

The

Issue # 183 July 2019

Flywheel



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



Bob Jackson on his BSA A50 setting off on the ride to Yarramalong at June's Hub run

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

JUNE HUB RUN



A recently restored BSA Rocket Goldstar 650 owned by new member Glen

Bill Brooks' 750 Bonneville styled to look like a mid '60s model; perhaps Meriden would have sold more if they looked like this in the late 1970s



A racy looking Honda Spada the fore runner of the trellis framed VTR 250

Glen and Graham head out to Yarramalong





PRESIDENT'S REPORT – JULY 2019

ON ANY SUNDAY

Last year your committee was discussing attendance at the Sunday rides and it was decided that, due to the poor turnout from members, we would reduce the Sunday rides from every Sunday to the 1st and 3rd Sundays of the month only. There was some grumbling from a few members who thought we should leave it at every Sunday – you can't please all of the people all of the time.

As you would have noticed, I rarely turn out for a Sunday ride apart from our hub runs so I decided that I should get out and see what's happening in the world and this

is what I found.

Sunday 16th June: The ride was listed to start at McDonald's Woy Woy and go to Patonga. I duly arrived at the start point to find one other bike there belonging to Glenn. We sat around and drank coffee and discussed the world's problems in general and after an hour decided that the weather to the south didn't look too promising so we went to Neil's car yard and spent some time checking out his "museum".

Sunday 7th July: The ride was listed to start at Mangrove Mountain General Store and go to Spencer. I rang John Mills and suggested that it would be a good opportunity to check out the route for the rally ride and the facilities at the Spencer Fire Station for the morning tea stop. John and I met at Camp Chapman in thick fog and proceeded to Mangrove Mountain where we found no other club members waiting so went on to Spencer. At Spencer we spent some time drinking coffee and chatting to some of the Ulysses Club members who were also there. After checking out the fire station we returned to Camp Chapman to complete the ride.

Hub Runs remain a popular event and have been well attended and it's good to see some of the wives joining us. Remember – It's a family day – not just a "blokes" day.

One of the more interesting things I've done lately is look at an old, professionally made video of the 1991 Pelican Rally loaned by Barry Suckling via Rob Clarsen. I remembered that we had someone doing something back then but I've never seen the end result before. Would you believe 217 bikes entered? Would you believe a big number of Veteran & Vintage machines? Would you believe entrants from clubs all over the state and Queensland? I've also got a copy of the 1993 Pelican which I haven't looked at yet. I hope to have these available for showing at our next rally.

New Members: A warm welcome to Tony Ridley, Glen Vial, Jim Brooks and David Gray.

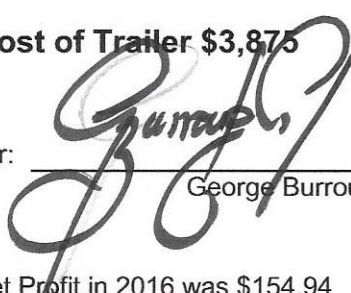
Ride safely, Mark Gattenhof President

GUIDELINES FOR CLUB RIDE DAYS (EFFECTIVE FEBRUARY 2002)

1. Make sure your bike is prepared for the run.
2. Arrive early at the start point with the bike fuelled up in roadworthy condition.
3. The person in charge of the run will address all people present and will give directions of intended morning tea stop, lunch stop, departure time and nominate a "tail-end Charlie" to follow the group.
4. Getting a large number of bikes out of an area is difficult. Please be ready to mount up when told. Form up behind the leader with modern bikes at the front and old bikes at the rear.
5. Never pass the ride leader.
6. Stay in the same lane as the ride leader and leave plenty of room between you and the bike in front and where the road permits, ride in staggered formation.
7. Constantly use the rear view mirror - keep a check on the bike following. If you are at the end of a group of riders, wait at any intersection to direct the following bikes on the route to follow.
8. Upon arrival at the final location, the group leader will advise of a departure time. If you wish to travel with this group, which will be accompanied by the back-up trailer, be ready to leave on time.
9. If a bike breaks down, the bike in front and the bike behind should stop to assist and stay in clear view for the back-up trailer.
10. Slower bikes are to travel at the back of the group with a leader. If they get separated from the faster bikes, they can be shown where to go.
11. If you do not intend to complete the proposed ride, or you intend to take a different route, inform the ride co-ordinator.
12. Obey all road safety rules and have an enjoyable, safe day.

TREASURERS REPORT

CENTRAL COAST CLASSIC MOTOR CYCLE CLUB Inc. INCOME & EXPENDITURE STATEMENT For the Year ending 30th June 2019

	2019 \$	2018 \$
INCOME		
Interest Received - Term Deposit (SGB)	163.42	247.17
Interest Received - St. George Bank	1.90	1.07
Membership Fees	3,250.00	3,390.00
Raffles	743.90	945.50
Regalia	335.00	420.00
Runs & Functions	1,996.35	1,984.70
Rally	5,550.24	6,728.50
Sundry items:	376.00	450.82
Total Income:	12,253.39	13,920.59
EXPENDITURE		
Bank Fees	3.60	9.80
Administration	1,027.97	891.46
Raffles	369.15	445.23
Regalia	577.67	469.08
Runs & Functions	2,407.00	2,318.34
Magazine	1,126.42	1,356.74
Web Site:	648.00	1,771.00
Rally	5,317.58	5,207.57
Bank Fees	3.60	
Sundry items:	4,123.15	864.00
Total Expenditure:	15,604.14	13,333.22
NET PROFIT (LOSS) FOR THE YEAR	-3,350.75	587.37
N.B. Cost of Trailer \$3,875		
Treasurer: 	George Burroughs	
Note : Net Profit in 2016 was \$154,94		
Term Deposit: St. George	13,418.54	12,926.16
Cash on Hand	267.52	31.33
Stock on Hand		
Total Current Assets:	20,808.67	23,076.07
NON-CURRENT ASSETS		
Property, plant and equipment		
Trailer:	3,875.00	
Total Non-Current Assets:	3,875.00	0.00
TOTAL ASSETS	\$24,683.67	\$23,076.07
LIABILITIES		
	0.00	0.00
NET ASSETS:	\$24,683.67	\$23,076.07

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YEAR TOTALS
1														
2	CASH RECEIPTS													
3	Club Fees	60.00	0.00	0.00	60.00	1,430.00	880.00	450.00	150.00	40.00	0.00	120.00	60.00	3,250.00
4	Raffles	146.25	0.00	0.00	74.65	50.00	127.00	79.00	77.00	65.00	55.00	0.00	70.00	743.90
5	Regalia	60.00	0.00	0.00	15.00	30.00	30.00	0.00	20.00	0.00	0.00	60.00	120.00	335.00
6	Runs & Functions	81.45	0.00	0.00	45.00	545.00	944.95	51.25	0.00	26.00	11.70	76.00	215.00	1,996.35
7	Rally	765.00	3,435.00	1,319.35	0.89	0.00	30.00	0.00	0.00	0.00	0.00	0.00	0.00	5,550.24
8	Bank Interest	0.90	0.10	0.10	0.09	0.09	0.11	0.11	0.10	0.11	0.07	0.07	0.05	1.90
9	Sundry Items	0.00	0.00	0.00	0.00	18.00	24.00	6.00	12.00	306.00	0.00	0.00	10.00	376.00
10														
11	TOTAL CASH RECEIPTS	1,113.60	3,435.10	1,319.45	195.63	2,073.09	2,036.06	586.36	259.10	437.11	66.77	256.07	475.05	12,253.39
12														
13	CASH PAYMENTS													
14	Administration	15.92	12.50	0.00	10.90	10.05	4.95	50.00	92.50	154.96	0.00	6.40	669.79	1,027.97
15	Raffles	0.00	9.00	0.00	20.00	5.70	85.50	33.00	25.00	20.00	80.00	40.00	50.95	369.15
16	Regalia	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	577.67	0.00	0.00	577.67
17	Runs & Functions	50.00	50.00	50.00	84.00	150.00	1,721.60	50.00	0.00	100.00	51.40	50.00	50.00	2,407.00
18	Magazine	213.06	0.00	245.86	0.00	0.00	189.45	150.90	30.00	126.75	0.00	140.40	30.00	1,126.42
19	Web Site	54.00	0.00	54.00	54.00	54.00	54.00	54.00	54.00	54.00	54.00	54.00	54.00	594.00
20	Rally	3.00	497.51	4,009.28	0.00	83.78	0.00	19.45	0.00	0.00	100.00	604.56	0.00	5,317.58
21	Bank Fees	0.20	0.20	0.20	1.40	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	3.60
22	Sundry Items	0.00	168.00	12.95	0.00	0.00	0.00	5.00	0.00	100.00	3,775.00	62.20	0.00	4,123.15
23														
24	TOTAL CASH PAYMENTS	336.18	737.21	4,372.29	170.30	303.73	2,055.70	362.55	201.70	555.91	4,638.27	957.76	854.94	15,546.54
25														
26	MONTHLY CASH SURPLUS (DEFICIT)	777.42	2,697.89	-3,052.84	25.33	1,769.36	-19.64	223.81	57.40	-118.80	-4,571.50	-701.69	-379.89	-3,293.15
27														
28	OPENING BANK BALANCE	8,907.71	11,352.49	13,753.38	11,775.40	11,029.22	12,819.11	12,812.12	13,123.68	13,068.08	13,015.03	8,400.08	7,539.69	
29	CLOSING BANK BALANCE	11,352.49	13,753.38	11,775.40	11,029.22	12,819.11	12,812.12	13,123.68	13,068.08	13,015.03	8,400.08	7,539.69	7,122.61	

This Financial report couldn't be any more transparent even if it was printed on Cellophane. *Ed*

This space and more available for Club member's contributions next issue



Winter will be over soon; the days are slowly getting longer so I'll soon be able to get to Jerry's comfortably. These days like most of us I only ride for pleasure gone are the days of having to ride no matter the weather. Technically speaking my 1986 Harley is no longer be a motorcycle: I have been busy the past few months making good progress with my trike project the finished job will have to be transferred to Classic plates to satisfy RMS requirements there's still a lot of detail work to be done not to mention changing the forks.... Anyway if you are interested I've included a page on the project. I have also found time to get the Spaghetti Harley running better there were a few minor problems like a flimsy battery earth lead, perished starter button and badly performing spark plug I plan to ride in on the

Three Clubs Ride which starts at Luskintyre airfield it's always a good Saturday event with bikes from Newcastle, Singleton and the Greta based Coalfields classic clubs the ride is along the lightly trafficked back roads to Vacy for a great lunch at the fire station from there you can quickly get to Maitland and be home before dark.

George sent in a comprehensive treasurer's report which takes up one and a half pages there was no trouble fitting it in as this issue is almost devoid of member's contributions. If you think there are too many pictures from Freeman's Waterhole feel free to send in photos that you have taken.

At time of writing some of us are going to the Tamworth rally so there may be a rally report and photos from there and other upcoming rallies in the next issue. You can find info on these events on the upcoming events page compiled by Mark Gattenhof and Rob Clarson, club

rides have been reduced due to lack of participants but the popular Friday ride allows you to ride your classic bike without using your log book and I just found out there is a bike shop recently opened behind Jerry's that should be very helpful should some one break down or need assistance so I'll check it out soon as small businesses need patronage to survive good luck to her.

For the small number of club members without a classic bike I suggest you get one soon and start riding it; there are plenty of reliable and affordable classic bikes that can be picked up for the best price during winter, tidied up and ridden in the more agreeable months.

Life is good. Clinton Williams



After some minor upgrades the SS350 was more acceptable to ride to Freeman's Waterhole although more miles on the motor and some alterations are still needed before longer trips are made (Sunday 14th July)

WHERE WERE YOU IN '72?

Goof Witless was elected over the worst Aussie Liberal prime minister in living memory (Sonia McMahon's husband) so all the left wing social drop outs rejoiced at the cash that was about to be wasted on them. The landslide to Labour happened partly because 18 year olds who had never experienced a labour government got the vote for the first time

More importantly the following occurred:



Honda had yet to produce a 2 stroke motorcycle so they used their CB350 motor in an all new off road frame to produce the SL350 until the XL350 4 valve single came along. It made a terrific street bike even though the CB350 was the most popular motorcycle in sales terms the SL had a better frame, more ground clearance and racy looks.



By 1972 Triumph had sorted most of the frame related problems with the Bonneville and Tiger models although the unattractive side covers still remained. The venerable twin would continue until 1985 but it was too late for BSA; their entire model range died a quick death. (BSA may have died in 1972 but it is still the world's most popular motorcycle that is not being manufactured in some form.)

Another year, another two championships for Giacomo Agostini, who claimed a record 11 victories to take his seventh consecutive 500cc crown for MV

Agusta. Things were tighter in the 350cc class with Fin Jarno Saarinen giving Agostini a strong challenge by winning three races, including a victory at the German Grand Prix held at the daunting Nürburgring race track, where Saarinen defeated Agostini for the first time in a head to head race. Saarinen also scored a double victory

at the Czechoslovakian Grand Prix with victories in both the

250cc and 350cc classes. The threat from Saarinen's two stroke Yamaha was so strong that the previously dominant MV Agusta factory was forced to produce a new 350cc motorcycle for Agostini.

In 1972 many fine motorcycles were released to the public such as the first L Twin Ducati, Kawasaki's screaming two stroke triple and at the close of the year the Z1 900 which made Hondas popular 750 seem slow and not so flash any more. 1973 was an even better year for motorcyclists but that's for another issue.

Clinton Williams

FREEMANS WATER HOLE

SUNDAY MAY 26TH



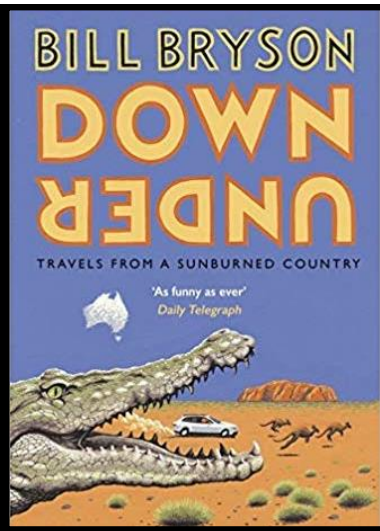
The last 500 Kwaka and the first 750

A Shovel head Sturgis with faithful owners

A tidy Ducati Darmah and a tired Suzuki VX800- it cost the owner \$1700; quite a rare bike.

A pristine Mike Hailwood Replica





BOOK REVIEW **Bill Bryson- Down Under**

For those of you who are interested in all things Australian this is a book for you even if the author isn't on a motorcycle. Bill Bryson was born and raised in America then later emigrated to England he is a top class novelist and comedian; sometimes overdone his comedy veers towards the wildly exaggerated American style this does mar the novel a bit in places. Bryson is astounded by many things that are of course common place to Australians but there is plenty of information that some of us would be unfamiliar with and Bryson relates the back story behind many events both historical and recent (the book was published in 2000). He has done thorough research and quotes sources as well as using footnotes. Don't take my word for how good the book is read what the critics said.

Readers love Bryson; some critics spit with hatred. Amazingly, Mark Sanderson, in the London Evening Standard, was more vituperative than most: "Australia is big, far too sunny and mostly empty: no wonder Bill Bryson feels it

is his kind of place. He is not really a travel writer at all. He prefers bookshelves to backpacks; he goes in search of clichés rather than new experiences. With an ego the size of Ayer's Rock, he seems to think God's Own Country needs the help of a patronising American."

You can hate him, but you can't ignore him, as Sanderson proved. He reviewed the new Bryson alongside another book about Australia, Michael Davie's *Anglo-Australian Attitudes*. Sanderson much preferred the latter, yet devoted only 15 per cent of his review to it. "There is no shortage of idiots - which is why *Down Under* will sell thousands more copies than *Anglo-Australian Attitudes*."

Terence Blacker, in the *Sunday Times*, was more temperate, but still dismissed the book as a hack job: "For someone about to visit Australia, *Down Under* presents a perfect, accessible introduction to the country, its history and its people. The problem is that, after a few pages, one finds oneself looking forward to the moments when Bryson takes us back to the library. The rich fascination of Australia's history and ecology, as seen by other writers, points up the thinness of our author's first-hand version of the country. From its defiantly dreary title onwards, *Down Under* feels like a journey taken at too great a speed on a road well-worn by other, more intrepid travellers, not to mention millions of ordinary, non-writing tourists."

Bryson's books seem so simple - solipsistic narrator, quick tour of country, lots of anecdotes, dash of humour, a few all-embracing conclusions - that some reviewers dismiss the skill with which they are put together. Not so James Urquhart in the *Financial Times*: "*Down Under* exhibits a smoother and more mature humour than previous works. The gags are still there - I couldn't help laughing out loud at some of his put-downs and conversations - but they are tempered with a satisfying breadth of historical perspective and research."

Points well made, and Urquhart produced a generous conclusion that helps to explain why Bryson gets away with his speed and shapelessness: "Bryson is such an agreeable, warm-hearted and witty companion that I ended up enjoying this book despite its shortcomings. This is, after all, a man who sits through the capital's promotional tourist video, *Canberra - It's Got It All!* -before renaming it *Canberra - Why Wait for Death?*" Bryson goes to Australia for a couple of months, produces a hack work that sells massively and even wins over a perceptive reviewer who has immediately seen through its slackness and superficiality. No wonder some critics loathe him. It just doesn't seem fair: he should at least have to suffer for his millions.

Lastly "If there were an Olympic category for Expedient Book Writing, Bill Bryson would be World Champion," said Kathy Lette uncompromisingly in the *Sunday Telegraph*. "In *Down Under*, he's going for Gold in the 'Quick! Let's-Cash-In-By-Writing-a-Book-About-Australia-Just-In-Time-For The -Olympics!'" This book shows its roots - in a colour supplement commissioned by *The Mail On Sunday*, padded out with some A-level history and lots of twee observations of a country crossed at speed. Any decent publisher would have ordered the author to spend another six months with his subject - but hey, this is Bill Bryson." And that was the gold bricking Kathy Lette a pot calling the kettle black. Bill Bryson had been to Australia several times before he wrote this book it's quite likely that Lette didn't read the whole book

The above criticisms are for the most part sour grapes from authors who are unable to match Bryson's sales figures; I say you can't argue with success. The reviews *are* culled from the *Guardian* a newspaper from the land of the "whinging pom."

You could say I'm lazy for using modified text from the internet but I'm not a professional author and see nothing wrong with using such material as it has been credited to the original source and thus promotes it.

Other reviews sourced from <https://www.theguardian.com/books/2000/jul/05/billbryson>

Clinton Williams

Blast from the past



Inverell 2010: Past President Rob Kenny, Max Conway, myself and John Mills.

This BSA outfit at Taree 2010 won best unrestored bike at our Pelican rally later in the year

Kim and Sheryl Carothers at Taree 2010 Photos Paul Kiley

A JAP/BSA special from the Tamworth rally 2015



GENERAL INFORMATION

For those of you who are on a government benefit of some kind and want to get a computer or upgrade your old one; call **Work Ventures** a not for profit organisation **on 1800 112 205**. They will sell you a refurbished computer which is warrantied and includes six months technical support so if you are hesitant about operating a computer they will walk you through any problems you may encounter which is something Harvey Norman does not offer. I bought a lap top computer for \$359 delivered to my door. There are no further expenses as Windows 10 and anti-virus software is already installed. My last two computers including the desk top model I make up the Flywheel on have all been very good and their staff assist me over the phone to sort out any issues I have; they remotely access your machine, locate the problem then fix it in fact it's been about five years since I bought this computer and I still get free assistance. I bought the lap top so I can plug in an endo scope I bought on line I will use this to check out hard to get to places like inside a combustion chamber on my bikes.

A note on Spark plugs; modern bikes use resistor plugs which are designed not to interfere with electronic equipment like mobile phones these plugs can be used in early model bikes but old style non resistor plugs will not work in bikes designed to use resistor plugs. My FXR was still running poorly until I replaced the NGK B8E S plugs with the correct resistor plugs which have blue lettering. I also replaced the plug in the Aermacchi/H D 350 with a grade hotter resistor plug (lower in number from an 8 to a 7) and the bike started much more easily, The bike needed a new plug anyway and the resistor cost was the same.

If you have had difficulties using standard Super Glue look for **Super Glue Gel**; it's much easier to use as it doesn't run so there's much less chance of the invisible glue sticking to your fingers and making a mess it's normally available alongside the original Super Glue at Bunnings or elsewhere.

When adding oil to your motor/oil tank an ATF bottle comes in handy as they generally have and extendable funnel in the cap and graduations to measure how much oil you add. The funnel is flexible so you can easily add oil to gearboxes and other places which may be difficult to access with a normal funnel and if you like you can squeeze the oil in quicker if it is heavy weight gear oil.

Clinton Williams

- As of Sunday 30th June, Hub Run cost will rise from \$3 to \$5 per person. This includes morning tea and lunch. You will be given a ticket on payment. If you lose the ticket you will need to buy another one if you want lunch. The member doing catering trailer duty on the day does NOT pay for lunch.
- The President's Choice prize of \$50 will not apply after next Sunday's hub run.
- For members wishing to hire the club bike trailer there will be a fee of \$10 per day.

As announced at the last club meeting, the RMS is conducting a review of the Log Book trial and are asking for feedback from clubs about the Log Book. At the time of the meeting our club had not received notice of the review. It turned up in the mail on Thursday 27th June and the response was required by **Friday 28th June**.

According to the letter from RMS, the objective of the survey was to identify:

- Stakeholder experience with the use of the log book
- Whether stakeholders support the log book being made a permanent feature of the Historic and Classic Vehicle Schemes
- Any safety risks associated with the additional road access enabled by the log book trial and how these should be mitigated.
- Whether there are appropriate compliance and enforcement measures in place to identify misuse/non-compliance of the log book.
- Any other feedback relevant to the trial.

As you can see, we only had a bit over 24 hours to make a response. I submitted a response on behalf of our club.

We still require four more volunteers for the catering trailer. If you can help, please contact the Events Committee or reply to this email. The trailer is kept at Erik's place, 95 Murrawal Road, Wyongah,
Mobile: 0402 279 208.

Mark Gattenhof -President

The trike Project so far...

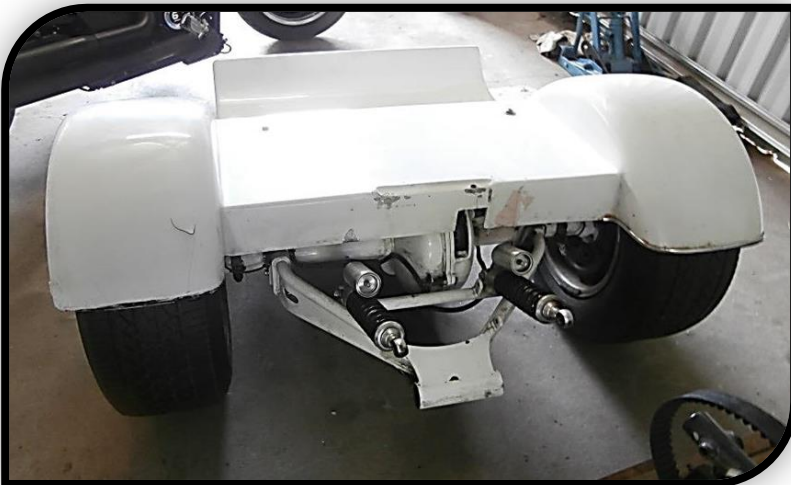
Left is one of the last Harley servicers which were built from 1932 to 1973 they were the first Harley to be fitted with an electric starter. This is the look I am aiming for minus the screen and extra headlights.

This is what I am starting with; the first picture shows the rolling back end which came off a 1975 Shovelhead trike. It has mounts for shock absorbers, a chain driven dif', hydraulic drum brakes and an electrically driven reverse gear mounted on the dif' the Servicar had a gear in the gearbox. It is a bolt up connection in place of the swing arm using the bike's rear suspension.

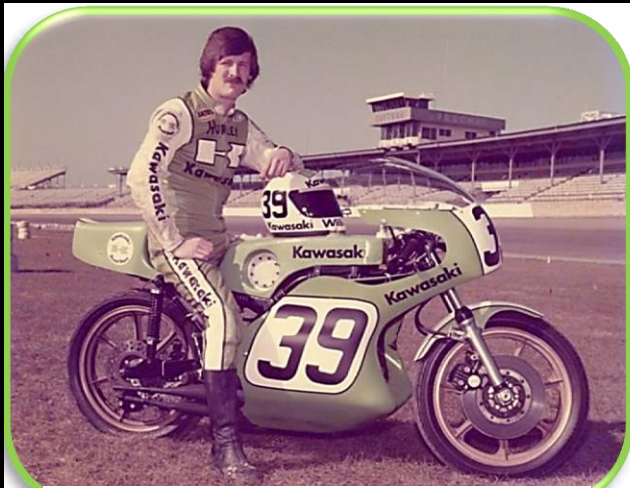
The body will have a box fitted to it- at this stage I am not sure about the whale tail; maybe have a longer box with a deeper back section or just cut it off.

Left is the trike as it was last used with a 1975 Harley to power it, next is my 1986 FXR that will power the 'new' trike. I have to shorten the front end and may use a Fat boy front end as it is shorter and looks like the servicar front and the disc wheel will come closest to matching the rear wheels. Bottom is the rear fitted to the bike the pivot point was modified using the FXR swing arm to make it fit. An engineer has inspected the work and I will take the trike to him for final road certification. There's a lot more to be done but so far so good

Clint.



Hurley Wilvert: privateer racer and nice guy R I P



Hurley on his semi works Kawasaki H2R

Most readers would be thinking Hurley Who??? Unless they had been at Amaroo Park in 1974 to see him win a two race international road racing event. Hurley would not have won the series but for the misfortune of Ron Toombs who crashed his H2R Kawasaki and broke his wrist and Kiwi John Boote who threw his chain while both were leading a race.

After Hurley won the “series” The Star Spangled Banner played by Jimi Hendrix was blasted over the track P A system. He was riding a TZ 750 Yamaha as his Kawasaki had been badly damaged earlier in Australia. That year Wilvert had ridden his year old air cooled triple to 3rd at Daytona behind Ago and King Kenny Roberts on works Yamahas while other talented riders either crashed or broke down including both full works Kawasaki riders. Hurley also teamed with Warren willing in 1974 until tyre problems ended their chance of winning the Castrol 6 hour. After retiring from top level racing he rode in historical events up until a few years ago.

Sadly Hurley passed away in August last year when the bike he was riding collided with another vehicle; he was 74. Hurley Wilvert was a humble man who was always surprised when people recognised him at events and asked for his autograph as he never won a big time race or a major championship of any kind.

As well as the above results Wilvert also was part of a team of eight riders in 1973 which set a new 24-hour motorcycle speed record on a Kawasaki Z1 at Daytona. The leading Z1 went 2,630.402 miles at 109.602 mph, beating the previous 24-hour record (held by BSA) by nearly 20 mph. In all, the three-day effort claimed 46 AMA and FIM performance records.

Wilvert was also key in helping move the AMA along in recognizing Superbike as a national class. Steve McLaughlin and John Ulrich had written up a proposal for the potential new class, but they

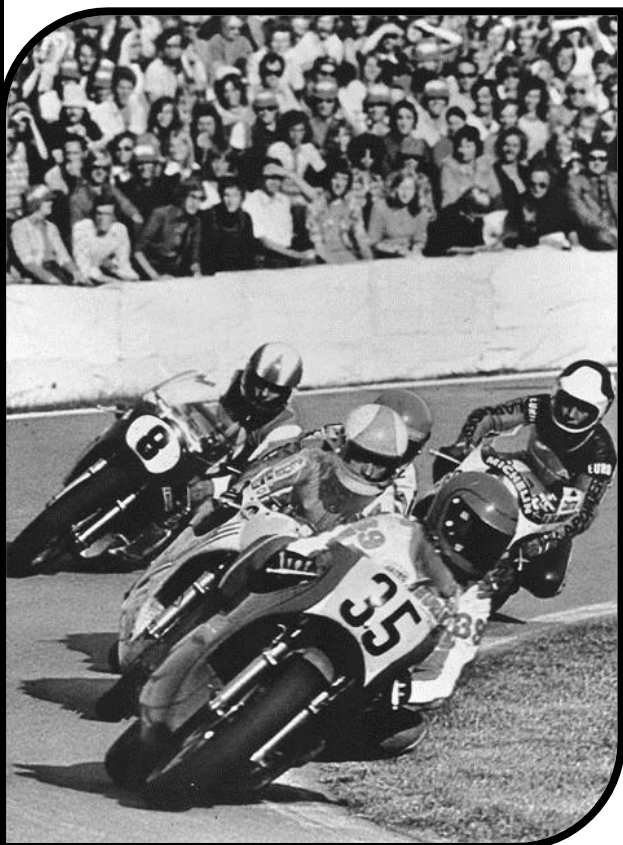
needed a rider who was well liked to present the proposal and according to McLaughlin, Wilvert was the perfect candidate. Not long after Wilvert presented the proposal AMA Superbike became a national series.

Clinton Williams



Dicing with Cliff Car at Sandown

Some information sourced from www.cyclenews.com



Wilvert leads the Formula 750 International race at Assen. He was beaten by world Champ Jack Findlay (8) on the final lap.

MORE FROM FREEMANS WATERHOLE



Henning Jorgensen's well-travelled 1970 R75/5 BMW alongside a Moto Guzzi 850T. Henning has been the organiser of the Alpine rally for many years this year he passed the job on.

Lids making adjustments to the steering head bearings on his Japanese market CB/TT400 Honda; Doug Pender's CX500 behind.

A 1969 Velocette Thruxton owned by Bruce web a member of the Velo' club among others



SOMETHING FOR TRIUMPH ENTHUSIASTS



TRIUMPH 3/5



TRIUMPH TR5 TROPHY



TRIUMPH T100



TRIUMPH THUNDERBIRD



TRIUMPH TR6



TRIUMPH TIGER T110



TRIUMPH 5T SPEED TWIN



TRIUMPH 6T THUNDERBIRD



TRIUMPH THUNDERBIRD



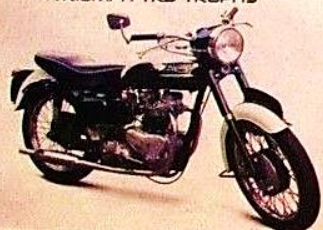
TRIUMPH TR5 TROPHY

TRIUMPH Motorcycles

1934 - 1969



TRIUMPH 3TA TWENTY ONE



TRIUMPH T110



TRIUMPH T120



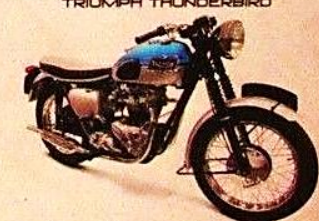
TRIUMPH THUNDERBIRD



TRIUMPH 3TA TWENTY ONE



TRIUMPH TROPHY TR6C



TRIUMPH T120 BONNEVILLE



TRIUMPH T100SS



TRIUMPH TIGER CUB



TRIUMPH 6T THUNDERBIRD



TRIUMPH TR6C TROPHY



TRIUMPH DAYTONA



TRIUMPH T120 BONNEVILLE

Honda's humble beginnings in America



Honda began its American operations in 1959 using trucks exactly like this restored Chevrolet to deliver motorcycles to the company's dealers across Southern California one of these trucks is depicted in an iconic photo circa 1961 in front of American Honda Motor's's original office at 4077 Pico Blvd. in Los Angeles. Underscoring their importance during those early days, American Honda has restored a truck to authentically match the one in the old photo, helping celebrate the company's 60th anniversary.

Two vintage motorcycles, a Honda 50 and CB160, like those originally carried in the trucks, were placed in the truck bed. The completed package is now on display in the lobby of American Honda's Torrance, Calif. headquarters.

These trucks helped American Honda quickly establish a U.S. market foothold, starting in Southern California. By 1965, Honda was the best-selling motorcycle brand in America with a market share of almost 72 percent.

CCCMCC Office Bearers 2019

Position	Name	Telephone	Mobile	email
President	Mark Gattenhof JP	4328 4060	0419 237 706	president@cccmcc.com.au
Vice President	Tony Carter		0415 488 194	
Secretary	Bob de Vries		0414 076 842	euny@bigpond.com
Treasurer	George Buroughs	4362 3585	0407 085 646	
Public Officer	Mark Gattenhof			
Committee:	Neil Crocker		0418 233 196	
	Robert Orr	4367 3055	0414 692 018	
	Barry Allertz		0425 286 201	
Events Committee	Rob Clarsen		0490 194 092	
	Glenn Shipway	4341 0695	0413 857 162	
	Barry Allertz		0425 286 201	
Rally Co-Ordinator	Vacant			
Rally Secretary	Bob de Vries		0414 076 842	euny@bigpond.com
Catering	Merrilyn Gattenhof	4328 4060		
Trailer Booking	Bob de Vries		0414 076 842	euny@bigpond.com
Editor	Clinton Williams	4991 2844		wclinton38@yahoo.com.au
Library	Bill Worden	4332 4485		
Machine Registrar	Mick Dallimore	4358 1844	0413 146 754	stinkendog@gmail.com
Property Officer	Tony Carter		0415 488 194	
Regalia	Peter Anderson		0409 714 951	

MACHINE EXAMINERS

Area	Name	Telephone	Mobile
BENSVILLE	Kim Carothers	4369 3097	
ERINA	Robert Orr	4367 3055	0414 692 018
GOROKAN	Ian McDonald	4392 2151	0409 522 151
NIAGARA PARK	Tony Carter		0415 488 194
TOUKLEY	Bruce Cruickshank	4396 4647	
WYOMING	Col Graham	4324 3259	0417 203 322

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

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

Club e-mail: 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

Magazine Distribution: Steve Cooper

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

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

Jokes and curiosities

I bought my Victory Judge from a man who'd lost an arm to cancer, if he hadn't lost his arm he'd be still hanging on to the Victory. Sad but true story

A doting wife was preparing a delicious meal for her husband; he smelt it cooking and asked "what are you cooking tonight dear?" "Shakespeare pork" she replied.

Really her husband asked "Why is it called that?"

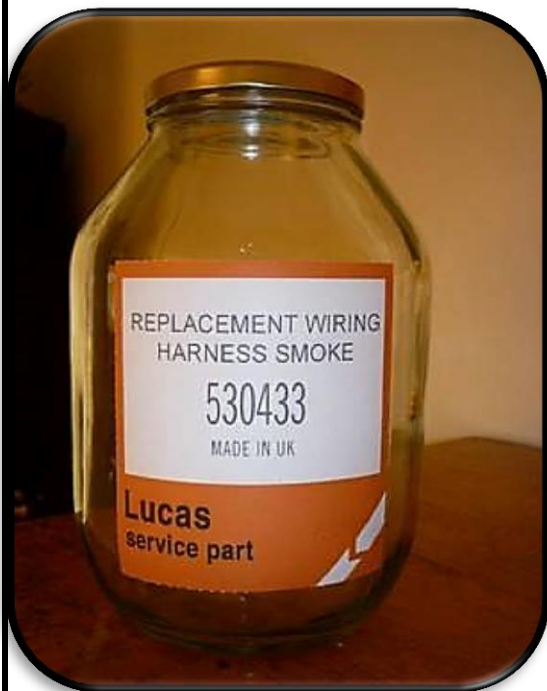
"Because it's As You Like It" she replied (a bit lame but it's original: Clint.)

Who said cows were stupid? Run away cows made it across the Blue Mountains 25 years before men

Why do women go to the toilet in pairs? So they can gossip about blokes? So they can bitch about other women? Primal instinct? It's a total mystery to all men but we don't really care as most blokes are glad they have gone for a while and can gossip and whinge about them.

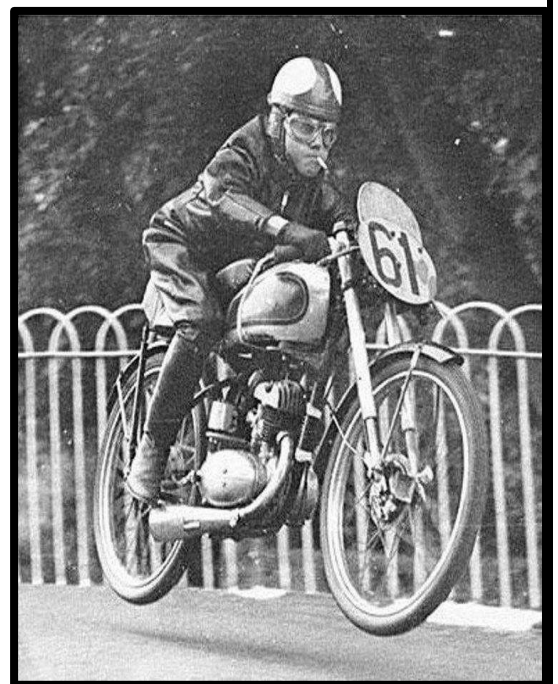
My solution to reducing deaths climbing Mount Everest; cut the top off it so it's not so hard to climb.

This space remains empty because not even any jokes came my way via e mail unless they went to my spam box so feel free to send some good ones for next issue.



An early Japanese rider location and brand of cigarette unknown.

Left an essential service part for British bikes of yesteryear



CCCMCC EVENTS CALENDAR - 2019

July

Date	Event	Remarks
Tuesday 23 rd	General Meeting – 7.30 p.m.	Ourimbah RSL
27 th / 28 th	Macquarie Towns Rally at Pitt Town	Invitation Event – Contact Gary Appleyard 96742535
Sunday 28 th	Hub Run	Woodbury Park
Sunday 28 th	Nabiac Swap Meet	National Motorcycle Museum

August

Date	Event	Remarks
Saturday 3 rd	Combined Clubs Ride – Luskintyre Airfield	Invitation Event – Contact Events for Entry form Phone 0429700257
Sunday 4 th	Sunday Ride	TBA
10 th / 11 th	Cessnock Swap Meet	Cessnock Showground
16 th / 17 th / 18 th	Newcastle VMCC Rally at Stockton	Invitation Event – Contact Neville 0249282665
Sunday 18 th	Sunday Ride	TBA
Tuesday 20 th	Committee Meeting – 7.30 p.m.	Ourimbah RSL
24 th / 25 th	Bulli Antique Motorcycle Weekend	Contact Events for further info Tony Blain 0419 229 605
Tuesday 27 th	General Meeting – 7.30 p.m.	Ourimbah RSL

September

Date	Event	Remarks
Sunday 1 st	Hub Run	Woodbury Park
Saturday 14 th	Pelican Rally Marshals pre Rally Ride	9.00 a.m. Camp Chapman
Sunday 15 th	Central Coast VMCC Swap Meet	Doyalson RSL Club
Sunday 15 th	Sunday Ride	TBA
Tuesday 18 th	Committee Meeting – 7.30 p.m.	Ourimbah RSL
20 th / 21 st / 22 nd	<i>Pelican Rally</i>	<i>Camp Chapman</i>
Tuesday 24 th	General Meeting – 7.30 p.m.	Ourimbah RSL
Sunday 29 th	Hub Run	Woodbury Park

36th Annual Pelican Rally

For Historic and Classic Motorcycles

To be held on the weekend of 20-21-22 September 2019 at

Camp Chapman, Somersby, New South Wales

Great Rides Great People Great Raffles

Prizes for Best in Class

Presentation Dinner on Saturday Night

For further information

email: euny@bigpond.com

Or phone Bob 0414 076 842

Friday's ride to Jerry's café Kulnura can be taken on club plated bikes if you go directly there and back otherwise use your log book

The FLYWHEEL

The magazine of: -

The Central Coast Classic Motor Cycle Club Inc.

P.O. Box 9006

WYOMING NSW 2250