

The

# Flywheel



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



*An interesting motorcycle*

*Beezer Bill with his B32 BSA hybrid the 1951 350 motor is similar to the more sought after Gold Star (Bill has two anyway) the frame is from a swing arm 1957 A10 650. The bike was previously owned by club member Earl Mould.*

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

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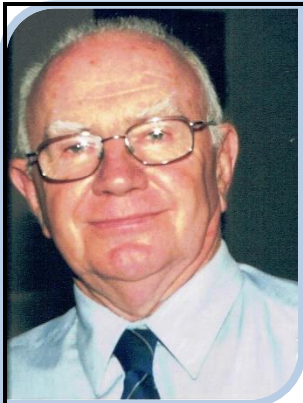
**Magazine Distribution:** Steve Cooper

**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.



## Secretary's Report – March 2021



The New year has started off a lot better than the old year finished. Gradual easing of restrictions has allowed us to hold meetings and hub runs – albeit whilst adhering to government health advice re hygiene and maximum numbers allowed at various venues. We're still not out of the Covid woods just yet and things can change at the drop of a hat, as you all well know by now.

New members keep joining and our current total is 146. Following the usual pattern, we were inundated with members' renewals at the beginning of the year but these have now reduced to a trickle. Apparently, some members have renewed by paying their subs direct into the club bank account, but haven't returned a renewal form or officially notified the club of the payment as requested on the renewal form. Indeed, our Treasurer, Jim, has advised that there are direct payments listed on the bank statement that don't even have the name of who paid!

Then, of course, there is the old problem of members who have been in the club for some years simply not bothering to submit a renewal as requested until they are badgered into doing so. It seems that loss of memory may be rampant in our club.

Some members question the need to go through the process of submitting a renewal form. Most understand it and don't complain. Among the forms submitted for this year is one change of address and several changes to phone numbers and email addresses. Without the forms we would not be able to update the club records. A reminder for those of you with Conditional registration: If you haven't renewed your membership for 2021 then your registration and 3<sup>rd</sup> party insurance is invalid as of 1 January.

**New Members:** A warm welcome to: Charlie Brown, Gregg Marlow, Michael Zeederberg, Andy Brown, Stephen Colby, David Carter, and Paul Edwards.

*Ride safely Mark Gattenhof Secretary*



*George Burroughs Taking the Clubman of the Year 2020 award flanked by Mark and Peter*

## EDITORS REPORT

A full issue for March with plenty of club member's contributions and bikes Peter's Bultaco being featured and Bill Worden's BSA on the front cover, Earl Mould's Douglas Dragonfly is in a background story on the marque it being quite a rare machine. The Back Page has some photos along with space for member's addresses- I forgot this last time. For Honda owners I included a three page biography on Soichiro Honda as his life and accomplishments are fascinating and I think most members have owned a Honda or two.

As for my Harley D I Y trike: it is now running; I found a gear linking the solenoid and starter had slipped out un noticed during assembly so with that back in place the engine fired up and now runs well with no oil leaks so progress is being made.

[wclinton889@gmail.com](mailto:wclinton889@gmail.com) is my new e mail address due to continuing problems with my Yahoo account so correspondence for the Flywheel and myself should now be sent there or 0422059995.

Clint.



*The D I Y trike on its first test ride. A steering damper is needed to keep the bars steady over bumps otherwise steering and handling is good, suspension also excellent on the rear but a bit more preload on the fork springs may improve their action, the brakes also good. Still a work in progress,*



## CLASSICS AT FREEMANS WATERHOLE



*Henning Jorgensen's 1958 BMW R60/2 outfit with Tilbrook inspired body rebuilt by the owner.*



*The last Mach 3 Kwaka this model had less horsepower than any previous Mach 3 so the owner must have felt compelled to put a set of expansion chambers on it*



*An early Fastback Commando with the first 'ducktail' on a production motorcycle later used by Kawasaki as a style element on the 2 stroke triples and Z1 900. The Jolly Green Giant is owned by a member of the Hunter Valley Norton Owner's Club*



*A 1974 1000 kick only Sportster looking like it was bought the day before. This model was popular with the macho type of rider who believed electric start motorcycles were for sissies; contrary to popular belief the Sportster did start first kick when the right procedure was followed. Another HVNOC bike*



## 1955 NORTON M30 INTERNATIONAL: RACE BRED CLASSIC

This Featherbed-framed Norton International is a rare and storied machine, the road-going version of the legendary Manx G P racer. The International model was the mainstay of British racing for generations, and was introduced in 1930 with a new OHC design by Arthur Carroll. Carroll had been hired by Norton to design a new motor to replace the 1927-29 CS1 designed by Walter Moore, who had taken his design with him to NSU. Carroll's engine was closely based on the Velocette OHC design, although, construction typically robust Norton with thick cases and wide, heavy flywheels. Carroll's design proved itself immediately on the road and in racing, where the International was king of the road for the next six years until the specialized Manx Grand Prix model appeared in 1936, which was a proper production racer with magnesium castings. The International reappeared after World War II in the Garden Gate plunger frame with Roadholder telescopic forks, and it could be easily tuned to give 100 MPH, which was still the gold standard of speed. The International won the Manx Grand Prix in this form from 1949-1951.

When Norton paid the McCandless brothers to use their Featherbed frame design in 1950, it transformed the Norton range into modernity, as the bikes handled better than any other in the industry for many years. The International was installed in the Featherbed frame by 1951, which gave an additional lease on life for an engine designed in 1929. The Featherbed International is a beautiful machine, the best looking of all Norton roadsters of the '50s and with performance to match; but, the world wanted parallel twins of ever larger capacity, so the International became to-order-only by 1955, by which time the motor had gained an aluminium cylinder barrel and head, yet still had the exposed hairpin valve springs it had originally been designed with. Regardless of the old design, the International was the closest thing to a road-legal Manx you could buy, and it had big respect wherever it was ridden. You could special order an International until 1958, and the later the bike, the more likely it would have magnesium castings for the bevel-drive housings, cambox and timing cover—all Manx parts, making the association that much stronger.

This legendary 1955 Norton M30 International is from the MC Collection and a rare machine, as Norton hand-built its Internationals at the end of its run in the same shop as its Manx racers. It's a motorcycle built with care for performance and the last of a long line of overhead-camshaft Nortons that dominated racing for 30 years.

The International was replaced by the less powerful OHV ES2 500 but the Featherbed frame and Roadholder forks were retained and also used in the twin cylinder range up until the 750 Atlas last produced in 1968 and all Tritons.

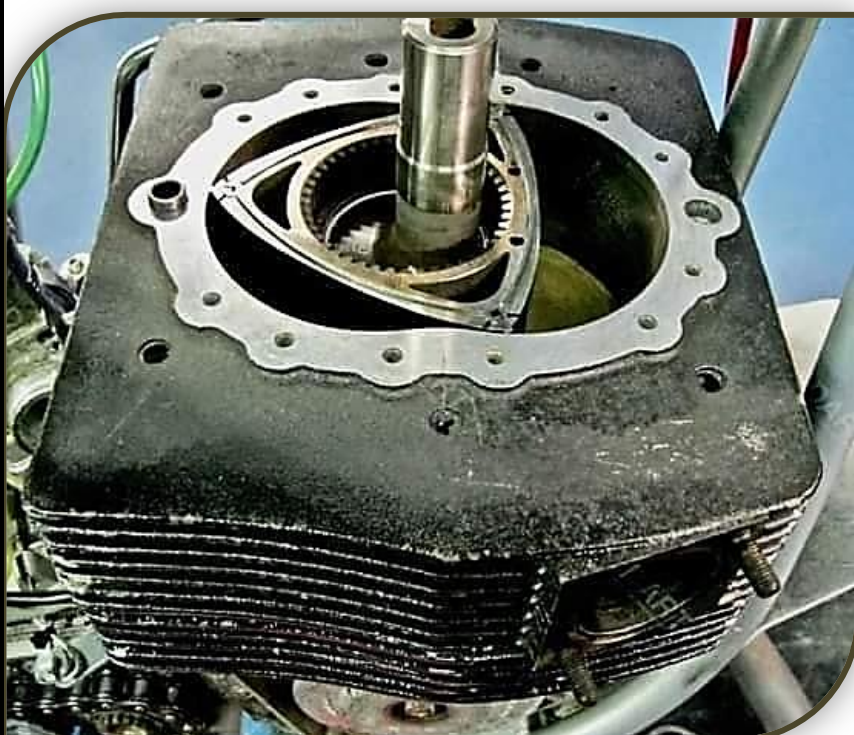


*Text and Photo sourced from POIM (Pics Of Interesting Motorcycles)*





**The 1974 Hercules W-2000 used a Sachs-sourced Wankel,**



Hercules built a few off-road Wankel-engined motocrossers for the ISDT and for their US importer Penton Motors. A few of these showed up in the USA, but they are very rare. The crankshaft was mounted nearly vertical, presumably to give a shorter wheelbase and better cooling, but while the engine might look like a traditional two-stroke, a close look reveals that it is a Wankel.

*Instead of the piston going up and down, the Wankel's triangle-shaped rotor spun on a vertical crankshaft. It had separate intake, combustion and exhaust cavities.*

*The head does not contain a combustion chamber, but instead seals off the rotor. The plate on top of the engine accesses the top crankshaft bearing.*

Source: <https://motocrossactionmag.com/bikes-youve-never-seen-before-hercules-wankel-502-rotary/>

## HERCULES WANKEL

Most of you will have seen Tim Corlett's Hercules road going Wankel but this rare off roader is a very different take on rotary powered motorcycles. The centre picture may give you some idea as to how the engine works.

Felix Wankel (born 1902 in Lahr, Germany) had the vision for his remarkable rotary engine at the age of 17 and began working on prototypes 5 years later. He gained his first patent for his engine in 1929. It wasn't until 1957, working in conjunction with NSU, that he had a fully functional rotary engine prototype, and immediately began licensing the engine, which had many theoretical advantages over a typical piston motor. The first motorcycle applications for this promising engine appeared shortly after the first rotary-powered automobiles, the Mazda Cosmo and NSU Spider were introduced in 1964. The Hercules was the first production motorcycle using a Wankel motor. The first models used a two-stroke mix in the gasoline to lubricate the engine, which was later upgraded to an oil injector. About 1800 were sold under both Hercules and DKW badges between 1974 and 1976. In 1977 they sold all their production tooling to Norton.





## JANUARY HUB RUN



*John Mill's '72 model 650 Bonny along with one of several well restored Honda Fours*



*New member Ian's 'customised' Honda Four*



*Spike Cherrie's 1976 Triumph Bonneville a tidy example in close to stock trim.*

*A Bonneville Special with standard model's less restrictive exhaust system.*



*A good turnout for our first official Hub run in a year with Covid safe catering supplied by Marilyn and her team a few new members with their bikes and regular Hub run attendees made for an enjoyable day.*





## ***Triumph X75 Hurricane-***

For 1973 Triumph made 1200 of these stunning specials primarily designed for the American market. The design was by Craig Vetter a young American who later went on to produce and sell thousands of Windjammer fairings.

The X75 Hurricane was produced with style being prominent over function; a lot like many Harleys. Opinion was divided as some critics saw only the impractical side of this now very collectable machine. The

fact is if a customer wanted a standard

Triumph Trident they were still on sale and cost less. The critics seldom mentioned this. On the other hand if a BSA enthusiast wanted a new Rocket 3 this was about as close as he could get- the motor is a BSA Triple -but if you wanted to grab people's attention this was the bike to have.

In 1968 Vetter was commissioned to design the Hurricane for BSA and his work was accepted but when it was finally produced the Hurricane was rebranded a Triumph. The main styling features were the swooping fibreglass single piece tank/side cover/seat unit which hid a small 12.5 litre fuel tank, the exhaust system used three separate header pipes with three mufflers all stacked on the right- the headers actually performed better in getting the hot gases away from the centre cylinder than the Trident's siamese centre pipe but ground clearance could be a problem. Extended forks were the one feature that weren't produced to Vetter's original design; the alloy triple clamps were set one inch lower to give a longer look to the front end but in a Cycle Guide interview Vetter later said he mistakenly left one inch plugs in the fork tubes; he had used these earlier to get the style he wanted but they should have been removed before the prototype arrived in England the factory made longer tubes so the style was more radical than intended and made using the centre stand a big ask. The BSA motor was already a better looking engine with the slanted cylinders and smoother left side cases; the extra head finning is both practical and stylish. Alloy rims were a classy addition with the conical hub brake being retained while the standard 1973 model Trident was fitted with a slightly better 10 inch disc brake.

. At many classic bike rallies at least one Hurricane is on show and we have at least one in our club; John Bloor's Hinkley factory produced a similarly styled homage to the Hurricane in 1998 with two

pipes on the left called the Thunderbird Sport.

Considering the Hurricane's intended purpose it was a success for the British bike industry at a time when failures were the norm. *Clint.*



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# Soichiro Honda

## One man's vision created the world's largest motorcycle company-



*Honda poses on one of his early race bikes*

Of the 'big four' Japanese motorcycle companies only Honda was the result of one man's strive to achieve mechanical excellence.

Despite the interruption of World War 2 Honda resumed the business he began before the war and from its ashes built motorcycles and cars that became world beaters in a multitude of racing disciplines. "Honda races Honda wins" was the moto that inspired his race teams to succeed. He then used the knowledge gained from competition to build motorcycles that won over customers who wanted the sophistication available in such bikes as the Honda 750 four, Goldwing and many more.

□  
Honda was born in Kōmyō village, near Hamamatsu on November 17, 1906. He spent his early childhood helping his father, Gihei Honda, a blacksmith, with his bicycle repair business. At the time his mother, Mika Honda, was a weaver. Honda was not interested in traditional education. As a toddler, Honda had been thrilled by the first car that was ever seen in his village. In later life, he would often say that he could never forget the smell of oil it gave off he once borrowed one of his father's bicycles to see a demonstration of an airplane made by pilot Art Smith, which cemented his love for machinery and invention.

At 15, without any formal education, Honda left home and headed to Tokyo to look for work. He obtained an apprenticeship at a garage

in 1922. He stayed for six years, working as a car mechanic before returning home to start his own auto repair business in 1928 at the age of 22.

Honda raced a turbocharged Ford in the "1st Japan Automobile Race" at Tamagawa Speedway in 1936. He crashed and seriously injured his left eye. His brother was also injured. After that, he quit racing.

In 1937, Honda founded Tōkai Seiki to produce piston rings for Toyota. During World War II, a US B-29 bomber attack destroyed Tōkai Seiki's Yamashita plant in 1944 and the Iwata plant collapsed in the 1945 Mikawa earthquake. After the war, Honda sold the salvageable remains of the company to Toyota for ¥450,000 and used the proceeds to found the Honda Technical Research Institute.

Honda became reacquainted with a friend, whom he had known during his days as a supplier of piston rings to Nakajima Aircraft Company. In 1949, Honda hired Fujisawa, who oversaw the financial side of the company and helped the firm expand. *(While Honda wanted to build cars the Japanese government restricted his ambitions to motorcycles claiming there were enough car builders in Japan, this of course infuriated Honda but was of great benefit to motorcyclists and only delayed Hondas production of cars in any case; Honda cars debuted in 1963 but here we are only concerned with motorcycles)*

In 1948 Honda produced a complete motorized bicycle, the Type A, which was driven by the first mass-produced engine designed by Honda, and was sold until 1951. The Type D in 1949 was a true motorcycle with a pressed-steel frame designed produced by Honda with a 2-stroke, 98 cc 3 hp engine, which was the very first model in the Dream series of motorcycles. In 1959, Honda Motorcycles opened its first dealership in the United States. Honda was quick to realise that American marketing methods were needed to sell his early step thru's hence the "You meet the nicest people on a Honda" sales campaign.

As president of the Honda Motor Company, Soichiro Honda turned the company into a billion-dollar multinational company that produced the best-selling motorcycles in the world. Honda's engineering and marketing skills resulted in Honda motorcycles outselling Triumph and Harley-Davidson in their home markets.

From 1960, Honda entered all of the World GP races with 125cc and 250cc machines, the company's efforts were rewarded with a maiden win in the 1961 Spanish Grand Prix (the opening event), when Australian Tom Phillis brought his 125cc Honda home in first place. In the next race, in Germany, Kunimitsu Takahashi became the first Japanese rider to win a World GP event, with his 250cc Honda being the first Japanese bike to win in this class. That same year, Honda was declared the double World Champion, claiming the 125cc and 250cc categories.



In the third year of its TT racing program, Honda was able to hoist the winner's trophy on the Isle of Man thanks to the legendary skills of Mike Hailwood who won the 125cc and 250cc races. Honda took the first five places in 125cc and 250cc classes, the latter brought particular pleasure to Soichiro Honda.

After Honda's dramatic domination of the 250cc class, the company moved up into the 500cc category in 1966, by which time the marque was represented in all classes (50, 125, 250, 350 and 500cc) except for sidecars. Almost unbelievably, Honda claimed the World Manufacturers Championship title in each class. Honda clocked a total of 138 wins in this first sortie into World GP racing before the company took a break from the arena in 1967. It had shown that Honda had the technology to compete on the world stage, and successfully spread the Honda name across the globe.

Honda missed only the premier class rider's title before retiring from G P racing at the end of the 1967 season however they gained that title and many more after their return to GPs in 1979.

The Honda motor company used the knowledge gained from G P racing to develop a range of four cylinder motorcycles for the road. They had a prestigious victory at the 1970 Daytona 200 mile Formula 750 race this was a one off entry which boosted sales of the ground breaking 5 speed inline four.

Everybody recognises the value brought to Harley Davidson by attaching the names of the bike's original builders to the brand as with Ford in the car world. Honda the man was different in this respect; for reasons of his own his son Hirotoishi Honda was denied an inherited position in the Honda Company.

Hirotoishi founded his own successful company Mugen Motorsports which had business relations with his father's company. In 2003 Hirotoishi managed to dodge a criminal charge of tax evasion by laying the blame at the feet of his auditor, Hirotoishi was fined 240 million yen for his involvement while auditor Norio Hirokawa was sentenced to 3 years in jail.

Soichiro Honda retired from direct management of his company in 1973 as he felt the younger generation should continue the development of the brand. In Japanese society Honda was considered a maverick he bristled at the most frequently offered explanation of Japan's industrial success: that its population is able to sublimate individual needs to those of the group.

"Each individual should work for himself -- that's important," he said in a rare interview. "People will not sacrifice themselves for the company. They come to work at the company to enjoy themselves." Whether that credo still applies today is an arguable point but there is no argument regarding the value of the man's contribution to engineering excellence on both two and four wheels. In 1982 The American Society for Mechanical Engineers established the Soichiro Honda Medal in recognition of Mr. Honda's achievements; this medal recognizes outstanding achievement or significant engineering contributions in the field of personal transportation. In 1989, he was inducted into the Automotive Hall of Fame near Detroit.

Soichiro Honda died of liver failure on August 5, 1991, days before the Hungarian Formula One Grand Prix,. Ayrton Senna, winner of the Grand Prix, dedicated the victory to the late Soichiro Honda. He was posthumously appointed to the senior third rank in the order of precedence and appointed a Grand Cordon of the Order of the Rising Sun.

*This potted history is only a glimpse of Soichiro Honda's life and achievements. Clint.*

***Hondas first 'motorcycle' the type A built in 1948- forty years later the RC 30 production racer won the first two World Superbike Championships and many national championships.***



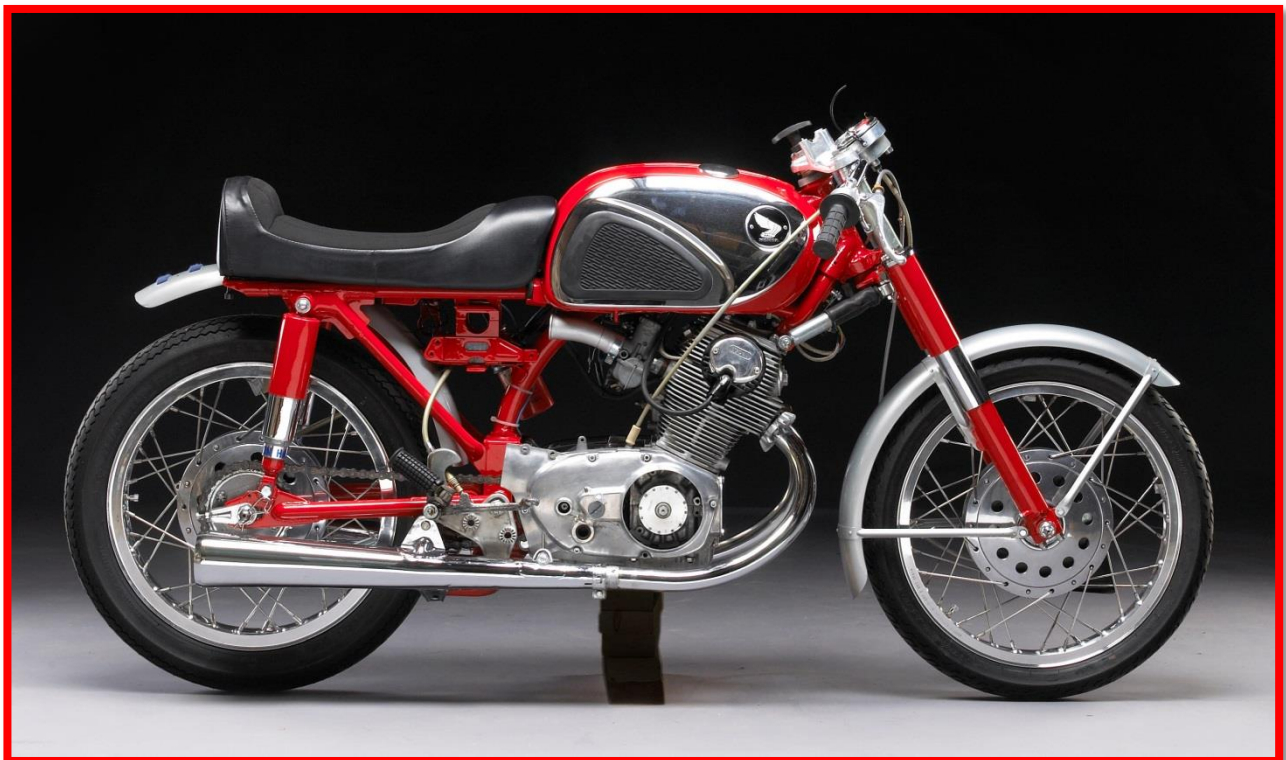
Sourced from: <http://factsupdate.com/social-welfare/soichiro-honda-motor-company/> and other sites



## More on Soichiro Honda and History, of the Super Hawk 305

Make no mistake; Soichiro Honda will go down in history as the man who truly changed the face of motorcycling forever. Honda founded his enterprise in 1947, using war-surplus Tohatsu generator motors clipped to bicycles. After his supply of engines dried up, he designed his own 50cc two-stroke clip-on motor, the first Honda Cub. Sales boomed, but Honda wanted more, and in 1954 he made the unheard-of plan of visiting Europe and learning as much as he could, directly from the best motorcycle factories in the world. He met with Triumph's Edward Turner, who was impressed by Honda, but could not see beyond his own legendary ego that the man before him would, within 15 years, come to ruin his home industry! Honda visited the Isle of Man to see the TT races, and spoke with helpful emissaries at the NSU, Horex, and DAF factories. Realizing that fine production tolerances could only be achieved using European and American tooling, Honda was granted enormous government grants and bank loans to create two state-of-the-art factories, at Hamamatsu and Saitama. He had deeply studied the world's best lightweight racing motorcycles – the all-conquering NSU Rennfox and Rennmax, and taken them as his template for a new series of production motorcycles. The result was the C70 Dream model of 1956, whose engine profile would be instantly familiar to any motorcyclist awake in the 1960s; it had a single overhead-cam parallel twin-cylinder motor with all-aluminum construction, fine pitch finning, and a slight forward cant to the cylinders. The frame was light and strong, made from welded steel pressings. Honda had taken the Rennmax and brought it to the street; no other manufacturer in 1956 could boast of such a sophisticated and affordable package, and within a year it boasted an electric starter as well. In 1959 the next iteration of the Dream line arrived, this time a super-sports machine, the CB72 Hawk. Gone was the gawky Teutonic styling of the Dream, replaced by clean lines which promised Speed – and the bike didn't disappoint. With a 10,000rpm rev limit and top speed around 90mph; the Hawk was an instant hit. In 1961 an added 45cc was found, and a true Middleweight arrived, the 305cc CB77 Superhawk. With 28.5hp and 95mph top speed, plus utter reliability and sound handling, Honda had arrived, and the world took notice. The factory offered a comprehensive list of racing items to bring the Superhawk onto the track, including a bump-stop seat, special carb bellmouths, special rearsets, megaphone exhaust, etc. This 1966 CB77 has most of the 'race kit' installed, and was fully restored several years ago, with minimal mileage since. <https://www.lotsearch.net/.../1965-honda-cb77-superhawk...>

So Honda copied the Rennmax to make the 305cc CB77 then Laverda copied the CB77 to create the SF750. Don't forget Benelli also copied the design of the CB500 Four to build their 500 and 750 models. *Clint*





## Friday 26<sup>th</sup> February ay Jerry's

Adrian's much modified BMWR60/ 900 powered outfit: A later model R100 bobber style air head BMW with our club member's Triumphs.



A radical looking Yamaha V4 race replica in the colours of Kenny Roberts.

A 1989 Kawasaki ZXR 750 Superbike in close to stock condition; Aussie Rob Phillis won the Australian Superbike title on similar bike in 1989 and in 1991 and 92 was a strong contender in the World Championship finishing third overall both years. The ZX750 was the last carburetored Superbike to win races with the title going to American Scott Russel in 1993; he had 14 career race wins in total and five Daytona 200 victories as well.



## ***The Douglas Dragonfly***

The Douglas Dragonfly model introduced during 1955 featured a completely revised set of cycle parts housing an engine that, although clearly derived from the earlier 500cc prototype, had been refined. Consequently a stiffer crankshaft assembly was fitted to a stiffer set of crankcases. Pivoted front fork frame with conventional shock absorbers, a first for Douglas and Earles forks replaced the torsion bar sprung frame. The new model was well received by both the press and public but the company's reliance on one model placed them at a disadvantage, restricting their potential sales volume. The company was already in the hands of the Official Receiver when the Dragonfly was introduced and was sold to the Westinghouse Brake and Signal Company in 1956, motorcycle production ceased in 1957. Only 1,457 examples were manufactured including a handful of the twin carburettor models fitted with the earlier Mk. V engine and magneto ignition. Below is one of the final models manufactured and, as such, is a highly sought after motorcycle. Finished in red and black and in excellent condition throughout, the bike has just passed an MoT test to confirm its roadworthiness. *(From POIM Facebook)*

**Pre-war history notes:** Douglas Motorcycles were made from 1907 to 1957 pre-war twins were along the frame. The company also made cycle cars powered by 1070 the 1224cc engines they were too expensive and none survive today. The along the frame twins were more popular and came in 350 and 500 capacities

Douglas gained significant attention in 1932–1933 when Robert Edison Fulton, Jr. became the first known man to circumnavigate the globe on a 6 hp Douglas twin fitted with automobile tyres. Fulton went on to write a book on his adventure titled "One Man Caravan".

Douglas had some success in motorcycle racing and trials events. Twelve Douglas motorcycles were entered in both the Junior TT and Senior TT, and another three were in the Sidecar race during the 1923 TT. This gave Douglas their first senior Isle of Man TT victories. However Douglas had previously won the Junior TT in 1912. Tom Sheard won the 500 cc Senior TT and they won the first ever Isle of Man Sidecar race with Freddie Dixon

*(notes from Wikipedia)*

***A Dragonfly from the 'net and Earl Mould's Dragonfly at February's Hub run; Note differences in the engine but cycle parts are close to identical***





## ***EL PRESIDENTE'S BULTACO METRALLA***



My Bultaco is a 1970 Bultaco Metralla MK 2 (metralla in Spanish means shrapnel'. I bought the bike 2nd hand from Dicker Motors, Gosford in 1973 and used it as my daily ride. In 1976 it was fully road registered and I had a slight

accident that cause some superficial damage

and it was slipping out of gear occasionally. I took the bike to Stockton in 1976 and put it in my parent garage with the intention of fixing the damage and gears soon. The bike stayed in the garage until 2017 (50 odd years) until the family home was sold. The bike escaped being sold when on one occasion a handyman mowing the lawn saw it and tried to convince my mother to sell him the old bike and another time after repeated attempts by a relative he convinced my mother to give him the old bike. I found out about the conspiracy at a family funeral and quickly put a stop to that plan.

When I attempted to move the bike after 50 years, the primary and drive chains were both rusted that much that wheeling the bike was impossible and removing the chains was just at impossible so I cut the primary and drive chains with an angle grinder. Because Stockton is a sea side suburb everything metal and chrome was rusted and all aluminium bits were oxidized. It was a ground up, every nut and bolt restoration.

The motor was rebuilt by Bean Industries, Tuggerah. Aluminium was vapour blasted and polished by Newcastle Vapour Blasting, I stripped everything down put it back together with lots of photographs and notes. Hamilton Chrome did all the chroming and zinc plating. The paint and some panel work was done by Damo at Gold Star Motorcycles, Paterson, NSW. The old bike in the shed turned out fantastic and is fun to ride and it is a pleasure when people look and appreciate the finished product.

*Peter Redman*

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### ***Extra Bultaco info'***

Bultaco was founded in 1958 by Paco Bultó with the motto "The market follows the chequered flag" Bultaco produced many world class motorcycles winning world championships in road racing, trials, motocross and world speed records with legendary riders such as Angel Nieto and Sammy Miller. Bultaco closed its doors in 1980 due to increased market competition from Japan after a socialist government was elected the economy was liberalised in 1975 labour disputes followed sending the company to the wall; a similar fate befell the British motorcycle industry.

Only 5,508 Mk2 Metrallas were made between 1966 and 1974, so they are a comparatively rare machine today and highly sought-after.





# THE CHANGING FACE OF THE MOTORCYCLE INDUSTRY



A photo from an old book written by Erwin Tragatsch born 1916 died 1984 submitted by club member *Richard Banks*, The Kawasaki factory photo would have been taken in the early 1970s a more up to date picture would probably show fewer workers and more automation. The Japanese have been able to keep up with changes in technology and continue the production line advances that Henry Ford is credited with having started. Some countries like Spain and some former East Bloc states that were caught out by sudden economic liberalisation could not compete. *Clint*



# BITS AND PIECES

## 1950'S MEMORIES FROM AFRICA

In the late 1940's, early 1950's, my father, Tom, who was not any engineer of any sort, but a practical hands-on enthusiast and motorcycle rider himself, built this 'miniature' motorcycle for me.

The small wheels and mudguards came off a delivery/ butchers bicycle and the frame was mostly bicycle and aircraft (4130 chrome molybdenum tubing).

The engine was a 98cc Villiers 2 stroke with a clutch and 2 speed gear box.

A second hand fuel tank and saddle came from a small James motorcycle.

The throttle was a hand lever on the RH handlebar, and a cable operated gear shift was also mounted there.

The little engine had an open flywheel and a kickstart pedal.

The bike had a good turn of speed, and was admired by all.

As an eight or nine year old, the rigid suspension did not bother me, and the bike greatly improved my popularity amongst the local lads in the suburb!

*Happy motorcycling! Brian Zeederberg*

Rumour has it that club member Glen Vial has purchased a RAREEEEEEE..... Special edition factory Special 1963 Rocket Gold Star only produced in a small number. Can't wait to see it. It just shows that rare bikes are still out there. *Anonymous contribution*



*When you are eager for that ride and you have striped the thread on your spark plug and don't want to take off the head. This is how you go about it!*

*I bet it happened in many workshops as well. Rob Clarson*

## FOR SALE

*Mostly BSA C11 parts with some forks off a Jap bike Call Max Conway 43926371.*

Box Trailer , professionally modified to take a bike (front panel drops down)...comes complete with alloy ramp with fittings, new spare tyre, jockey wheel and spare and security devices. There is some surface rust which needs a little rubbing down; but i have the paint but not the inclination.

*Rego until July 2021 \$395.00 or near offer.*

*Call George 0407 085 646*





## CCCMCC EVENTS CALENDAR – 2021

**Please note:** Events may be cancelled at short notice. This will be advised to members via email. Also check the Events page on the club web site at [cccmcc.com.au](http://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.

March	July
Tues 16 Committee Meeting Ourimbah RSL Sun 21 Ettalong-Palm Brach Ferry & Lunch Tues 23 General Meeting Ourimbah RSL Sun 28 Hub Run Woodbury Park	Tues 20 Committee Meeting Ourimbah RSL Tues 27 General Meeting Ourimbah RSL
April	August
Sun 18 BSA/Norton Gathering – Jerry's Café @ Kulnura – 0900-1300 Tues 20 Committee Meeting Ourimbah RSL Tues 27 General Meeting Ourimbah RSL	Sun 1 Hub Run Woodbury Park Tues 17 Committee Meeting Ourimbah RSL Tues 24 General Meeting Ourimbah RSL Sun 29 Hub Run Woodbury Park
May	September
<i>Sat 1 Gloucester Motorcycle Expo</i> Sun 2 Hub Run Woodbury Park Tues 18 Committee Meeting Ourimbah RSL Tues 25 General Meeting Ourimbah RSL Sun 30 Hub Run Woodbury Park	<i>17-18-19 Pelican Rally (TBC)</i> Tues 21 Committee Meeting Ourimbah RSL Tues 28 General Meeting Ourimbah RSL
June	October
Tues 15 Committee Meeting Ourimbah RSL Tues 22 General Meeting Ourimbah RSL Sun 27 Hub Run Woodbury Park	Sun 3 Hub Run Woodbury Park Sun 10 Maitland Swapmeet Tues 19 Committee Meeting Ourimbah RSL Tues 26 General Meeting Ourimbah RSL Sun 31 Hub Run Woodbury Park
	November
	Tues 16 Committee Meeting Ourimbah RSL Tues 23 AGM Ourimbah RSL Sun 28 Hub Run Woodbury Park
	December
	Sun 12 Christmas Party

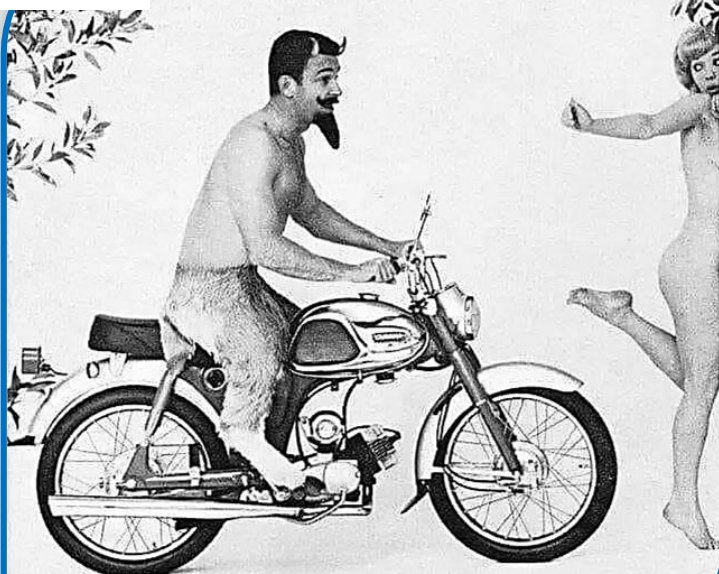
***BSA/NORTON GATHERING (NORTH)*** 2021 18th April 2021 at Jerry's Café

***Make sure you book your swap site at the Bulli Antique bike weekend 28th and 29th of August. This is a bike only swap meet attracting thousands of enthusiasts, for site bookings call Mick Johnson 0419 297 171***



It's got a wooden frame, wooden engine, wooden wheels, and a wooden gas tank. Did he ride it? No, wooden start.. Contributor Mark Gatenhof

## Jokes Page

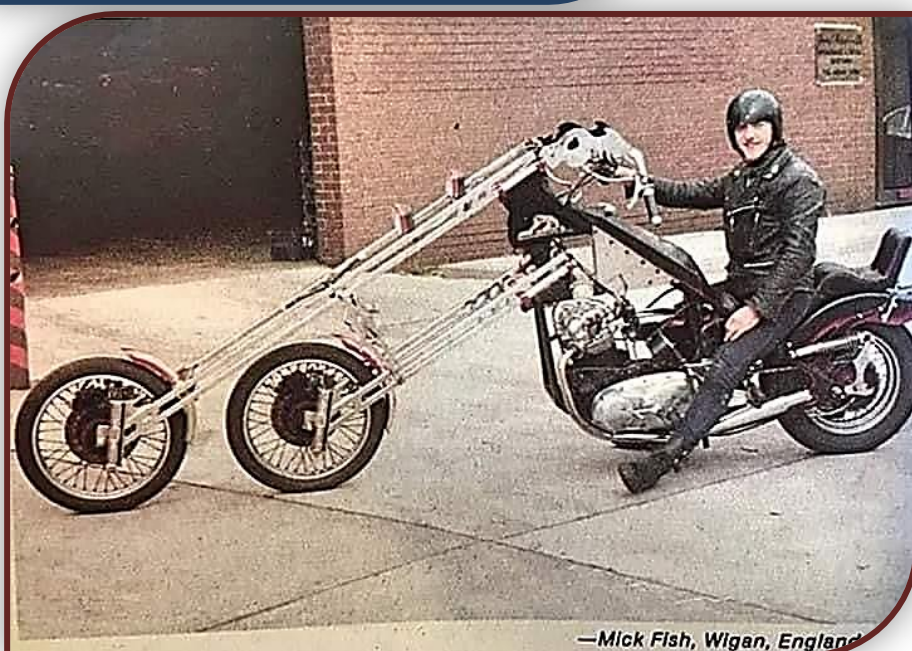
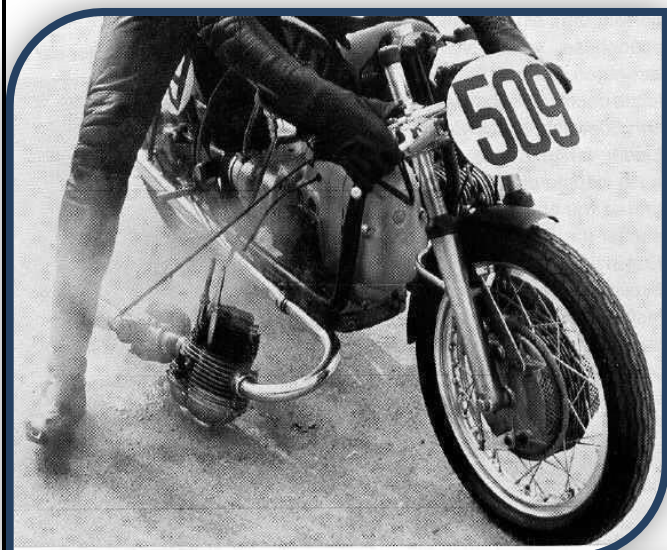


Pursue the good life on a Yamaha

*This ad from the swinging 60s is wrong in so many ways: it's denigrating to women, shows an equally offensive portrayal of men, the piddling commuter bike is a bad fit for pursuing the good life and in the modern context the rider adds another letter the LGBTQI collection. I doubt it boosted sales of Yamahas especially if that type of rider was a demographic sample. This ad is about as convincing as the look on the satyr's face?*



*Oops. Now I remember where those left over nuts were meant to go.*



—Mick Fish, Wigan, England



*This Norton actually did some road miles around France and won a prize at a show in Kent. This is a solution to fork flex- if you want raked out forks- in that respect it is no more laughable than the Yamaha Niken with two set of front forks and wheels which answered a question nobody asked.*

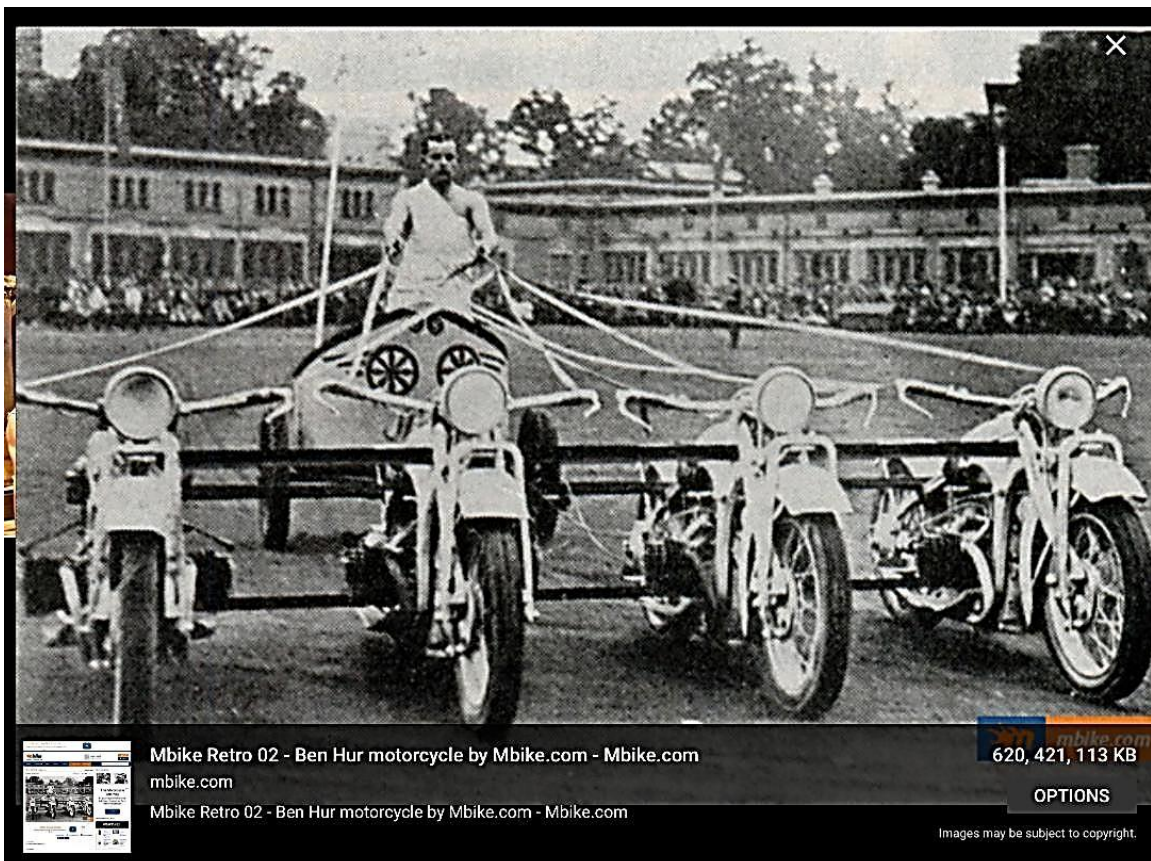


## *Back page*



*A few photos of Motorcycle Art taken near Toowoomba in Queensland by Spike Cherie*

*The Flywheel- The Magazine of the Central Coast Classic Motorcycle Club  
P.O. Box 9006, WYOMING NSW 2250*



Mbike Retro 02 - Ben Hur motorcycle by Mbike.com - Mbike.com  
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620,421,113 KB

OPTIONS

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*Photo submitted by Adrian Kuiters*