



Bi-Monthly Journal of the Central Coast Classic Motorcycle Club

The Flywheel

Upcoming Events

Sun 29th Jan. Hub
Run, Woodbury park

18-19th Feb. 40th
Annual Orange Rally

Tues 21st Feb.
Committee Meeting

Tues 28th Feb.
General Meeting

Tues 21st Mar.
Committee Meeting

Tues 28th Mar.
General Meeting

Sun 5th Apr. Hub
Run T.B.A



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Machine Examiners

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LIFE MEMBERS (*Deceased): *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, Nick Vassilopoulos, John Mills

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Club e-mail: cccmcc.nsw@yahoo.com.au **Web Site:** <http://www.cccmcc.com.au>

Magazine email: cccmcc1.nsw@gmail.com

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

Presidents Flywheel Report

The Christmas and New Year celebrations are over and I hope that all members and their families had a safe and enjoyable time.

The November Hub Run at Woodbury Park went off well with 47 members signing 'the book', which brings me to an issue of concern. Signing the Attendance Book at club activities. The attendance book is an official record of you being at the club outing, which is used for club recording purposes and can verify that fact if ever the necessity arose. Please sign the Attendance Book.

The numbers of members attending Hub Runs is fantastic, with a recent attendance of 60 plus members. Remember that the concept of a Hub Run is to meet, socialize, go for a short ride and back for lunch, so please keep the short ride going. Mick Golsby or Bob Orr will always lead the ride, for a short safe run.

Peter Steele won the November lucky door prize and thanks to Neil Crocker for organizing the Catering Trailer and special thanks to the lady helpers and barbeque cooks. Well done.

In January we had our first 2023 Committee meeting and welcome to Len Williams, the newly appointed committee person. Thanks to Paul Rogers, the retiring committee person, who contributed so much to the running of this club. Thanks Paul.

Hope to see you all at club events in 2023. Safe Riding.

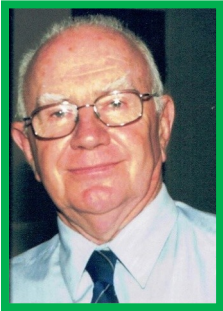
Peter Redman

President CCCMCC Inc.

Some of Peter's best moments from the Christmas Party



Secretary's Report - Jan 2023



Another year has arrived! They seem to go so quickly. I hope that you have all had an enjoyable break over the festive season. Jerry and Amanda have taken a long-needed holiday, so we won't have the café available to us until they return home at the end of this month.

There are still plenty of other spots to go to for your regular get togethers. Just make sure to put an entry into your log book.

Did you notice that this issue of *The Flywheel* is No, 200? There's a lot of history to be read there. It doesn't seem that long since we were celebrating No; 150.

There has been some uninformed discussion amongst members as to who can or can't ride an historic registered bike. Some have been saying that it can only be ridden by a club member and, one of our members was recently even told this by a staff member at a Service NSW office (a place I call "Circus" NSW).

To clear it up, we have been in contact with the Council of Heritage Motor Clubs and their advice is in line with what I have always told members. The vehicle can only be registered by a person who is a member of a recognised club. Once registered it can then be used the same as any other registered vehicle. In other words, anyone with the appropriate licence can ride/drive the historic registered vehicle.

Your committee is concerned that some of our members seem to show next to no interest in attending club events/activities. We are aware that some of our members are in poor health and we hope that they are soon on the road to recovery and can get out and about again. Apart from those, we have identified 29 members who have caused us some concern. If you have a bike registered through our club for the purpose of Historic Registration, we remind you about the requirement that you should attend a minimum of four events each year in order to have the bike re-registered through our club (see rule 4 of the *Rules for Historic Vehicles*) which you will find on page 8 of the Members Handbook and also on our web site.

4. Registration through the CCCMCC is dependent on the member attending a minimum of four (4) designated club events each calendar year. Designated club events will be listed in the club magazine and on the club web site.

If you cannot manage to attend four events in the year, and you have a valid reason for not attending, then please write a letter to the committee c/o The Secretary, CCCMCC, P.O. Box 9006, Wyoming NSW 2250 explaining why and it will receive due consideration.

New Members: A warm welcome to Sally Carter, and Emma MacPherson.

Ride safely,
Mark Gattenhof
Secretary

Treasurers Report

Thanks to Jim for his lovely handwritten report, being treasurer is a thankless job!

CENTRAL COAST CLASSIC MOTORCYCLE CLUB INC		
INCOME + EXPENDITURE STATEMENT		
FOR THE YEAR ENDING 30 JUNE 2022		
INCOME	2022	2021
INTEREST RECEIVED - TERM DEPOSIT	30.95	105.15
INTEREST - RECEIVED - ST GEORGE	.89	1.04
MEMBERSHIP FEES	5,426.00	4,740.00
RAFFLES	914.10	0.00
REGALIA	1,150.00	810.00
RUNS + FUNCTIONS	2,115.50	568.10
RALLY	210.00	0.00
SUNDRY ITEMS	110.00	403.20
TOTAL INCOME	9,957.34	6,627.49
EXPENDITURE	2022	2021
BANK FEES	0.00	0.00
ADMINISTRATION	1,591.53	1,295.51
RAFFLES	402.25	50.00
REGALIA	1,456.66	2,129.26
RUNS + FUNCTIONS	3,879.29	147.65
MAGAZINE	374.38	355.25
WEB SITE	778.80	648.00
RALLY	701.00	0.00
SUNDRY ITEMS	653.54	4,136.01
TOTAL EXPENDITURE	9,837.45	8,761.68
SURPLUS	119.89	
SHORTAGE		2,134.19
TREASURER	JIM HAMILTON	

PELICAN RALLY 2022		
EXPENDITURE		
PRINTING		168.00
STATIONARY		124.92
SHIRTS		2,846.50
TROPHY'S		220.00
LUNCH		1,420.00
FOOD		435.71
TOTAL EXP.		\$5,214.93
INCOME		
FEES		3,490.00
RAFFLES		1,202.00
POSTER		100.00
MEMBERSHIP FEE \$20 x 160		3,200.00
TOTAL INCOME		\$7,992.00
EXCESS	\$2,777.07	

Editor's Flywheel Report

I trust everyone had a wonderful Christmas and are having a great start to 2023!

As this is the first issue of the Flywheel for the year, and as you can imagine, the festive season and family commitments as well as many on vacation, there is not much to report.

I am however waiting on a couple of great stories from members about their recent adventures, but due to time constraints, they will be included in the next edition.

There is always room for more input from club members, after all, this publication is for you, the members, to keep up with what's going on in the club and to follow fellow members wins and losses, what we've been up to and what we hope to do in the future.

Given the huge diversity present within the club, I find it perplexing that there aren't many, many stories to be shared, from both new and old members alike??

Lets make this a reality!

Cheers

Craig,

Editor, Flywheel.



**We hope everyone had a great time
on the day.
Best wishes for 2023!**

Craig's classic adventure. My journey so far.....

For this edition, due to the lack of input from members, and with a need to try and make this 200th Issue worth reading, I thought I'd give you a quick run down on my journey of getting back into classic bikes.

I won't bore you all with the story most of us share, beginning with minibikes as kids and get straight into my road bike beginnings.

It all started in 1981 when I first got my licence, and working on the other side of the city in Marrickville from where I lived in Eastwood. A bike was a logical choice, purely, at first, as transport to and from work. Not having much money at the time, my options were a little limited. I knew my neighbour, an older gentleman, had years before bought a new Yamaha bike during what I'm guessing was a bit of a midlife crisis. He had only ridden it for about 6 months when he had a near miss with a taxi and never rode it again.

So here it was, my first bike, a 1976 Yamaha RD400, 1800k's on the clock and basically still brand new, sitting in his shed, all I needed to do was convince him to sell it to me.

Well, after a lot of lawn mowing and various chores around his house, he eventually agreed to sell it to me for \$500, as is where is.

As it had been sitting for the best part of 5 years, with what would have been half a tank of fuel from back in the day, this thing needed a little bit of TLC. Learning as I went, I pulled it apart and cleaned everything I could get to and put it all back together, and after a dozen or so kicks of the starter, she fired up and ran like a dream.

I rode that little weapon all over the place, and what started out as transportation, quickly turned into a real passion for 2 wheels. (I still wish I had that little bike!)

After a couple of years riding that 2 stroke rocket all over the countryside, I knew it was time for an upgrade, something bigger, more grunt, that I could take my girlfriends more comfortably on the back. So along came bike #2, a 1978 Yamaha XS650. Bought from a friend who had just moved to the UK, this was a completely different kettle of fish.

Heavy, far from agile like I was used to, it took me a while to fall in love with it, but before long, after lots of long country rides, it dawned on me that all bikes are created for the same purpose. The old XS grew on me and before long I was throwing it around, battling the peak hour city traffic and having a ball on it.

Till THAT day we all experience, my first crash! It was a Saturday afternoon, heading from home into Glebe to meet a friend. As I was a bit late, and traffic was light, I was on it a little as I came through White Bay up towards the old Harold Park raceway, with a nice series of corners going up the side of the dog track, freshly tarred road in perfect condition.

I couldn't resist giving it everything I could with no one around. Coming around the last bend heading towards the traffic lights, I was just staying on my side of the newly painted double lines, and as I just started to straighten up for the run up to the next lights at Bridge Rd, right in front of me was what must have been one of the last remaining "silent coppers" this round lump of cast iron bolted to the road for God knows how many years, polished black from cars and trucks running over it for years. From what I now guess, the line marking machine that had recently marked the road has had to go wide of this thing to miss hitting it with the sprayer, so it was a good 18 inches away from this lump of iron bolted to the road. As I was still on my side of the lines but heading straight for this thing, and having no time to react, I hit the thing at about 130kph, and all I could think of was, "you F**king idiot!"

To cut a long story short, after a shattered collar bone, broken AC joint in my shoulder, 4 broken ribs and a bruise from my shoulder to my knee right down my back, I had a small break from riding for a while.

After a fairly long recovery, and against my Dads hopes, I missed the feeling of those 2 wheels of freedom. What followed was an eclectic mix of bikes, including a 1985 Suzuki GS750S Katana (which I hated at the time but wish I still had now), a 1986 Honda VF1000FF rocketship, and a 1991 Yamaha FJ1200, (loved that thing!)

By now I was being paid to travel all over the country and some international gigs to play music, and with no fixed address apart from my mail going to my Dads, and no room to store a bike, I stopped riding and got into classic cars as it was much easier to carry gear than on a bike.

So apart from hiring Harleys in Hawaii, BMW's in Europe and other bikes while travelling around, I really didn't ride or own a bike again till about 2009. In between, I had got married, settled down and stopped travelling for gigs and settled into residencies at several Sydney nightclubs, performing 6 nights a week till 3-4am and sleeping half the day away. It was then that the bike bug bit again.

After convincing the wife that maybe I should get a bike to give me something to do with my days, she agreed to me getting something sensible and CHEAP!

So along came my first modern bike, and don't judge me too harshly, but it was a 2007 Hyosung GV650 Aquila. Bought from a guy in north Queensland sight unseen for not very much cash, The wife and I packed a small bag and flew up to pick it up and ride it home. Well I must say, that thing was a bloody ripper, in immaculate condition with not many k's, we loaded it up, fuelled up and headed south. Over the next few days it ran flawlessly all the way home and continued to run without any issues whatsoever over the next 6 years, from a trip along the Great Ocean Road, trips to Queensland via Lightning Ridge, down the Snowy Mountains several times and all over western NSW, I clocked up over 60,000k's on that thing and apart from the oil changes, a couple of batteries, tyres and brake pads, that thing never failed to start first hit of the starter and I was never left behind by not keeping up with my riding companions.

Next up was my 2015 Yamaha FJR1300, which I still have to this day and which has been all over the country, including a trip to Perth with a group of old mates, and some new ones.

This is where the resurgence of my love for older bikes comes in. One of the new guys I met on the Perth trip was a great bloke by the name of David Hill, an old school mate of one of my other mates on the trip, who happened to live not far from where we had now settled on the Central Coast, and was a member of a classic bike club! After the trip, Dave started to invite me on rides with a group of other great blokes up to Jerry's on Fridays. But riding with Bob Orr, Tim Corlett and a few others, it wasn't long before the inevitable question was asked, "when are you going to buy a classic?"

So the hunt was on and within weeks I had joined the CCCMCC and found a 1983 Honda VF750 V4Sabre, a US import with 9000 miles on it, in immaculate condition for it's age. After getting it shipped down, I couldn't wait to get riding! Then came the reality of old bikes, having been sat idle for a good number of years and after supposedly having been "serviced with carburettor clean", it wasn't long before I was elbows deep in V4 guts.

Once I got that super painful job done, it has been a real winner.

A couple of months later, after attending the Orange Rally and seeing a Honda CBX1000, a bike I have loved forever but could never afford back in the day, the hunt was on for one of them. Finding one for sale in Melbourne, I grabbed a bike trailer and headed south.

I was now the owner of a true classic in my opinion, the mighty 6 cylinder beast is a work of art! A few weeks later, I spotted a 1979 Honda GL500 going cheap up north, so once again, grabbed the trailer and off I went, coming home with a little beauty, to complete the 2 cylinder, 4 cylinder and 6 cylinder collection..... Lets see what happens next.....



The Collection so far.....



MIGHTY ATLAS – NORTON ATLAS



Norton's first 750cc twin, reluctantly designed for the power-hungry Americans, shook at speed, but, to-day, its many virtues make it a highly desirable classic.

Atlas in classical mythology had been strong enough to hold the world on his shoulders, but the Norton name more likely drawn from the 1957-on rocket, America's first intercontinental ballistic missile. Both the missile name and the musical presence indicated that this Norton had been aimed squarely at the USA.

The Atlas story

The 750cc twin had been developed by Doug Hele at Bracebridge Street, before he left to join the Norton twin's original designer, Bert Hopwood, at Triumph. Norton's Plumstead-based parent AMC company was already in financial decline, and, having made a mess of their wholly-owned US export operation, appreciated their current US importers, the Berliner brothers', willingness to pay for machines as they left the production line. But that, along with the rapid contraction of the UK motorcycle market, meant that the Berliners' tail now wagged the Plumstead dog. And what Joe Berliner wanted was a big, powerful but flexible engine, capable of doing 20 to 100mph in top gear.

Hele had overseen the successful export Manxman 650 for 1961. However, despite sharing the latter's Slimline Featherbed frame, Roadholder forks, magneto ignition, and even the ratios in its excellent AMC four-speed separate gearbox, Hele had severe reservations about the vibration that came with the move up to 750cc for a parallel twin. He later told author Mick Duckworth that "Fred Swift, one of our test riders, came back from a high-speed (pre-production) run on the M1 motorway, and his hands were swollen. I decided that if we put a big twin into production, it should not have a compression ratio higher than 7.5:1."



Stylish Cigar Silencers



Lashings of Chrome, with an effective 18cm rod-operated rear brake, plus alloy rims and a magneto behind the cylinder.



20cm twin leading-shoe front brake from Commando. Not as good as BSA/Triumph equivalent, but this one worked okay.

There were other problems. There was not enough room between the cylinders as currently arranged to simply bore them out from the 650's 68mm (x 89) to 73mm. So Hele had to move the block back some 0.01 inch to provide room; creating a *désaxé* arrangement, as it's called, when the cylinders are offset relative to the crankshaft. The cylinder base holding-down nuts were thus different to the 650's. Another distinguishing feature from the 650 was that with the new layout, the crankcase breather outlet moved to the drive side.

Initially a single carb was intended, to further restrict power, but in production twin 11/16 inch Monoblocs were fitted, with a single float chamber on the left-side instrument. This was to keep width down, because Norton's fine-breathing cylinder head featured parallel inlet ports, with inlet valves close together, so that the mixture came into the combustion chamber tangentially, promoting swirl in the hemispherical heads to aid combustion. By contrast the exhaust ports and their valves were widely separated, making for a good flow of cooling air down the middle of the head.

The 1962 export-only Atlas went out with 7.6:1 compression and a claimed 49bhp, the same as the 650SS, but testers found the big engine notably more flexible. With a chromed primary chaincase, rear chainguard and mudguards, plus the high bars and small (2.5 Imperial gallon) 'gas' tank US riders favoured, and soon to be offered in Metallic Ruby red as well as traditional silver and black, the Atlas did not disappoint, offering 0-60mph in 5.1 seconds and an average top speed of 119mph. The Featherbed handling was its peerless self, and a 1963 Cycle World test didn't even mention vibration!

Back in Blighty, as Bracebridge Street closed and Norton moved in at Plumstead later that year, there had been an early problem, with some frames breaking just above the front engine mounts due to the 750's grunt. Ken Sprayson at Reynolds, where Featherbed chassis were built, quickly cured this, by inverting the mounting lugs so that their tails were uppermost.



In addition to the Atlas-engined Matchless G15/AJS Model 33 roadsters, the Berliners' demands led to the 1963-67 Atlas Scrambler, the 1965-67 N15CS/G15CS, and along with other variants, the 1967-69 P11 ("Dynamite On Wheels!"/P11A/Ranger. All were Atlas-engined, and some 7000 of these 'Hybrids' were produced. They're another story, but they did keep Atlas development going, and their production dates at Plumstead spanned the demise of AMC in Sept 1966, and the creation of Norton-Villiers.

Norton v AMC

The principal 'experimental technician' on Atlas development was ex-Comp Shop man Wally Wyatt. Rivalry between Norton and AMC was long-standing, and Wyatt later wrote that the Norton twin's "cylinder head porting was so bad that I couldn't even get my finger down it," and claimed that "with a bit of file work" he was soon getting 59bhp from the Atlas and 67bhp on racing versions.

However, one of the few Bracebridge Street men who had moved to Plumstead, the immensely knowledgeable trouble-shooter John Hudson, knew that Wyatt was getting his results partly by raising compression ratios, and wrote that Wyatt '...should never have done it if he had known anything of the designer's original intentions.' And writing retrospectively in *Classic Bike*, Bernard Hooper, co-designer of the Norton 750 Commando, stated unequivocally that "Wyatt had raised Atlas output to 47bhp – forget the published figures."

Certainly, by August 1965 another *Cycle World* test on a 7.6:1 c.r export Atlas wrote that "unfortunately the engine also delivers some quite spirited shaking," though they found it very usable around town due to its low speed pulling power, and qualified the shakes on long fast trips as '...not really any worse than any other big displacement twin.' A retrospective 1974 piece on Norton twins in *Cycle*, however, concluded that: "The Atlas was an unhappy motorcycle...(it) did not merely vibrate nuts and bolts loose. It quaked down highways seeding the berms with metal."

Certainly it was an Atlas pillion ride, and the vibes felt through footrests and saddle, that had appalled Dr Stefan Bauer. Bauer, a distinguished scientist, was Norton-Villers' boss Dennis Poore's Director of Engineering, and a non-motorcyclist; and after the pillion experience, he insisted that on a proposed new Norton twin, vibration would not be tolerated. And so, thanks to Hooper and Bob Trigg, the Commando with its Isolastic system for the modified Atlas engine, was born in Sept 1967.

Meanwhile, the Atlas in the UK had gone first to the police in all-white livery, and then from February 1964 to the public, finished in classic silver and black, with a later burgundy option for the tank. UK versions featured Norton 'straight' handlebars, a 3.2 Imperial gallon tank, 12 volt electrics, and, with the US still in mind, Roadholders widened to take a fatter front tyre. In 1965 the rear chain was also widened to 5/8 x 3/8in. UK testers found the Featherbed handling undiminished, but 4500-5000rpm to be as fast as it would run smoothly. For 1967 the carbs changed to Concentrics.

The 1968 season, with the Commando now the focus, was to be the Atlas' final year, when it nominally (though not always in practice) featured coil ignition with alternator and capacitor, and from mid-1967, revised oilways and doubled circulation from a modified oil pump. There was also, finally, a rear hump on the dualseat, as early on US testers had found themselves sliding along the smooth seat pushed by the 750's incredible acceleration! Then the Norton story moved on.....

Buy, Swap and Sell

For Sale - Triumph Grab Rail

Rear Lifting/Grab Rail to suit 1973-78
Triumph T120V, T140 or similar.
As new condition, recently re-chromed.
\$200 o.n.o.
Contact Mark Gattenhof



FJR1300.

81,000km. D.O.M 11/2006.

First registration 05/2007 original owner
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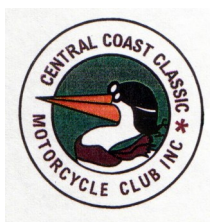
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Events Calendar



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. **Wednesday & Friday there is a club ride 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.

January 2023	July 2023
Tues 17 - Committee Meeting Ourimbah RSL Tues 24 - General Meeting Ourimbah RSL Sun 29 - Hub Run	Sun 1 - Hub Run Tue 18 - Committee Meeting Ourimbah RSL Tue 25 - General Meeting Ourimbah RSL
February 2023	August 2023
18-19 – 40 th Annual Orange Country Bike Rally Tues 21 - Committee Meeting Ourimbah RSL Tues 28 - General Meeting Ourimbah RSL	Tues 15 - Committee Meeting Ourimbah RSL Tues 22 - General Meeting Ourimbah RSL Sun 27 - Hub Run
March 2023	September 2023
Tues 21 - Committee Meeting Ourimbah RSL Tues 28 - General Meeting Ourimbah RSL	Pelican Rally – tba Tue 19 - Committee Meeting Ourimbah RSL Tue 26 - General Meeting Ourimbah RSL
April 2023	October 2023
Sun 5 - Hub Run Tues 18 - Committee Meeting Ourimbah RSL Wed 26 - General Meeting Ourimbah RSL Sun – 30 - Hub Run	Sun 1 - Hub Run Tues 17 - Committee Meeting Ourimbah RSL Tues 24 - General Meeting Ourimbah RSL Sun 29 - Hub Run
May 2023	November 2023
Tues 16 - Committee Meeting Ourimbah RSL Tues 23 - General Meeting Ourimbah RSL Sun 28 - Hub Run	Tues 21 - Committee Meeting Ourimbah RSL Tues 28 - AGM Ourimbah RSL
June 2023	December 2023
Tues 20 - Committee Meeting Ourimbah RSL Tues 27 - General Meeting Ourimbah RSL	Christmas Party - tba



The FLYWHEEL

The magazine of: -

Central Coast Classic MCC Inc.

P.O. Box 9006

Wyoming NSW 2250