



Bi-Monthly Journal of the Central Coast Classic Motorcycle Club

The Flywheel

Upcoming Events

Sun 2nd Apr. Hub
Run, Woodbury park

Sun 16th Apr BSA/
Norton Gathering @
Jerry's

Wed 26th Apr Com-
mittee Meeting
Sun 30th Apr Hub
Run.

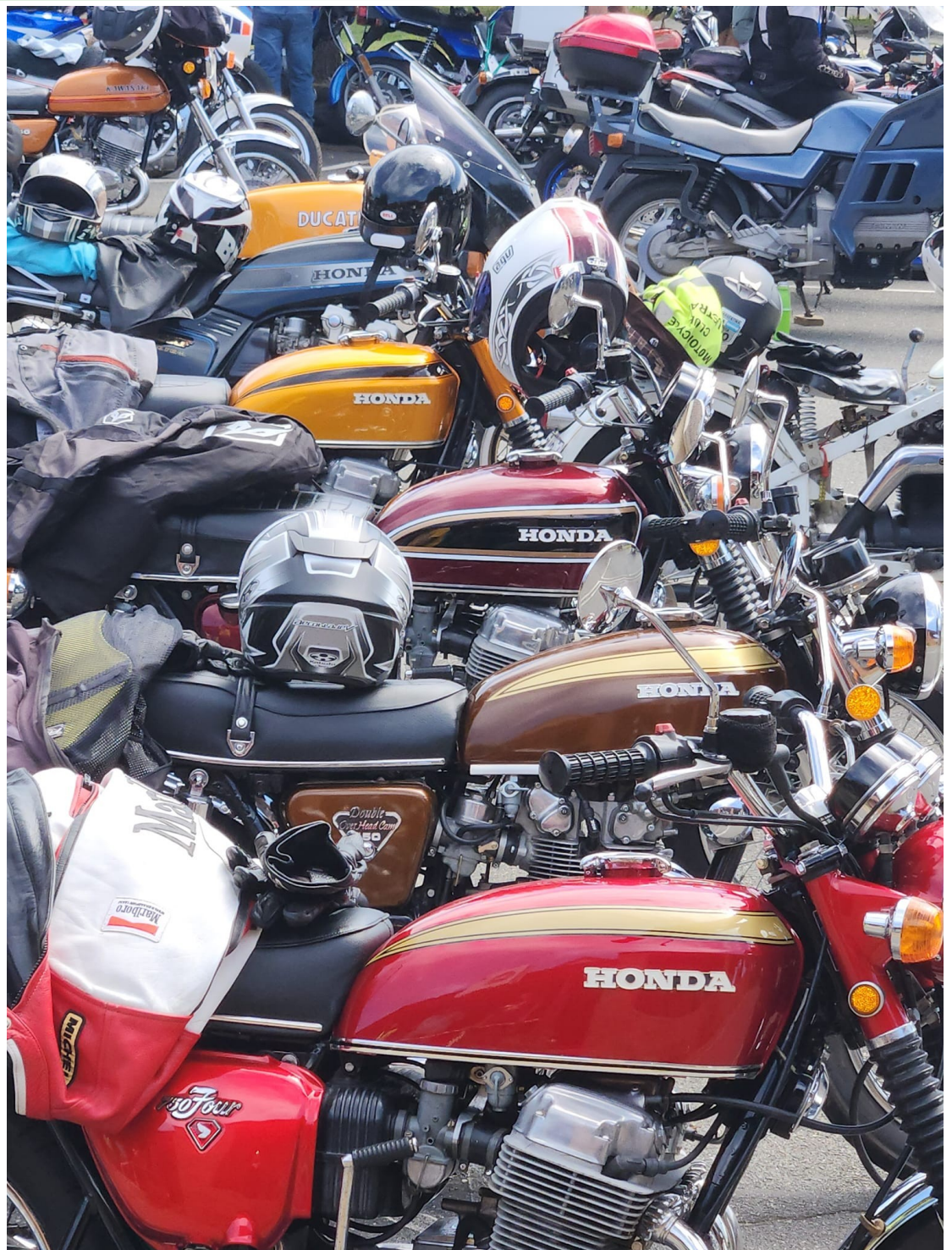
5-6-7th May
Singleton Rally
Sun 21st May
Kempsey swap
meet
Sun 28th May Hub
Run

Sun 1st July
Hub run

21-23 July
Tamworth Rally

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CCCMCC Office Bearers 2022

Position	Name	Telephone	Mobile	Email
President	Peter Redman	02 4392 6319	0408 509 821	margpetred@bigpond.com
Vice President	Bob Orr	02 4367 3055	0414 692 018	orr.cabinets@hotmail.com
Secretary	Mark Gattenhof	02 4328 4060		mgattenhof@yahoo.com
Treasurer	Jim Hamilton	02 4363 1169	0423 881 691	spannercheck@gmail.com
Public Officer	Mark Gattenhof	02 4328 4060		mgattenhof@yahoo.com
Committee:	Tim Corlett		0418 240 777	timcorlett60@gmail.com
	Len Williams		0418 359 798	lenwilliams7@gmail.com
	Stephen Marcuccio		0401 800 380	stephen.marcuccio@iinet.net.au
Events Co-Ordinator	Tim Corlett		0418 240 777	timcorlett60@gmail.com
Rally Co-Ordinator	Tim Corlett		0418 240 777	timcorlett60@gmail.com
Rally Secretary	Vacant			
Catering	Rob Clarsen		0490 194 092	
Trailer Bookings	Peter Redman	02 4392 6319	0408 509 821	margpetred@bigpond.com
Editor	Craig Bunyon		0411 749 251	cccmcc1.nsw@gmail.com
Library	Bill Worden	02 4332 4485		
Machine Registrar	Fabian Mensitieri		0421 474 113	fab65@outlook.com
Welfare	Peter Anderson		0409 714 951	and4@bigpond.com
Property Officer	Spike Cherrie		0419 228 398	
Regalia	Nigel Smith	02 4397 2271	0490 098 306	

Machine Examiners

Area	Name	Telephone	Mobile
BENVILLE	Kim Carothers	02 4369 3097	
CHARMHAVEN	Dudley Lister		0425 385 508
ERINA	Bob Orr	02 4367 3055	0414 692 018
HAMLYN TERRACE	Tony Carter		0415 488 194
TOUKLEY	Bruce Cruickshank	02 4396 4647	
WYOMING	Col Graham	02 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, John Mills

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

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

Magazine email: cccmcc1.nsw@gmail.com

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

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

Presidents Flywheel Report



Welcome to all the new CCCMCC club members. At the February general club meeting we had five new member applications. If the older club members see any of the new members around, make yourself known to them and welcome them. The hardest thing when you join a new club is 'breaking the ice' and getting to know people. I certainly found that when I first joined this club.

Our club meetings and Hub Runs are well supported and thank you to those members who regularly turn up to club meetings and events.

That brings me to a topic of hot conversation and that is members responsibilities to make an effort and get to club events. Club information booklets are given to each new members point out that to retain club membership and ultimately allow you to obtain Historic registration for your machine, you are required to attend at least four club activities per year.

I know some members have busy lives, some still working and other family responsibilities. If you have trouble satisfying that club requirement and making the four club activities, simply send Secretary Mark or myself an email explaining your difficulties and that will be taken into consideration. It is that easy.

Tim Corlett has taken on the role of Club Events Co-ordinator and I know Tim has some events in the pipeline, so keep an eye out and support Tim in his endeavors.

Note: The April General Meeting will be held on Wednesday 26th. If you think about it, you'll work out why.

New Members: A warm welcome to Steven Flanagan, Brad Fitzpatrick, Darren Hawken, Ed Higgins, Paul Lagos, Ryan Nancarrow, Tim Pounder, Brad Sleeman, and David & Janet Moore.

Ride safely.....

Regards....

Peter Redman.

President CCCMCC Inc.



Editor's Flywheel Report

Hi Club Members,

Let me start by saying a big thank you to all the members who contributed to this edition of the flywheel, it has been a great response this time around, with members submitting stories and others offering to do something up if I was short on content.

This edition is focused more on our club, with a few other things thrown in, so I am very happy with the contributions.

Keep up the good work guys, It is greatly appreciated.

Cheers,
Craig
Editor, Flywheel.

Club Display – Nareen Gardens, Bateau Bay

A sea of green (almost) greeted the residents of the Nareen Gardens Nursing Home on Thursday 9th February. One of the staff had asked if we could mount a display and we managed to get 14 bikes turn up. The bikes looked impressive all lined up in the car park (bar one which was facing the other way round). Staff and residents were much appreciative at our efforts and many favorable comments were made to our members. The Clarsens brought their little dog along in the sidecar and she was as much of an attraction to the residents as were the bikes.

A bit of light drizzle didn't spoil the day, but the threat of a thunderstorm later caused the Clarsens to head for home while most of the rest adjourned to a nearby coffee shop on Bateau Bay Road. All up, a great effort by club members to brighten up the day for the residents. We even had a write-up in the local *Coast Community News*.

[Classic bikes on show for Central Coast residents - Australian Ageing Agenda](#)

Bikes and Owners:

1948 Acme 125cc – Mark & Merrilyn
1963 BSA Rocket Gold Star - Evan
1963 Panther M120 – Tim
1965 BSA 250cc - Steve
1966 BMW R60/2 Outfit – Rob & Sue
1971 BSA Rocket 3 – BSA Bill
1972 Honda CB450 - Nige
1973 Triumph Daytona – Peter
1974 Honda CB750 K4 - Lee
1975 Suzuki GT750 – Andrew
1976 Triumph Bonneville - Spike
1979 Triumph T140 Bonneville Special – Stephen
1983 Honda Sabre VF750 - Craig
Suzuki Intruder VS1400 – Len

Mark Gattenhof



Members Profile - NICK VASSILOPOULOS

Forward....In this issue I speak with a long time member of Central Coast Classic Motor Cycle Club Inc. He is a Life Member of our club, still a true motorcycle enthusiast and a thorough gentleman, NICK VASSILOPOULOS. CCCMCC membership number...019. Joined ...December 1988.

Me.. Nick can you give us a short rundown of you life, so far?

Nick.. I was born in Queenstown in South Africa where I spent my early days. Later on I went to boarding school in Johannesburg until I was about 16 or 17. After school I trained as a patent draughtsman and worked drawing for some years.

Me.. Nick, what are your interest in life at the present.

Nick.. I still love my motorcycle and riding. I ride three or four time a week and I now own a 2016 Honda 500 road bike. That bike is very nice and lovely to ride. I paint, mainly landscapes, which I enjoy greatly. I also enjoy time with my wife and family.

Me.. When did you first become interested in motorcycles?

Nick.. I started riding in Queenstown in 1957 it was a BSA bicycle with a two-stroke engine on the front wheel. I love riding. My first real motorcycle was a Jawa 250 cc two stroke.

Me.. When did you come to Australia?

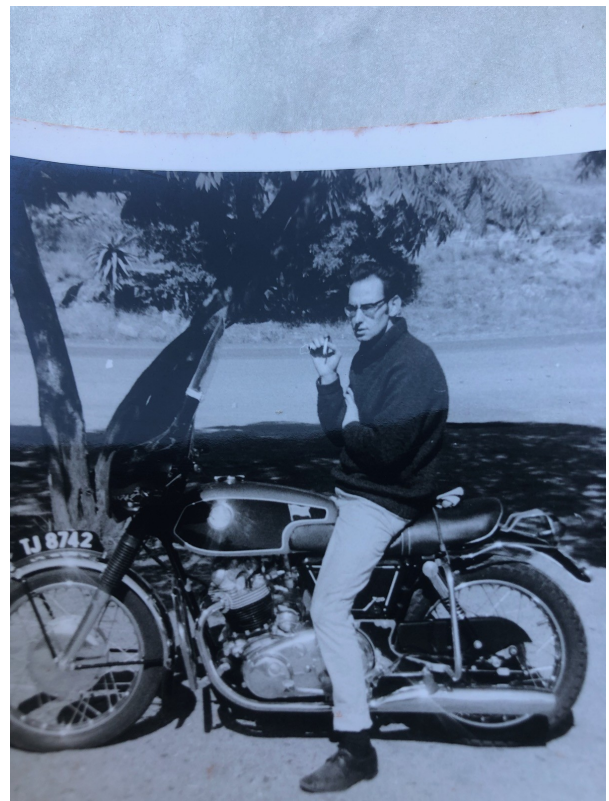
Nick.. I came to Australia in February 1983. I was 42 years old and married. I applied for a job patent drafting and when I got the interview they told me the job was in Canberra. I didn't want to go there so I didn't take that job. So I started my own business making security screens and doors. I had a factory making them at Kincumber and a sales shop at Ettalong.

Me.. Nick tell me about bikes you have owned.

Nick.. In 1983 when I came to Australia from South Africa, I was still interested in motorcycles and riding them. I bought two bikes with me when we came over. One was 650 Triumph and the other was 980 Moto Guzzi. During my time I have owned 110 motor cycles of all different types and descriptions. Mostly I was interested in Triumphs from a 1952 'sprung hub', where the rear suspension was in a big hub inside the rear wheel. That was a 650, then 650 Thunderbirds, 59 Bonneville and lost of other Triumphs. My first Japanese bike was a 250 Suzuki Across.

- Me.. Nick, what is the most memorable motorcycle you have owned and now regret selling.
- Nick.. Definitely, an Indian. In 1962 I bought an Indian. The Indian factory had close and a guy called Chalmers or Chambers, something like that, who published motorcycle maintenance magazines, bought Vellocette engines and put them in the India frames. He made 110 motorcycles which he called the Indian. It is a very rare and beautiful bike to ride. I sold it when I moved to Johannesburg.
- Me... How did your association with the Central Coast Classic Motor Cycle Club come about?
- Nick... I had started my business and was living on the Central Coast. I saw an advertisement in the local paper about a motorcycle club meeting. I think the advertisement had been put in the paper by Mark Gattenoff. I called and I spoke to Merrilyn. At that time the club was in Sydney and we went to Sydney for the meeting. In 1986, Mark and others form the present club. I was one of the early members.
- Me.. Have you held any executive positions within the club?
- Nick.. Yes, I have been treasurer and Vice President. We used to hold meetings at the Kincumber Hotel and Scout Hall at Wyoming.
- Me.. Nick you are a Life Member of the Central Coast Classic Motor Cycle Club Inc. Tell me about that.
- Nick... I didn't know. When I turned 80 the club made me a life member. It was unexpected and they decided without me knowing. It was a great privilege and something that I am grateful for.
- Me.. What do you enjoy about being a member of this club.
- Nick.. I enjoy riding my bike and coming up here to Jerry's Café where you see other club members and have a talk to them. You can talk about bike or anything. Everyone is friendly and we all love riding and our bikes.
- Me.. Thanks for giving us a look into your life of motorcycling Nick. Is there anything you would like to finish with.
- Nick.. Well I have ridden may thousands of kilometres on motor bikes. I have had 13 accidents. Nothing too serious. My last accident was on the Wollombi Road. I fell off. Paul Kiley drove me to Cessnock Hospital. I only spent about an hour. They stitched my leg and that was it. Motorcycling has been my life interest and I have enjoyed every bit of it and I enjoy our club.

Members Profile - NICK VASSILOPOULOS



Orange Rally + Sellecks Beach

A big congratulations to Col Graham for winning Best Bike in the 1956—1965 class with his 1962 Norton Atlas, at the Central West Classic Motorcycle Club's Annual Orange Rally.

Also, congrats to Bill Brooks for winning a race at this years Sellecks Beach Races. Here is a little of what Bill had to say after the event,

“Well you are not going to believe this 🤔 🤔 At the Sellecks Beach races in SA over the weekend against all odds I won the G1 500cc handicap race on the 1949 B33 500cc BSA. I was so slow in the scratch races I was given poll position ... I don't know what happened ... but just floored the bike and never looked back until the chequered flag ... what

a hoot 🤔 🤔 🤔 🤔 I couldn't believe I did that, and when I told the pit crew (my sons) they didn't believe me until it was announced... the whole weekend was a very enjoyable experience....“

Well done Beeza Bill.



Motto Guzzi Event—By Charlie Brown

Like many from around the globe I had intended to attend the Moto Guzzi GMG (Giornate Mondiali Guzzi – Guzzi World Days) in 2021- which would have been the Centennial Anniversary of the opening of the Moto Guzzi factory in 1921. Unfortunately, like everything it was postponed due to Covid. Luckily, it was on in September 2022, and along with 60,000+ other enthusiasts my wife and I attended. The trip began in Bologna with a tune up and service of my friend Fabio's 1936 GTV 500cc single which is such a sweet ride!



Perched on the banks of Lake Como in Mandello Del Lario Italy the Guzzi factory is an extraordinary spectacle, as many may know it truly beautiful place to visit. Guzziests from the world over are constantly having their photo taken by the “Big Red Door” at the factory and museum entrance. I first visited here in 1981 when I bought a one-way ticket to Milan, a helmet, gloves and boots and walked into the factory expecting to buy a LeMans. I was politely taken down the street to the local dealer, the late Duilio Agostini (not related to Giacomo) who's dealership Agostini Garage had become a world supplier for Guzzi parts and aftermarket accessories. Duilio with the help of his lovely wife Margo (from Bathurst) sold me my first Guzzi a V50 Monza. Unfortunately, I was short in the \$ Lire department and couldn't afford the LeMans.

Much has been written about the remarkable history of Moto Guzzi and its 100th anniversary, however for Moto Guzzi to have survived and to have remained in continual production for over a century is a feat that I believe is only surpassed by Harley Davidson. So many models and innovations to mention that it could take up the Flywheel newsletter for several editions with ease.

A couple that I must be mentioned however are:

1950 the construction of a wind tunnel at the factory for aerodynamic testing.

Over its racing career Moto Guzzi has won 3,329 official races including 14 world titles and 11 TT wins.

1955 the development the DOHC 500cc GP V8 by Giulio Cesare Carcano with a top speed of 275km/hr which went from drawing board to race-track within 6 months!



It was my interest in Carcano's innovation that led me to the Moto Guzzi Rowing club. An unusual combination; Motorcycles and rowing, but hey, this is Italy.

The rowing club is situated not far from the factory down on the lake. Like the motorcycles the rowers have achieved plenty: 22 EU and world championships; 80 Italian titles; 10 Olympic gold medals; 1 Silver and 5 Bronze; including a Gold at the Melbourne Olympics in 1956. Not bad for a club that was set up by the factory to give the staff some recreational activity.

As I strolled down to the club, I was greeted by a proud member who was kind enough to show me the trophy room. So where does Carcano fit with rowing?

Much to my surprise the founder of the iconic V twin Guzzi engine and designer of the V8 is perhaps more famous for yacht hull design than bike engines. The story goes that Carcano was at the club one afternoon watching the quads (Moto Guzzi's strongest class) stroke up the lake and paying particular interest in the shape of the wake when he decided that the layout of the quad was wrong. Traditionally it had rower's oars alternating ie. One on the left, one on the right followed by another on the left and then on the right again. Carcano re rigged the boat with the front oar to the right then two oars to the left and the last on the right. This was a game changer and was adopted around the world.

So next time on your ride to Jerry's you hear a nice set of Lafranconi pipes, spare a thought for Guzzi oars men and women.

Charlie Brown



A Rocket Gold Star's Journey - By Evan Campbell

This story begins in Birmingham on 6th December 1962 when a BSA A10 Rocket Gold Star rolled off the factory floor in Armory Road and was consigned to Hap Alzina, the US distributor of BSAs.

It was a US West Coast model, the most obvious differences from the UK model being the smaller 'teardrop' tank and the Western bars, both popular in the US at that time.

Hap dispatched the bike to Westside Motors, the BSA, Norton and Indian dealer in West Eugene, Oregon. There it caught the eye of a young Portland University student, Kwang Park. Kwang couldn't afford the bike so he went halves with a mate and they somehow shared the bike.

After a while, the friend bought out Kwang's share and rode the bike to his new home in Alaska, a state not conducive to motorcycling. In Alaska it was stored poorly and started to show signs of weathering and rust.

At some point, Kwang bought the Beesa back from his friend and returned it to Oregon. He didn't use it however, and, in the late 70s sold the bike to a BSA/Triumph enthusiast, Bill Brown of Pawnee Patch, Tualatin, Oregon for \$500. Bill had other projects on the go so the Beesa just sat out in the weather for the next 35 years and, apparently, the weather at Pawnee Patch, Oregon is pretty severe.

Fast forward to 2016 and Aussie BSA specialist Mike Reilly from Queensland sniffed the bike out, bought it from Bill Brown and shipped it out to Oz (Mike's story is an interesting one but that's one for a future Flywheel). This coincided perfectly with my well-earned retirement and search for a restoration project to use up some of my newfound freedom. After ensuring that Mike made a tidy profit, I took delivery of the bike in mid-2016.

As you'd expect from something that had been out in the elements for so long, the bike was in a pretty ordinary state. The motor wouldn't turn over, bits were either missing, bent, broken or rusted – there wasn't any part of the bike that didn't need work.

The first thing I did (because it was easy) was send the speedo and tacho to an instrument restorer, Paul Stanley in Rockhampton. When I got them back a few weeks later, I could not believe the quality of his work. They were literally like new. This set the bar high for the rest of the restoration.

The bike came with its original (and hard to get) Dunlop alloy rims which responded well to respoking. A guy named Todd up at Mulbring did a great job repadding and re-upholstering the seat. The tank, however, resisted all attempts to fix it. It had a couple of nasty dents and had rusted so thin that there were dozens of pinprick holes. I ended up taking it to a guy who is arguably the best tank restorer in the universe (Damon Power – Gold Star Repairs at Paterson) but we eventually decided that it was a write-off. We got hold of another genuine tank which was damaged but Damo was able to weave his magic on it to get it back into perfect shape. Alas, the chromer did the tank such a disservice that it was not useable for a high-quality resto so it was sold and another original tank sourced. Using a different chromer and Damo's painting skills, the third tank was, (and still is) absolutely beautiful – better than new.

With plenty of help from Damo, the frame was straightened and painted.

The motor went back to Mike Reilly for a rebuild and new pipes, bars, springs, rubbers, guards, cables etc were ordered from the UK.

Once the bike was back together, it was not recognisable as the same machine I had started with three years earlier. A final touch to finish the project was to have a graphic designer recreate the Portland University Student Parking sticker 1963/64, complete with the Portland Ducks mascot, for the rear guard. If I do any more to the Goldie, it'll be to give it slightly more authentic handlebars but that's just being finicky. As most of you know, there's a lot of satisfaction to be gained from giving an old machine a new lease on life – if only the same worked for us!



Before and after photos of the restoration

Buy, Swap and Sell

For Sale - Triumph Grab Rail

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



For Sale 1979 Honda GL500

Completely original with what I am led to believe is 7500 original kilometres. Only reason for sale is it's a bit small for my size.
Was a barn find prior to me getting the bike, was covered with a tarp for many years, which has led to the chrome just starting to pit, but not too badly.
\$6000
Call Craig 0411749251



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Christopher Orr
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ALC.Earthworks@outlook.com.au

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Events Calendar



Please note: Events may be cancelled at short notice. This will be advised to members via email. Hub Runs will be held at Woodbury Park unless otherwise stated. If a Hub Run is "rained out" it will be held on the following Sunday. Also check the Events page on the club web site at ccmcc.com.au. **Wednesday & Friday** there is a club ride from your place 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 2023	August 2023
Sun 5 - Hub Run (Woodbury Park) Tues 21 - Committee Meeting Ourimbah RSL Tues 28 - General Meeting Ourimbah RSL	Tues 15 - Committee Meeting Ourimbah RSL Tues 22 - General Meeting Ourimbah RSL Sun 27 - Hub Run
April 2023	September 2023
Sun 2 - Hub Run Sun 16 - BSA/Norton Gathering @ Jerry's Tues 18 - Committee Meeting Ourimbah RSL Wed 26 - General Meeting Ourimbah RSL Sun - 30 - Hub Run	8-9-10 - Pelican Rally Tue 19 - Committee Meeting Ourimbah RSL Sun 24 - Nabiac Swap Meet Tue 26 - General Meeting Ourimbah RSL
May 2023	October 2023
5-6-7 - Singleton Rally Tues 16 - Committee Meeting Ourimbah RSL Tues 23 - General Meeting Ourimbah RSL Sun 21 - Kempsey Swap Meet Sun 28 - Hub Run	Sun 1 - Hub Run Sun 8 - Maitland Swap Meet Tues 17 - Committee Meeting Ourimbah RSL Tues 24 - General Meeting Ourimbah RSL Sun 29 - Hub Run
June 2023	November 2023
Tues 20 - Committee Meeting Ourimbah RSL Tues 27 - General Meeting Ourimbah RSL	Tues 21 - Committee Meeting Ourimbah RSL Tues 28 - AGM Ourimbah RSL
July 2023	December 2023
Sun 1 - Hub Run Tue 18 - Committee Meeting Ourimbah RSL 21-23 - Tamworth Rally Tue 25 - General Meeting Ourimbah RSL 29 30 th - Macquarie Towns Resto & Preservation	Christmas Party - tba

(26 March 2023)



The FLYWHEEL
The magazine of: -
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P.O. Box 9006
Wyoming NSW 2250