



Bi-Monthly Journal of the Central Coast Classic Motorcycle Club

The Flywheel

Upcoming Events

Sun 2nd October Hub
Run, Woodbury park

Sun 9th October
Maitland Swap Meet

Tues 18th October
Committee Meeting

Tues 25th October
General Meeting

Sun 30th October Hub
Run, Woodbury Park

Tues 22nd November
A.G.M. Ourimbah RSL
Sun 30th November
Hub Run

Sun 11th December
Club Christmas Party
Gosford Golf Club



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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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Magazine email: cccmcc1.nsw@gmail.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: Open to persons with an active interest in the preservation, restoration and use of Veteran, Vintage and Classic motorcycles.

Presidents Flywheel Report

Well we did it! The 37th Pelican Rally is done and dusted. A terrific event that was enjoyed by all. For those who were at the Presentation Dinner on Saturday night, in my few words of welcome and congratulations to everybody, I said that in my opinion it takes three (3) things to make an event successful.

First.. you must have thorough planning, so that there are no hiccups or mishaps.

Second....you must have supportive sponsors to help with the expense to put the event on.

And Thirdly,...you must have enthusiastic and helpful members and guests to turn up, be involved and help the event planners. Undoubtedly, we had all the three components to make our Pelican Rally as successful as it was.

Tim Corlett did a marvelous job as Rally Coordinator. He has worked on this rally for two years, with the 2021 Pelican Rally cancelled due to Covid restrictions. Tim put his hand up to get the 2022 Pelican Rally going and put a tremendous amount of work in. There were volunteers who gave Tim a hand, which I congratulate you all on. From Tim's rally committee, Secretary Mark, Treasurer Jim who diligently handled all the monies, rally catering by Merrilyn and Rob (before he got sick) and those who jumped in and cooked on Friday nights Meet and Greet, also Saturday and Sundays breakfast. Thank you all.

We will publish a full list of Rally Sponsors for you all to see and if you are looking for goods and services please have a look and if you can, support these sponsors as they have supported our club and you as members.

Neil and Treasurer Jim and a couple of other members are embarking on a bike ride to Darwin. Some road and some dirt riding. I hope they have a safe and enjoyable trip and please send us a trip report from time to time. Ride safe and see you when you all get back.

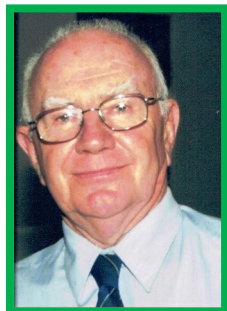
New memberships keep rolling in and welcome to those new members. It was good to catch up with some of the new members at the Pelican Rally, such as Jaz from Kulnura and Dudley Lister, who generously both donated their time along with Phil Hitchcock from Road and Race, to be our bike judges.

Finally, a big congratulations to club member Lewis Smith who took out Best Bike in Show, with his Honda CB 1100F. All judges were impressed with the genuineness and condition of Lewis' bike. It must have been good because there were many, many very impressive bikes there. Also a congratulation to all the category winners, some our members and some visitors. Well done everybody...



Peter Redman.
CCCMCC President.

Secretary's Flywheel Report



Well, here we are into spring once more and club activities are back to normal following on from the Covid hiccoughs. Your committee has been very busy organising our annual Pelican Rally – the first we've been able to have for the past two years. There will no doubt be lots of photos taken by Editor Craig in this issue. The rally went off quite well due to much hard work and planning by our Rally Coordinator, Tim Corlett, and all those members who assisted him. Well done Tim and crew.

Club membership is increasing and the list of new members is below. We now have 169 members, quite a number of whom don't appear to show any interest in club activities. This raises the question – Why did you join the club? The club was formed with the aim of providing a group for people interested in the restoration, preservation and riding of historic motorcycles – not for individuals who simply want to register an historic motorcycle! If this doesn't suit you then perhaps you should make alternative arrangements.

Sadly, we recently learnt of the death of one of our older members, Thomas Edward "Eddie" Craft. Eddie joined the club in 1993, Member No. 42, and was a keen, enthusiastic, and popular member of the club. He will be missed by all who knew him. Rest in Peace Eddie.

New Members: A warm welcome to Peter Brady, Dean Allard, Miles Pettigrew, Warren Thomas, Ben Tunnicliff, Steve Cain, Andrew Johnson, Nathan Johnson, Graham Smith, Jason Pendreigh, Chris Bostock, Daryl Lynch, Tony Matiassi, Zach Saxby, Grant Stanton, Rod Allen, Linds Crawford, Stephen Ross, Paul Cooper, Phil Limon, Terry & Deb Avery, Ron Baillie, Jaz Davis, Gary Duff, Russell Sayers, Mick Dudley, Bob Frankel and Rob Robinson.

Ride safely,
Mark Gattenhof
Secretary



Eddie Craft; Member No 42

Members Don't forget!
22nd of November is the club's
Annual General Meeting at
Ourimbah RSL 7.30pm Sharp.
All Members are encouraged to
Attend! Thank you.

2022 Pelican Rally Show and Shine Winners



Lewis Smith – Best 1981-1992



Lewis Smith – 1983 Honda
CB1100F



Lewis Smith – Best Bike in Show



Kevin Daniel CEMCC
1951-1960
1057 AJS Mod 18s.



Glenn Redman HVNOC
1961-1970
1964 Norton 650 SS



Grant Stanton CCCMCC
1971-1980
1973 Honda CB350



Steve Cutting Gosford District
MCC
Best Outfit, Triumph & sidecar



Kim Carothers CCCMCC
Pre 1950
1949 Ariel Square Four



Member Profile – Spike Cherrie

CCCMCC MEMBER. No 343

SPIKE CHERRIE

Q.. Out of interest how did you get the name Spike?

A.. I was christened Brian Cherrie, but for as long as I can remember everyone called me Spike. Even my mother called me Spike. It just stuck. When I began my stunt career I adopted 'Spike' as my professional name. I have legally changed my name to Spike Cherrie with Births Deaths and Marriages.

Q.. Spike, where did you grow up?

A.. I was born and raised in Branxton in the Hunter Valley. I went to Branxton Primary School and Maitland Boys High School. I was the School Captain at Branxton Primary School and have the dubious honor of being canned by the principal while I was the School Captain.

Q.. Spike, what sort of work did you do?

A.. When I left school I got work as a bathroom tiler. I decided along the way that I didn't want to go on doing bathroom tiling. When I was about 19 years old I saw a documentary of Grant Page, a stuntman. I had a 'light bulb moment' and decided I wanted to do stunt work.

I moved to Sydney and worked at 'Differential' a mechanical shop repairing and replacing car differentials and gear boxes. The workshop was in Riley Street, Sydney up near Kings Cross. I learnt a lot and got a good education and life experiences around the Cross. I believe those were my "informative years."

I did a Stunt course (which was a bit dubious and run by a dubious character.") I then got into stunt work and later had my own stunt coordination business.

Q.. Do you recall any particular stunt, Spike, that sticks in your mind?

A.. One, where I nearly quit stunt work. I had a job which was to roll a car over. During the roll over the safety harness broke and I was thrown all around the inside of the car. Smashing up against the steering wheel and inside of the car. When it stopped rolling, and they got me out I was in a lot of pain. I was sitting there thinking to myself "Why am I doing this?" Then over the loud speaker I heard them say "And now Spike Cherrie is going to do a jump on a motorcycle." I got on my stunt bike (a XT Yamaha) and did the jump. I never regretted my decision to keep doing that work.

Q.. What was your first bike?

A.. My first bike was a Royal Enfield. I'm not sure if it was a 350 or 500. I bought it from Greta and pushed it home to Branxton with flat tyres. I paid fifteen dollars for it. My brother helped me get it going and we paddock bashed it.

I did some extra work at the Heddon-Greta Speedway selling programs and one night I told the announcer I wanted to sell the Royal Enfield. He made the announcement, and I hadn't even got down from the broadcast box before blokes were coming up to me to buy it. A guy drove me home to Branxton straight away and pick the bike up that night for forty dollars.

- Q.. What is your favorite bike you have owned?
- A.. Undoubtedly my favorite bike is a 1976 XT Yamaha. It was a customized stunt bike, which I still own. It is still in the original customized condition. I will never part with that bike.
- Q.. Spike, do you have any other motorcycles?
- A.. I have my FJR daily ride bike. I have a 76 Triumph Bonneville, another XT Yamaha, a 73 Honda SL 350, a 1942 BSA M20 Military bike, a Matchless G80 and a couple of other projects.
- Q.. How long have you been a member of the Central Coast Classic Motor Cycle Club?
- A.. About 3 years or so now. (Spike's number is 343 joined 27/03/2018)
- Q.. What do you like about the CCCMCC, Spike?
- A.. I love the club. I have never been a club person. I enjoy individual sports and things. I'm not into team sport. I like the club friendship and the feeling of belonging to a group of people that are like minded to myself, who love motorcycles and riding. I've taken more skin off riding motorbikes that I like to remember. Sometimes when I have a bit of a sore back or knees and I might be feeling a bit 'down' I just go for a ride. Everything disappears when I am riding and I am completely relaxed.
- Q.. How did you enjoy the 37th Pelican Rally?
- A.. I have loved the rally. It was well organized. Everything was safe, there were no accidents. The venue was great and everybody had a good time. The organization was brilliant.
- Q.. Anything else you would like to add before was finish, Spike?
- A.. Just one thing. I worked at Stay Upright with Warwick Schuberg an ex-cop who did motorcycle riding courses. He wanted me to join a motorcycle stunt performing show he had. I did an Instructor's Course for motorcycle riding instruction and taught defensive and higher grade riding skills. I have the distinction of being the only riding instructor at the time to have lost his bike license a number of times, but I always try to be safe.

IN CONCLUSION.

Our club member Spike Cherrie is a quiet, unassuming guy, who you can sit down and talk with for hours. Spike has come from a small country town and become a world renown stunt man and stunt coordinator. For more information on Spike's career, Google "Spike Cherrie stuntman", which will include The Matrix 1995, The Great Gatsby and Mad Max Beyond Thunderdome. Also, have a look at "Spike Cherrie montage" on You Tube. Thanks Spike for an enjoyable chat.....



1976 XT500 circa '76-'77.



Race Day Curoo Park circa "73-'74



Bike Act, circa '82='83

Some of Spike Cherrie's Career Photos



Aerosmith music video, Early '90's



Telemovie, warming up, Zenda on the back, 1983-4



The Entrance Mardi Gras. Early '80's



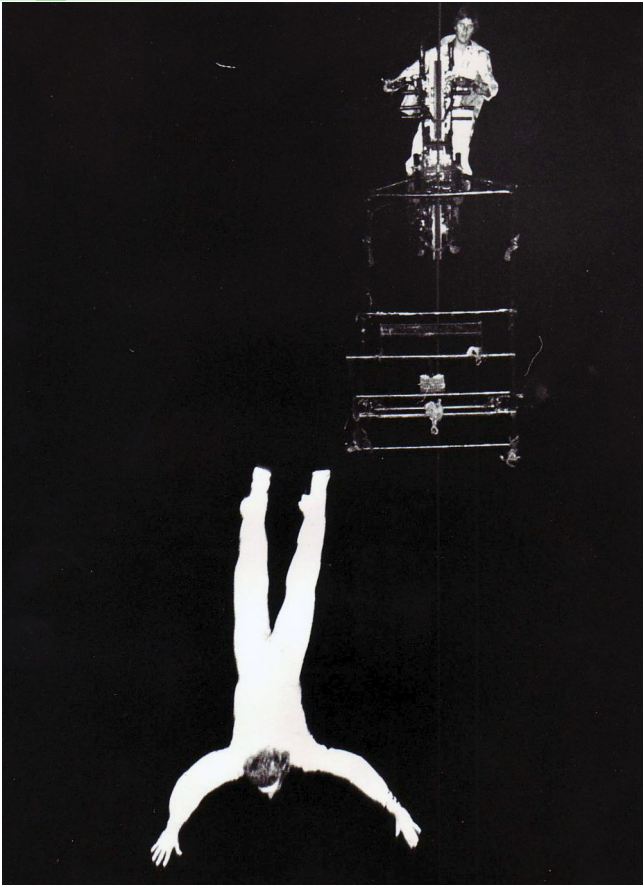
T-bone stunt. Super Stunt Tour. Late '70's



Box Hill 2006



South Africa 1985-6.



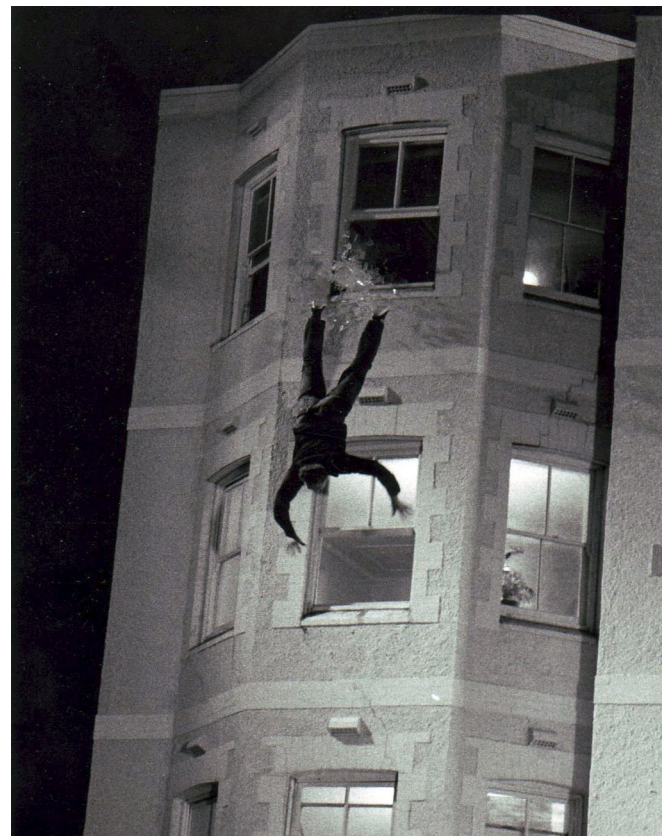
High fall, Dale Gribble Highwire act, early '80's



High fall, Mad Max 3 1984-'85



Telemovie "Queen of the road" Zenda on the tank, 1984

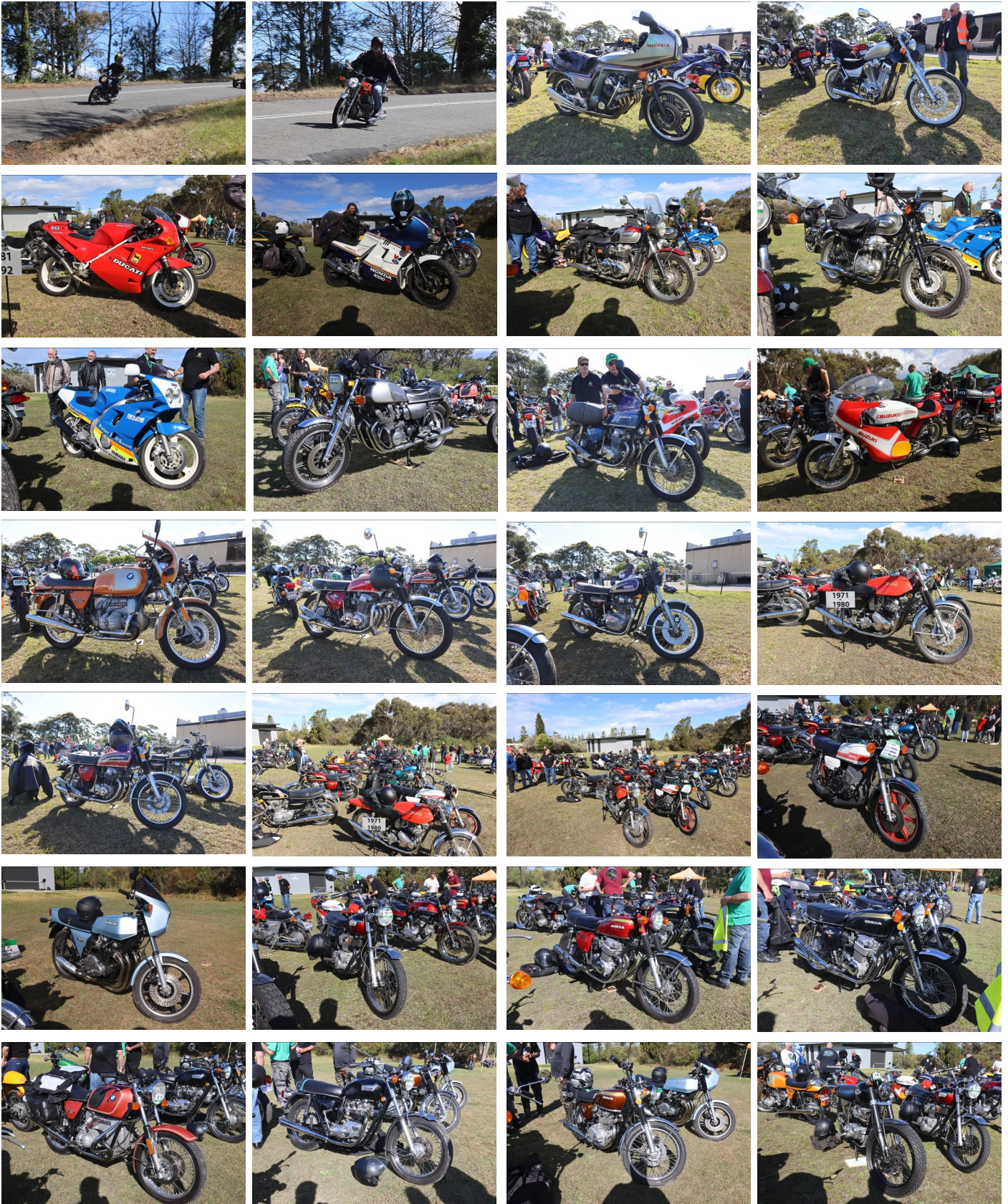


High fall ABC Telemovie "Body Searches" 1987

2022 Pelican Rally & Show and Shine



2022 Pelican Rally & Show and Shine



2022 Pelican Rally & Show and Shine



Five '80s motorcycles that have caught the attention and are going up in Value

Vehicle enthusiasts tend to remember the '80s as an era when manufacturers slowly found their way from the prior decade's malaise while simultaneously striving to meet ever-stringent safety and environmental regulations. That's painting with a bit of a broad brush, though: If you take a look at the two-wheeled world, the '80s were some of the best times ever for cheap and powerful fun. Japanese brands began selling race bikes for the street, turbocharging engines, and seeing dramatic improvements in outright performance. Access to these thrills could be yours for about a third of the price of a contemporary Honda Accord.

Now, as back then, motorcycles from this era represent an incredible bang for the enthusiast's buck. In contrast to the uptick in hype and valuation for '50's, '60's and '70's era cars, '80s bikes, with some exceptions, have yet to see a dramatic valuation spike. Other eras of motorcycles, old and new, draw more attention. For instance, Millennials love 1940s Harleys, and retro-modern bikes from early 2000s are some of the strongest performers of late. Let's take a look at some of the best bike offerings from the '80s and why they're worth your attention.

1985 Yamaha V-Max



One of the most recognizable, and highly rated muscle-bike ever made. 1985 wasn't a time when bike manufacturers were going easy. Debuting that year, the V-Max is a prime example: a 143-hp V-4 shoved in a naked bike frame with unforgettable looks to produce the most powerful cruiser made to date. Add to that a four-gallon gas tank so it only has a 100-mile range when pushing it. Unapologetic fun and character defined the V-Max. Thanks to a 35-year production run with minimal visual changes, there are tons of these personality-rich bikes available, and that plentiful supply means the V-Max is a muscle-bike bargain that can't be beat. Go for the 1980s version, it's that much cooler.

1986 Suzuki GSX-R1100



The mid-1980s sportbike craze created some true legends, and those bikes now sit at surprisingly low values compared to chrome-adorned bikes from previous eras. The plastic fairings that helped define the aero sportbike look have longstanding appeal within the niche, but the trait has yet to gain mainstream collector love, with the exception of Japanese homologation specials, like the Yamaha OW01 and Honda RC30, and icons like the Ducati 916.

As a result, values for bikes like the more mass-produced yet still race-bred and monumentally fast GSX-R are trending upward but remain reasonable. These bikes are the '80s exotics of the bike world, even if it might have a couple cracked plastic pieces. On the note of plastics, you've found the holy grail if you come across a GSX-R with original, uncracked panels: Most have been laid down at some point.

1984 Kawasaki GPZ-900



Top Gun helped make the GPZ-900 famous when Tom Cruise's Maverick raced his alongside F-14s and, later, F-18s. This was the first Ninja—the bike that put Kawasaki posters up in rooms of aspiring riders around the world. Its attractive, stripped-down look bridges the gap between the earlier, full-naked bikes and the later, fully-faired models, and it's a joy to both cruise on and push hard. Thanks to a smooth, liquid-cooled inline four and Japanese reliability (and a strong parts supply), the GPZ can thrive in modern day riding while keeping up with modern bikes costing twice as much. With all the GPZ-900 has going for it, it's surprisingly cheap.

1987 Ducati 851



The Ducati 851 is one of the most important successes in the brand's history. Sporting Ducati's first water-cooled engine and first four-valve-per-cylinder head along with excellent riding dynamics, the 851 was a gem in its own right and paved the way for hits like the 916 and 998. Despite its importance, the 851 stands in the shadow of the later Ducati 916 (which can be forgiven, as the 916 is known as one of the most beautiful motorcycles ever made). If you want some Italian verve for less money, in the 851 you can have Ducati's first modern day superbike and a visceral riding experience that is tough to match.

1982 Harley Davidson FXRS Super Glide II



Harley-Davidson had a tough time finding its way in the 1980s, but once it broke away from AMF, radical machines returned. The FXRS Super Glide II came out in 1982 to a mixed reception: Consumers thought it lacked the bad-boy Harley appeal and wouldn't look out of place on a Japanese brand's showroom floor. The FXRS was simply early for its time, however. It ended up being the basis for the successful, lightweight, stripped down cruiser known as the Dyna. That's an appealing entry point for a bike that will stand out at Harley gatherings and command the respect today that it didn't get in the '80s.

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**Don't Forget this years Club Christmas Party
11th December @ Gosford Golf Club**



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Events Calendar



Please note: Events may be cancelled at short notice. This will be advised to members via email. 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 7.00p.m. General meetings commence at 7.30p.m.

September 2022	March 2023
Tues 20 Committee Meeting Ourimbah RSL Sun 25 Nabiac Swap Meet Tues 27 General Meeting Ourimbah RSL	Tues 21 Committee Meeting Ourimbah RSL Tues 28 General Meeting Ourimbah RSL
October 2022	April 2023
Sun 2 Hub Run Sun 9 Maitland Swap Meet Tues 18 Committee Meeting Ourimbah RSL Tues 25 General Meeting Ourimbah RSL Sun 30 Hub Run (location TBC)	Tues 18 21 Committee Meeting Ourimbah RSL Wed 26 General Meeting Ourimbah RSL
November 2022	May 2023
Tues 15 Committee Meeting Ourimbah RSL Tues 22 AGM Ourimbah RSL Sun 27 Hub Run	
December 2022	June 2023
Sun 11 Club Christmas Party @ Gosford Golf Club	
January 2023	July 2023
Tues 17 Committee Meeting Ourimbah RSL Tues 24 General Meeting Ourimbah RSL Sun 29 Hub Run (location TBC)	
February 2023	August 2023
Tues 21 Committee Meeting Ourimbah RSL Tues 28 General Meeting Ourimbah RSL	



The FLYWHEEL

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