

The

Issue # 192 May 2021

# Flywheel



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



*A happy Jim Elderfield impersonating Steve McQueen with his Triumph 500 Adventurer*

*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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**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 – May 2021



Well, here we are almost half-way through another year and things are looking a bit better than this time twelve months ago. However, as we all very well know, things can change very quickly, so stay alert and keep up to date with current issues.

Meetings and Hub Runs have been reasonably well attended so far and it was great to see two of our members, Ray Spence and Max Conway, who haven't been in the best of health in recent times show up at our last hub run.

Recently Peter Anderson put his hand up to take on the role of Club Welfare Officer. If you know of any member who is "under the weather" please let Peter know and he will follow up.

Arrangements for this year's Pelican Rally are taking shape and Tim Corlett has taken on the role of Rally Co-Ordinator. Tim is very enthusiastic and has some sound ideas about what we can do to improve how the rally is run. Further details as they come to hand.

A reminder for those of you with Conditional registration: It is a requirement for your registration to be renewed each year that you have attended at least four nominated events during the year to be eligible to have your registration renewed through this club. Those events are Club meetings, Hub runs, Pelican rally, Christmas party and any other event the committee may determine. Make sure you put your name in the attendance book at these events as we keep a record of who has attended.

We received word from the management of the Ourimbah RSL Club that at our March meeting a couple of our members were rude to reception staff when signing in to the club that night. One was cited as being "extremely rude" and we were given his name. There is no need for bad behaviour by our members. The Club staffs have a job to do and they need to abide by the regulations set down by the government. If they ask you to follow certain procedures to sign in then that is what you must do.

**New Members:** A warm welcome to: Jeff Cannon.

*Ride safely, Mark Gattenhof Secretary*

## From The Editor

Winter arrived the day after I got back from an informal Old Skool rally held on Thunderbolt's Way about fifty kilometres out of Gloucester. The rally was a good break with the weather being warm enough to camp out. Since then a combination of cold weather and recuperating from a minor operation has kept me limited to sort rides.

I was able to make it to our two most recent Hub Runs on days when the weather was favourable thanks go to Geoff Hookam for additional photos on the most recent run. I'm hoping to get away again in a few weeks.

*All the best Clint.*







## MARCH HUB RUN

*Geoff's 1973 model Triumph Trident after six years of detailed professional restoration- this bike was a basket case meant to be a donor bike for a Rickman Trident but since it had matching numbers Geoff's mechanic talked him into a full resto' the results speak for themselves.*

*Below- Graham McCulloch's Bonneville in between Bruce's Velocette and an ex-Trevor Davis R75/6 BMW*



*Glen's most recent purchase a U S spec 1963 BSA Rocket Gold Star in unblemished condition.*



## *Peter's Honda 400 four cam chain chew out fix*



I decided to purchase a 1974 Honda 400 four from a fellow in

Newcastle. Me being my usual impulsive self, I didn't do enough research about this particular model (and didn't have a comprehensive look all over the bike before I purchased it.) Had I had done so, I would have established that the 350/400 fours have an inherent design fault with their cam chain adjuster/mechanism.

I took the bike for a quick spin around the block, running a bit rough,

carby issue, easy fix I thought, numbers crunched, and I was the new owner of the little red Honda. It wasn't until I got the bike home and closer examination (trying to find the cam chain adjuster) that I saw that unlike the bigger Honda 4's, the 350/400's have the adjuster at the front of the motor under the oil filter. I was horrified to see that the adjusting bolt on my new pride and joy was broken off in the crankcase.

After much cursing, heating, Dremel work, impact driver and more cursing I was able to get the broken high tensile bolt out of the alloy crankcase. The tensioner is a horseshoe design that sits under the crankshaft. When the lock nut is undone, the spring loaded tensioner pushes on a flexible guide at the back of the motor onto the cam chain, at which point the lock nut is re-tensioned. Unfortunately because the bolt on my bike had been snapped off for who knows how long, the cam chain hadn't been adjusted. When the chain became loose, as had happened, it rubbed on the pivot point of the adjuster and peened it in that position, not allowing it to move. The end result was a motor that sounded like a chaff grinder at idle.

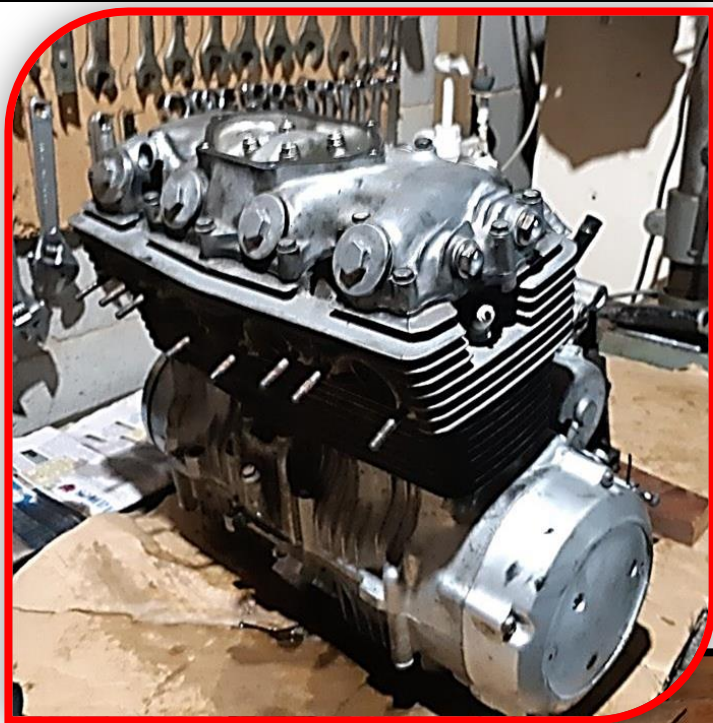
Unfortunately there is no easy fix for replacing the cam chain adjuster on the little Honda 4's. Unlike the larger 750/500 which is 2 bolts at the back of engine, remove adjuster and replace/repair. On the 400 it's engine out of the bike, barrel and head off and cases split to access the bloody tensioner. There is a positive here, nearly all the parts are available, and there is a fellow in South Africa who makes an upgraded tensioner with a brass bush on the pivot point, which is a big improvement on the original Honda design being steel on steel.

After a fair bit of procrastination and debate with the Minister for Finances I bit the bullet and ordered the parts. The engine internals (aside from the adjuster which was stuck and stuffed) were in great condition. New primary and cam chains, tensioner, piston rings and the bike is running beautifully and I couldn't be happier.

The moral of the story, do your research before you buy a bike, but I'm sure you all know that.

*Peter Odonnel*





## Strip down in pictures

*Motor out then stripped down to the last nut and bolt to get to the offending chain tensioner (pictured bottom)*



*Note Wellington boot in bottom left to give a perspective of scale. All credit to Pete for reassembling this lot.*

*Left: The worn cam chain tensioner can now be repurposed into a door knocker*







## Suzuki's repli racer

For those of you who want to ride a bike that looks like Barry Sheene's championship winner Suzuki released a road going version of the stepped/square four two stroke. This was in 1984 only two years after Franco Uncini won the 1982 World championship on the Roberto Galina Gama version doubling up on Mad Dog Marco Lucchinelli's '81 title. The

road going version was in close response to Yamaha's V4 500 and most people who rode both machines felt the Suzuki was the more manageable of the two.

The RG500 MK1 debuted on the world's race tracks in 1974 and was quickly followed by customer versions which packed 500 grids around the world netting Suzuki the manufacturer's title from 1976 to 1982. Barry Sheene's bike (X14) was only slightly different to the

over the counter race bikes and this

frustrated him no end as sometimes privateers such as Jack Middleburg and

others were able to beat him. For 1977/8 Suzuki made the more compact X22 for works riders. The big innovation here was the cassette style gearbox and lowering the front pair of cylinders to make a more compact motorcycle. The manufacturers title remained with Suzuki although Kenny Roberts on the more basic in line four Yamaha won three riders titles until Team Gallina riders Lucchinelli and Uncini rode the more refined Gama X22 with Randy Mamola as runner up having had early input into the compact and nimble 1981 model. In the mid-1980s two strokes had not yet been taken out of production so riders were able to buy race replicas from Yamaha Honda and Suzuki. The RG 500 had 95 hp in a 340 lb package. The layout out of the engine enabled disc valve induction which is recognised as being superior and more accurate than piston port intake which in line multis must use as the timing disc runs off the end of the crankshaft. An alloy frame and

lightweight cast wheels make this a

bike with a great power to weight ratio.

The bike below belongs to a rider who calls in for coffee at Freemans Waterhole he has rebuilt the engine and added expansion chambers to increase the power. He is close to being finished but the fatter exhausts mean the bottom portion of the fairing scrapes around corners when fitted he plans to raise the suspension to solve this problem.





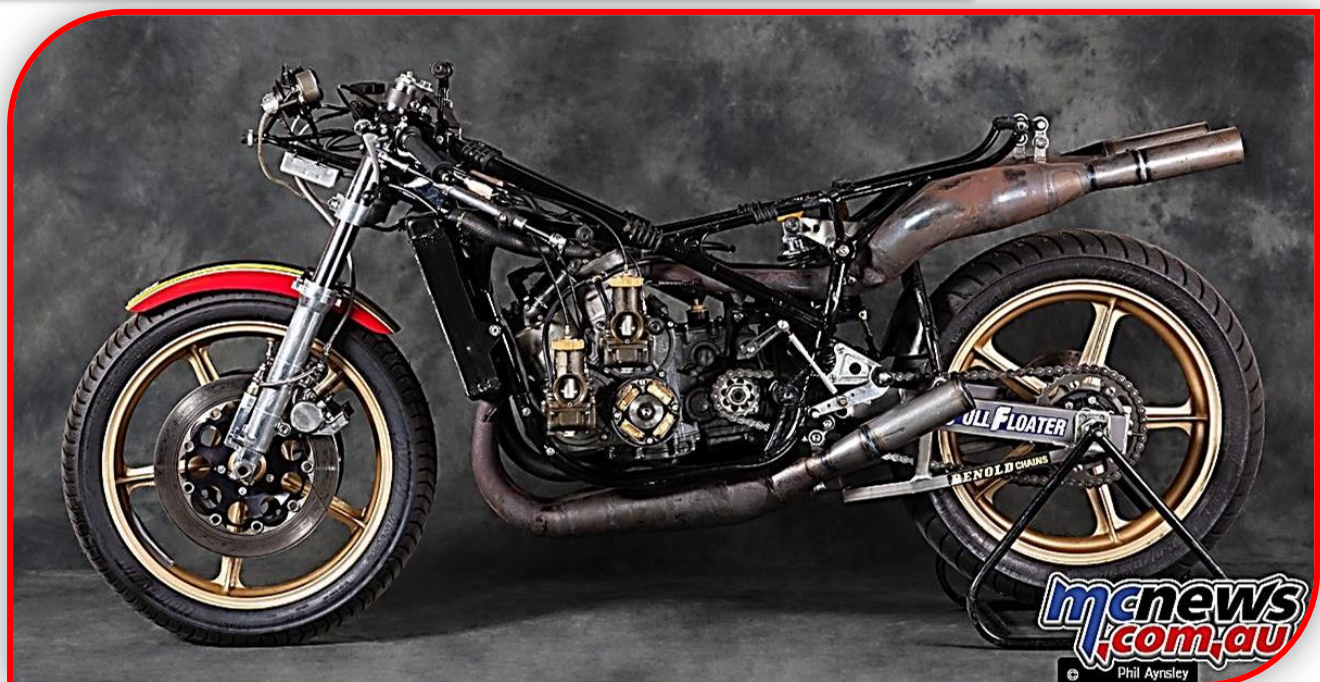
## Racing RG500s



*Barry Sheene's first RG500 looking rather spindly compared to later more powerful versions of which there were at least fourteen.*

*Randy Mamola on his way to second in the world leading Kenny Roberts' Yamaha in 1980*

*The workings of the stepped square four exposed: Yamaha and Cagiva copied this layout but moved on to V4s as did Suzuki*





## Triumph Adventurer the world's first adventure trail bike

In the early 1970s, the engineers at Triumph were trying to spiff up their line of models at the lowest cost possible, since Triumph was having severe financial problems. Triumph had been partnered with Birmingham Small Arms (BSA) for over 20 years, with the two brands kept very separate until the late 1960s, when the British motorcycle industry started collapsing. At the Meriden factory, workers began cobbling together bikes by picking and choosing from the Triumph and BSA parts bins, and in 1971 some enterprising worker realized that with a few minor modifications, the Triumph 500cc engine could be fit into the new BSA scrambler-type frame.

The U.S. had always been Triumph's best market, but sales of the high-piped street-scrambler T500C models had dropped off, thanks to cheaper Japanese machines. However, the marketing suits at the Meriden factory figured that a Triumph-powered woods bike might have good sales potential, so they built one.

Introduced for the 1973 model year, the Trophy Trail was known as the Triumph Adventurer in the U.K. Rumour had it that the Trophy Trail was, in truth, a tribute to the 1973 International Six Days Trial (ISDT) that was being held in the U.S. This was the first time since 1913 that the ISDT had a venue outside Europe. This new model was not intended to go up against ferociously focused machines put forth by outfits like Jawa, Husqvarna and John Penton, but would be the layman's version, giving the image of derring-do while offering a modicum of comfort.

The ISDT was originally intended to be a reliability event, with the motorcycles running for six days, and repairs could only be done by the rider with tools he carried. This made a great deal of sense back before World War I, as roads were in pretty rough shape. After the end of World War II the event had been altered to fit a more modern format, with the course being run mostly on dirt roads and trails, with a bit of pavement in order to keep everybody honest as to lights and braking. Many manufacturers took winning deadly seriously, but not the boys designing the TR5T however nowadays the T500C is a rare lightweight Triumph that is attractive with its alloy fuel tank and simple design.



*Jim's triumph is very close to being stock standard.*



## May 2021 Hub Run



*Mick Goldsby's Interstate Commando next to Tim's earlier Gus Kuhn version.*



*Another Norton belonging to John from the Newcastle Club; this one most likely a 650SS*

*A standard Triumph Daytona named from winning the 200 mile race twice in the late 1960s*







## Geoff's Photos

*Geoff Hookam sent in these photos: a mint looking BMW K75 an engine shot of Ben's Ducati 750 Sport and club members Ben Nigel Lou and Lee*







## ***1958 ARIEL CYCLONE A VERY RARE BIRD***



Ariel was early to the vertical twin party started by Triumph with the 1938 500cc Speed Twin. Their first entry was the model KH 500cc parallel twin launched in the first year of civilian production following World War 2, 1945. The KH was designed by the legendary Val Page, utilizing two chain-driven cams and a one-piece crankshaft. Its layout followed the British norm of the day. When Ariel decided it needed a 650 twin, they simply adapted a BSA A10 650 twin engine; it was the cheapest way after all. BSA owned Ariel, having purchased it from Jack Sangster during the war. It made perfect sense. The new Ariel 650 twin was called the Huntmaster. The '58 Cyclone utilized a high-compression version of the Huntmaster engine. It was a two-year-only model (1958-1959) and just 174 examples were produced total.

### **BUDDY HOLLY & THE 1958 ARIEL CYCLONE**

As the story goes, in May of 1958 Buddy Holly & the Crickets were burning up the charts with their latest hit *"That'll be the Day"*. They had just returned to Dallas, Texas after their World Tour and the band decided to buy 3 brand-new Harleys in Dallas, the ride them the 300-miles back to their homes in Lubbock, Texas. But the Harley dealer didn't recognize them, and refused to take them seriously. So, they walked out and ended up into Ray Miller's Triumph-Ariel dealership where Miller sold Holly's bass player, Joe Mauldin a new Triumph Thunderbird, and drummer Jerry Allison a new TR6A Trophy. Buddy Holly himself chose a brand new 1958 Ariel Cyclone, then the three of them rode over to the Harley store and did burnouts in his parking lot before riding home to Lubbock in a thunderstorm. Within less than a year, Buddy Holly would be dead, killed in a plane crash. His Cyclone passed through several hands, family, friends, the other two Crickets, even Waylon Jennings (who played with Holly briefly before his death). It sold in auction in 2012 for \$450,000 and now sits in the Buddy Holly Centre in Lubbock TX.



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**One for Triumph enthusiasts**

**FOR 1978,  
STILL THE BEST HANDLING,  
MOST LEGENDARY MOTORCYCLE  
IN THE WORLD.**

**TRIUMPH**





## 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



Look how instinctively, the mother croc carries the baby in its mouth. Nature is beautiful.

JOKES PAGE



*Before and after dog realises  
owner is in the room*





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