



Bi-Monthly Journal of the Central Coast Classic Motorcycle Club

The Flywheel

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LIFE MEMBERS (*Deceased): *Vern Whatmough, *Brian Wishart, *John Cochrane, *Noreen Cochrane, Mark Gattenhof, Marilyn Gattenhof, Paul Kiley, *Clive Townsend, Lindsay Brown, Alix Brown, *Norm Neill, Bruce Cruckshank, Edna Cruckshank, Col Graham, Jack Taylor, Nick Vassilopoulos, John Mills, Gwen Lever

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Magazine email: cccmcc1.nsw@gmail.com **Magazine Distribution:** Marilyn Gattenhof

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



2024 is just about over. We have had our annual Pelican Rally, which again was a great success, thanks to Tim and his rally helpers.

The two remaining major events for 2024 is our Annual General Meeting and Election of Officers and the club Christmas party.

The AGM and election of officers will be held at the November meeting. I would like to take this opportunity to ask all members to consider putting their hand up and nominate for one of the positions with the club committee. You cant always leave it to someone else to take on the running and management of our club.

Mark our Secretary has made it clear that he intends to resign in the future and is looking for an assistant to learn the ropes and eventually take on the secretary role for the club. So please think about it.

The Christmas party will be held at the Grange Hotel Wyoming on Saturday the 7 December. Tickets are \$40 per person, with the club again subsidising the event. Some free refreshments will again be available. See me for your tickets as there are limited numbers.

Thanks to your committee and you members, our club is in a strong position, with over 200 members and a sound financial balance.

Please think about the two events I have mentioned and give both consideration.

Stay safe.....

Regards Peter Redman
President CCCMCC Inc.



Secretary's Report—October 2024



The year is passing by far too quickly for my liking. At least the weather is getting a bit warmer, although on some days it feels like winter again. According to the weather “experts” we can expect a hotter than usual summer.

Our annual Pelican Rally was another highlight for our club year and saw a total entry over the 100 mark. Special thanks go to Tim Corlett and his band of helpers who did the hard yards to make it a success.

As we get closer to the end of the year it's time to start thinking about your club fee renewal for 2025. Club fees are due by 31 December and a renewal form is included in this edition of *The Flywheel*. Renewal forms will also be available at our November monthly meeting. You are reminded that if your fees are not paid by then and you have a bike on Conditional Registration, your registration is automatically null and void until such time as the payment is made regardless of the date of your registration expiry. Furthermore, if your fees have not been paid three months after the due date (31 March 2025) your club membership ceases.

Renewal Form can be found on page 10 of this Edition

New members: A warm welcome to Michael Bax (Yarrawonga Park), Wayne Shennan (Blue Haven), Michael Arnott (Balmain), and Jim Delaney (Woongarra).

Current Membership: 206

Ride safely,
Mark Gattenhof

Rally Coordinator's Report

Our 39th Pelican Rally is done and dusted.

Friday Meet and Greet, we had a great turn out, with approximately 65 people, having a good chin wag and fantastic steak sandwiches. Good to see members from outside clubs including Newcastle Vintage Club, VMCC, VJMC and 21 members from HVNOC. Main conversations were obviously motorbikes, rallies and catch ups!

Saturday morning - the weather blessed us, after our egg and bacon rolls and Rider Brief, we took off.

Approximately 110 riders made their way to Ellalong, via Wyee Road, Freemans Drive and Sandy Creek Road. Big thank you to “Lings Café” for serving 90 coffees and cake in such a short time, it was outstanding.

Ellalong to Bucketty Yes we had an incident!! (More about that later).

All, bar a half a dozen rode in through the gates where the marshals directed them into their bike categories. A lot of beautiful machines on display from the 50's to the 90's, a great assortment and some in outstanding condition.

The spit roasts were served and all sat around the tables, stumps and verandah to enjoy. Everyone then hovered around the bikes with voting slips in hand. After about two and half hours we all left on our trip back to Norah Head.

Dinner and Presentation – we had a much better area of the Sporties Club this year to hold our dinner and presentation, but the numbers were down from the previous year, which unfortunately impacted raffle sales. I must mention Jerry and Amanda were extremely generous with their raffle ticket purchases. Thank you.

Sunday morning, breakfast and goodbyes.

The incident:- unfortunately one of our members came adrift on a left hander, just south of Wollombi. Rob was air lifted to Royal North Shore with a broken leg. He is doing well and we all wish him a speedy recovery.

Personally, I would like to thank all that were involved in the rally, it was a team effort. including:- all the Marshals, Steve Sai Louie – (back up trailer and helper), Paul and Allison, Lewis, Ian, and all the raffle helpers, members that aided the set up and pull down. Special thanks to our committee members – Craig, Grant, Jim, Len, Mark and Marilyn. Great appreciation to two very generous members:- Lewis, who donated all the steaks, bacon and eggs. Jaz who donated \$300.00 plus new tyres on the catering trailer.

Thanks again to all that helped and attended.

Cheers Tim
RALLY CO ORDINATOR

THE AWARDS

BEST PRE 60's	BRODIE GRAHAM	1958 NORTON 99
BEST 60's	JEFFERY GRAHAM	1964 NORTON ATLAS 750
BEST 70's	ANDREW JOHNSON	1975 SUZUKI GT 750
BEST 80 – 94	JEFF HALIDAY	1984 HONDA VF1000 F
BEST OVERALL	ANDREW JOHNSON	1975 SUZUKI GT 750

Congratulations to all, very well deserved.



Brodie Graham 1958 Norton Dominator 99



Jeffery Graham 1964 Norton Atlas 760



Andrew Johnson 1975 Suzuki GT750



Jeff Haliday 1984 Honda VF1000 F

More of the Pelican Rally





**Congratulations to our
multiple award winners.
Col Graham for his
Norton's,
And to Andrew Johnson
for his Suzuki GT750 for
Best '70's and Best Bike
Overall.**



The Triumph Bonneville T120



The Bonneville T120 was Edward Turner's last production design at Triumph (in retirement Turner designed the Triumph Bandit/BSA Fury which did not pass the prototype stage before BSA went under). The new motorcycle was conceived and developed so quickly that it was not included in the 1959 Triumph catalogue. With a 649 cc (39.6 in³) parallel-twin (two-cylinder) engine the T120 was based on the Triumph Tiger T110 and was fitted with the Tiger's optional twin 1 3/16 in Amal Monobloc carburettors as standard, along with that model's high-performance inlet camshaft. Launched in 1959 by Triumph as "The Best Motorcycle in the World", the Bonneville T120 was aimed mainly at the lucrative US market where enthusiasts were demanding extra performance.

1959 Triumph T120 Bonneville
at *The Art of the Motorcycle*
exhibition, Las Vegas

Initially produced with a pre-unit construction engine which enabled the bike to achieve 115 mph (185 km/h) without further modification, the power tended to induce high speed wobbles from the single down-tube frame, so in 1963 a stiffer and more compact unit construction model was introduced, with additional bracing at the steering head and swinging arm. The steering angle was altered and improved forks were fitted a couple of years later, which, together with the increased stiffness enabled overall performance to match that of the Bonneville's rivals.

In 1967 Triumph posted its most successful year in the United States with an estimated 28,000 T120s sold. In 1968 the T120 gained a new and more reliable ignition system. From 1971, T120 models used a new frame which contained the engine oil instead of using a separate tank (this became known as the *oil in frame*/'OIF' version). A five-speed gearbox finally was fully available by 1972, but competition from larger-capacity motorcycles led to the T120 being superseded by the 750 cc Bonneville T140.

Production of the 650 continued until 1973, when the workers at Triumph's Meriden headquarters staged a sit-in until 1975. In 1974 fewer than 1000 of the 650cc assembled machines were released by the workers, with another 38 in 1975. Production of the T120 was not resumed following the sit-in, the Meriden Motorcycle Co-Operative created after the dispute concentrating upon the 750cc twins instead.

The first race the Triumph Bonneville participated in was the 1959 Thruxton 500. Entered by Triumph dealers including Alec Bennet and Kings Motors (run by owner Stan Hailwood, Mike Hailwood's father) with bikes supplied from the factory, in this first race they finished 2nd, with riders Tony Godfrey/John Holder (behind a BMW) and 4th, riders Arthur Burton/Charles Erskine; the beginning of a successful era of Triumph motorcycle racing.

In 1962 Tony Godfrey and John Holder rode T120 Bonnevilles to victory in the Thruxton 500 mile endurance race, and an article in *The Motor Cycle* entitled "Thruxton Triumph by Bonneville" led to the development of the Triumph T120R 'Thruxton', which was hand-built by a team of Triumph technicians using specially picked components and precision-machined cylinder heads and crankcases. Peak power was increased and each 'Thruxton' engine was bench tested to deliver around 53 bhp (40 kW) at 6,800 rpm with a safe rev ceiling of 7,200 rpm. Only 52 of the Thruxton T120Rs were built in 1964/5 to meet homologation requirements for production racing, and surviving examples are rare.

About 100 more machines were subsequently manufactured and supplied to selected dealers and riders. Further examples were also built by dealers, with the factory's approval, from factory supplied parts.

The T120 won the Production Isle of Man TT in 1967 and 1969 in the 501–750 cc classification. The re-introduction of the Production TT was in 1967 when John Hartle took first place. Two years later in 1969, Triumph set a new landmark in TT history when Malcolm Uphill averaged 100 mph (160 km/h) around the Mountain Course on a Bonneville. Uphill's achievement was the first time that a production motorcycle had ever passed the three-figure mark from a standing start. Following Uphill's record, the Dunlop K81 tyres he was using were renamed TT100s.

In 1969, Bonneville T120 bikes achieved the first three places in the Thruxton 500. Percy Tait and co-rider Malcolm Uphill finished first, ahead of two other Triumph T120Rs. In 2012, Marc LaNoue set a Vintage class record at the Pikes Peak International Hill Climb.

The Bonneville name came from the achievements of Texas racer Johnny Allen on the Bonneville Salt Flats in Utah. In September 1955, Allen had achieved a two-way average speed of 193.3 mph (311 km/h) on his special motorcycle the "Devil's Arrow", a 650 cc twin-cylinder Triumph engine fuelled by methanol in a unique 'streamliner' fairing. Allen's speed was ratified as a record by the American Motorcycle Association but not by the world authority, the FIM, as no official observers were present.

German motorcycle firm NSU took the record the following year, so Allen and his team returned to Bonneville in September 1956 and won it back with an average speed of 214.17 mph (344 km/h). The FIM also refused to accept this as a world record but Triumph gained much needed publicity from the legal dispute that followed.

After the Bonneville T120 had been named in recognition of Allen's records, other Triumph-engined motorcycles went faster still on the Salt Flats. In 1962 Bill Johnson set a two-way average of 230.269 mph (370.5 km/h) over a measured mile, riding a 667 cc 'streamliner' whose design was based on the American X-15 rocket plane. In 1966 Detroit Triumph dealer, Bob Leppan raised the record to 245.66 mph (395.3 km/h) with his Gyronaut X-1, powered by two 650 cc Triumph engines. For the next few years, Triumph fitted Bonneville roadsters with "World's Fastest Motorcycle" stickers.



'Devil's Arrow' Triumph streamliner ridden by Johnny Allen to record speeds at Bonneville salt flats in 1955.



Central Coast Classic Motor Cycle Club Inc.
(Incorporated under the Associations Incorporation Act 1984)

MEMBERSHIP RENEWAL FORM - 2025

Name(s): _____ Member No: _____

Address: _____

Town: _____ Postcode: _____

Tel: _____ Mob: _____

Email: _____

I/We agree to be bound by the rules of the association for the time being in force. I/We further undertake not to hold the Central Coast Classic Motor Cycle Club Inc., or any of its sponsors or representatives responsible for any damage or theft of machinery or possessions or any bodily injury sustained while taking part in any Club events.

Signed: _____ Date: _____

I will / will not* require a printed copy of *The Flywheel*

*Delete as applicable

(Flywheel Subscription - \$12.00)

Fees: Ordinary: \$50.00 - Family (Member & Spouse): \$70.00

Mail Cheque or money order to: CCCMCC, P.O. Box 9006, Wyoming NSW 2250

Fees may also be paid by EFT to the Club account at St. George Bank, BSB 112-879, Account No. 001167785. Use your name as the reference and notify the Treasurer of your payment by email to: cccmcc.nsw@yahoo.com

Please include this form with your renewal payment so that it can be processed by the Treasurer and the Membership Registrar

OFFICE USE ONLY

Received (date): _____ Amount: \$ _____

Paid by: CASH CHEQUE/MO EFT Receipt No. _____

Card Issued: _____

Buy, Swap and Sell

Club Memorabilia Up for Grabs

Hi Roadsters

So, I have this small collection of CCCMCC badges given to me by our dear Prez the other day, that I wish to share with you all.

So, should you have missed out on a badge, or are new to our club and want any of them, please just let me know and I'll get it to you.

Cheers

Cimi - Honda XL250 1979



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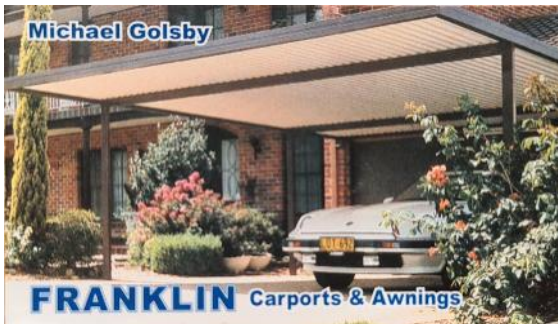
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Events Calender



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 cccmcc.com.au.

Every Wednesday & Friday there is a CCCMCC sanctioned 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.

October 2024	February 2025
<p>Tues 22nd General Meeting Ourimbah RSL</p> <p>Sun 27th—Hub Run</p>	<p>15th-16th —Orange Rally</p> <p>Tues 25th — General Meeting Ourimbah RSL</p>
November 2024	March 2025
<p>1st— 3rd VMCC Rally, Cessnock</p> <p>1st — 3rd Nature land Classic Bike Rally (Hat Head)</p> <p>2nd — VJMC Show n Shine. Lower Hunter</p> <p>17—18th — Walcha MC Rally</p> <p>17—18th Historic Road Racing Championship at Wakefield Raceway</p> <p>Tues 26th— General Meeting Ourimbah RSL</p>	<p>Sun 2nd — Hub Run</p> <p>Tues 25th — General Meeting Ourimbah RSL</p> <p>Sun 30th — Hub Run</p>
December 2024	April 2025
<p>Sun 1st— Hub Run</p> <p>Sat 7th — Xmas Party 12pm. Grange Hotel , Wyoming</p>	<p>Tues 22nd — General Meeting Ourimbah RSL</p> <p>Sun 27th — Hub Run</p>
January 2025	May 2025
<p>Tues 28th — General Meeting Ourimbah RSL</p>	<p>Tues 27th — General Meeting Ourimbah RSL</p>



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