMV	1
<b>KAWASAKI</b>	1972 CYC	1
	1972 Z1	1
	1973 Z1	1
	1973 Z1900	1
	1973 Z900	1
	1974 H1	1
	1974 H272A	1
	1975 Z1B	1
	1975 Z1B900	1
	1975 Z900	1
	1976 Z900	1
	1977 Z1000	1
	1978 KZ1000	1
	1978 Z1R	1
	1979 Z1000R	1
	1979 Z10076A	1
	1980 KZ750	1
	1980 Z130	1
	1981 GPZR85A	1
	1981 KZ1000	1
	1981 KZ1000J	1
	1981 Z1000	1
	1981 Z550	1
	1983 KZ1000	1
	1984 GPZ750R	1
	1984 GPZ900R	1
	1986 GPZ1000 RX	1
	1989 KAW89B	1
	1989 KR1 250	1
	1991 KLR650	1
	1992 ZR1100	1
	1992 ZZR	1

<b>LAVERDA</b> 1972 SF	1	<b>SUZUKI</b> 1970 T350	1
1972 SFC	2	1970 T500	1
1983 1000RGS	1	1971 T500	1
1983 SFC1000	1	1975 GT2575A	2
<b>MITSUBISHI</b> 1987 CANTGIA	1	1975 GT750	1
<b>MONTESA</b> 1974 COTA247T	1	1977 GS750	1
<b>MORINI</b> 1975 350 MORINI	1	1977 GT750	1
<b>MOTO GUZZI</b> 1973 850GT	1	1978 GS1000	1
1978 T3 850	1	1978 GS750	1
1980 1000 SSP	1	1979 TS185	1
1980 T3	1	1980 GS1078A	2
1983 CALIFORNIA	1	1981 GSX280A	1
1984 LEMANS 3	1	1982 GSX750S	1
1987 LE MANS 1000SE	1	1985 750-84C	1
1988 LE MANS	1	1985 RG400	1
1991 LEMANS1000MKV	1	1986 RR250R	1
<b>MOTTO GUZZI</b> 1987 LEMANS	1	1986 VS1400GLH	1
<b>NORTON</b> 1950 MODEL 7	1	1988 GS125	1
1951 MODEL7	1	1991 GN2583A	1
1956 ES2	1	1991 VITARA	1
1958 Mod. 99	1	1994 VITARA	1
1962 650	1	<b>TOYOTA</b> 1980 CORONA	1
1962 ATLAS	1	1980 LAND CRUISER	1
1963 ATLAS	1	<b>TRITON</b> 1971 TRITON	1
1970 COMMANDO	1	<b>TRIUMPH</b> 1949 5T SPEED TWIN	1
1972 COMANDO	1	1952 THUNDER BIRD	1
1972 COMMANDO	1	1956 TRITON	1
1973 COMMANDO	3	1958 THUNDERBIRD	1
1975 COMANDO	1	1959 TR6	1
1975 COMMANDO	2	1966 TRITON	1
<b>NORTON</b> 1973 COMMANDO	1	1968 TRIDENT	1
<b>PANTHER</b> 1963 650 M120	1	1968TR6	1
1963 M120	1	1969 BONNEVILLE	2
<b>ROLLS ROYCE</b> 1930 PHANTOM 11	1	1969 TIGER	1
<b>RUDGE</b> 1936 ULSTER	1	1972 DAYTONA	1
1939 ULSTER	1	1972TR6 TIGER	1
<b>STANDARD</b> 1946 FLYING	1	1973 DAYTONA 100R	1
<b>SUNBEAM</b> 1939 HI-CAM	1	1973 TR5T	1
		1974 T150V	1
		1976 BONNEVILLE	3
		1978 BONNY 74A	1
		1979 BONNEVILLE	1
		1979 T14073A	1
		1981 BONNEVILLE	1
		TRIDENT	1





<b>TRIUMPH BONNE</b>	1962 12068A	1
	1978 T140	1
<b>VELOCETTE</b>	1939 KSS	1
	1953 MAC 350	1
	1959 CLUBMAN	1
	1965 THRU67A	1
	1970 SPORTSMAN	2
<b>VINCENT</b>	1951 BLACK SHADOW	1
	1951 RAPIDE	1
	1952 BLACK SHADOW	1
	1953 COMET	1
<b>YAMAHA</b>	1970 XS1 650	1
	1973 TX500	1
	1974 RD350	1
	1975 XS6573A	1
	1977 XS650	1
	1977RD400	1
	1978 XS650	1
	1980 DT175	1
	1980 SR250	1
	1980 XS1100	1
	1980TX250	1
	1982 650	1
	1982 RD250LC	1
	1982 RD2575A	1
	1982 RD350LC	1
	1983 RZ 250	1
	1983 RZ250	1
	1983 XJ7581A	1
	1983 XS 900	1
	1984 RZ100	1
	1984 RZ250	1
	1985 FS118419	1
	1985 RZ500	1
	1987 SDR200	1
	1987 VIRAGO	1
	1988 DT50	3
	1988 FZR750R	1
	1988 VMAX	1
	1991 FZR750	1
	1991 TT250	1
	1991 XV1100 VIRAGO	1
	1993 FJ1200	1





## Some Photos from the Taree Rally





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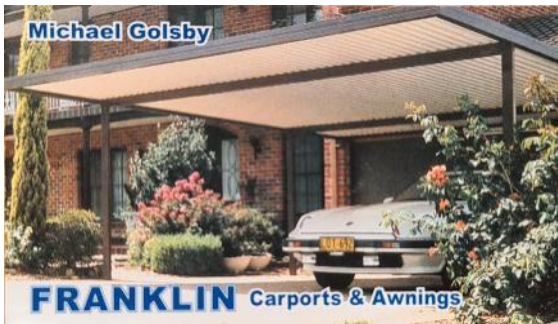
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## Events Calender



*Please note: Events may be cancelled at short notice. This will be advised to members via email. Hub Runs will be held at Woodbury Park unless otherwise stated. If a Hub Run is "rained out" it will be held on the following Sunday. Also check the Events page on the club web site at [cccmcc.com.au](http://cccmcc.com.au).*

**Every Wednesday & Friday there is a CCCMCC sanctioned club ride from your place to Jerry's Café at Kulnura.**

*Any other club events will be listed as they come to hand. Committee meetings commence at 7.00 p.m. General meetings commence at 7.30 p.m.*

	<b>July 2024</b>
	<b>Tamworth Rally Date T.B.A.</b> Tue 27th - General Meeting Ourimbah RSL Sun 28th — Hub Run
<b>April 2024</b>	<b>August 2024</b>
<b>29th March- 1st April. Parkes Antique Motor Club Rally (Cars and Bikes)</b>  <b>14th April. BSA / Norton Gathering. At Jerry's Cafe</b>  <b>Date 19th-21st Inverell Rally</b> Tue 23- General Meeting Ourimbah RSL Sun 28th — Hub Run	Tue 27th - General Meeting Ourimbah RSL
<b>May 2024</b>	<b>September 2024</b>
<b>3rd - 5th Singleton Classic Motorcycle Rally</b> <b>5th May. Berry Charity Bike Show</b>  <b>17th-19th May Denman "Unapproachable Rally" HVNOC</b>  Tue 28th - General Meeting Ourimbah RSL	Sun 1st — Hub Run  <b>6th—8th CCCMCC Pelican Rally</b> Tue 24th - General Meeting Ourimbah RSL Sun 29th — Hub Run
<b>June 2024</b>	<b>October 2024</b>
Sun 2nd June — Hub Run  <b>15-16th Debenham Winter Rally</b> Tue 25 - General Meeting Ourimbah RSL Sun 30th — Hub Run	<b>13th October. Maitland swap meet</b>  <b>26th October. Distinguished Gentleman's Ride</b>



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