



Bi-Monthly Journal of the Central Coast Classic Motorcycle Club

The Flywheel

Inside this issue:

CCCMCC Office Bearers 2025	2
Presidents Report	3
Secretary's Report	4
Editors Report	4
Tools and their uses Tutorial	5
Trev's Electrical Tutorial	7
Log book facts sheet	10
Log book facts sheet	11
Buy, swap, sell	12
Event Calendar	14



Selicks Beach Races — Story coming soon!!



CCCMCC Office Bearers 2025

Position	Name	Telephone	Mobile	email
President	Peter Redman	4392 6319	0408 509 821	margpetred@bigpond.com
Vice President	Tim Corlett		0418 240 777	timcorlett60@gmail.com
Secretary	Mark Gattenhof JP	4328 4060		cccmcc.nsw@yahoo.com
Treasurer	Jim Hamilton	4363 1169	0423 881 691	spannercheck@gmail.com
Public Officer	Mark Gattenhof	4328 4060		cccmcc.nsw@yahoo.com
Committee:	Craig Bunyon		0411 749 251	craigbunyon@gmail.com
	Len Williams		0418 359 798	
	Grant Stanton		0478 833 430	ozmead51@gmail.com
	Lee Bowen		0439 251 580	leebowen51@hotmail.com
Membership Secretary	Vacant			
Events Co-Ordinator	Tim Corlett		0418 240 777	timcorlett60@gmail.com
Rally Co-Ordinator	Tim Corlett			
Rally Secretary	Grant Stanton		0478 833 430	ozmead51@gmail.com
Catering	Alison Short			
Trailer Bookings	Peter Redman	4392 6319	0408 509 821	margpetred@bigpond.com
Editor	Craig Bunyon		0411 749 251	cccmcc1.nsw@gmail.com
Library	Dean Crook		0420 469 354	deancrook21@gmail.com
Machine Registrar	Fabian Mensitieri		0421 474 113	fab65@outlook.com
Welfare	Spike Cherrie		0419 228 398	spikecherrie@gmail.com
Property Officer	Spike Cherrie		0419 228 398	
Regalia	Ian Fortune		0410 785 358	daytona.1000@live.com

MACHINE EXAMINERS

Area	Name	Telephone	Mobile
BENSVILLE	Kim Carothers	4369 3097	
CHARMHAVEN	Dudley Lister		0425 385 508
ERINA	Bob Orr	4367 3055	0414 692 018
HAMLIN TERRACE	Tony Carter		0415 488 194
LAKE MUNMORAH	Lee Bowen		0439 251 580
TOUKLEY	Bruce Cruickshank	4396 4647	
TASCOTT	Dave Young		0415 657 025
WYOMING	Col Graham	4324 3259	0417 203 322

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 Cruickshank; Edna Cruickshank; Col Graham; Jack Taylor; Nick Vassilopoulos; John Mills; Gwen Lever

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 **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.

Presidents Flywheel Report April 2025



April 2025

The postponed March Hub Run was held the following Sunday (6 April 2025). The weather was much better this weekend, fine and sunny. Again, there was a great attendance at the Hub Run with approximately 66 persons signing the 'Attendance Book.'

On a more disturbing note, it was a shock to myself and all members that we learned that a long-standing club member, Peter Donaldson had a misadventure at Wisemans Ferry when he was returning home after picking up a new motorcycle, I think from Victoria. I have since been in touch with Peter's brother who said that (in laimans terms) Peter had some serious back and spinal injuries. I asked Peter be told that all club members were thinking of him during his treatment and recovery and that we all sent our best wishes for a speedy recovery. I will keep you Informed on Peter's progress as we receive further information.

Lately, there has been a request from members for a Tiddlers Ride, for smaller capacity machines. At the Hub Run on the 6th April, members Dave Gates, Paul Cooper, two of the members (who had shown interest in a Tiddler Ride) and I sat down and discussed this club activity. It was suggested that the first Tiddler Ride will be held on Friday the 2 May, 2025, starting from Heatherbrae Pies, Palmdale and will do a "Lap of the Tuggerah Lake, with a break at The Entrance. There will be more information available before then but if you have any questions please contact David Gates, Paul Cooper or myself. In the meantime ride safe, enjoy and have fun.

Peter Redman.

President CCCMCC Inc.



Secretary's Report—April 2025



Not a lot happening in my garage at the moment, but plenty of projects waiting in the wind.

Inwards Correspondence:

- The usual newsletters from other clubs
- Membership inquiries: 3

Outwards Correspondence: Replies to inquiries

- Membership Cards: 6

New members: A warm welcome to John Swain (Cooranbong), Lawrie Graham (Forrester's Beach), Al Johnston & Leanne Lonergan (Lisarow), Geoffrey Bovis (Woy Woy), and John Mitchell (Gorokan).

Current Membership: 195

Ride safely,

Mark Gattenhof

Secretary

Editors Report

G'day Members,

It's always a pretty quiet time of the year around this time, and not much to report.

Apart from, a big thank you to Trevor Davis for another outstanding article, which you can find on page 6 of this issue.

Another thing to report is that our Committee member Len Williams is making a steady recovery from a ruptured Achilles tendon sustained on the Hub Run to Dooralong. I'm sure we all send him our best wishes.

And lastly, I've been informed by our new Regalia officer Ian, that the grey shirts will be available at the meeting, so those of you that preordered shirts, bring your money with you!

Cheers guys,
Craig
Editor

Tools and their uses

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

STANLEY KNIFE: Used to open and slice through:

- a) your hand;
- b) the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing seats and motorcycle jackets.

ELECTRIC HAND DRILL: Normally used for spinning steel pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes in bumpers just above the brake line that goes to the rear wheel.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

MOLE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for igniting various flammable objects in your garage. Also handy for igniting the grease inside a brake drum you're trying to get the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Shi...."

ANGLE GRINDER: As above, but far more effective. Also removes metal so swiftly that you always grind off that little bit too much before you know it and you have to start making the part again/repairing the damage you've done with the OXYACTEYLENE TORCH

HOSE CUTTER: A tool used to cut hoses 1/2 inch too short.

Tools and their uses

HYDRAULIC FLOOR JACK: Used for lowering a car or motorcycle to the ground after you have installed your new front disk brake setup, trapping the jack handle firmly under the front bumper.

EIGHT-FOOT-LONG DOUGLAS FIR 2X4: Used for levering a vehicle upward off a hydraulic jack.

TWEEZERS: A tool for removing wood splinters.

PHONE: Tool for calling your neighbour to see if he has another hydraulic floor jack.

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog poo off your boot.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

TIMING LIGHT: A stroboscopic instrument for illuminating grease build up.

TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of earth straps and brake lines you may have forgotten to disconnect.

CRAFTSMAN ½" x 16" SCREWDRIVER: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulphuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

METAL SNIPS: See hacksaw.

TROUBLE LIGHT: The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars and motorcycles at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last tightened 40 years ago by someone in Sindelfingen, and rounds them off.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50-cent part.

TREV's STUFF by Trevor Davis

Prior to becoming smart, we human beans accidentally found that all elements have a natural differential electrical potential. I recall reading that way back, some guy, Tommy the Toad Slayer, I think was his name, noticed that when he went to dissect a recently slain frog with copper and steel implements, it (the frog) wanted to start hopping again. So he deduced that copper and steel have different potentials (voltage that is) and the poor dead frog was the conductor between the two which made it currently hopping mad even though it was deceased. He or we, decided to name this phenomena "Static Electricity", the same stuff that occasionally makes you hopping mad when you grab the door handle of your car.

Now later on another guy, we'll call him Revolting Ron, came along and invented a single cell battery. It wasn't a lead acid job but it did have a solution of water and sulphuric acid in it which dissociated into (+) hydrogen ions and (-) sulphate ions when a cathode and anode of different metals (zinc and copper) was immersed within. And wouldn't you know it, all the (+) ions had an attraction to the copper anode while all the (-) ions decided that the zinc cathode was the place to be.

Where are we; oh yes, now as everybody knows, (+) ions live in the nucleus of an atom (protons) and don't like to travel whereas the (-) ions aka electrons are free to travel to the joint that has a deficiency of (-) ions aka anode. So when an external conductor, usually wire, is connected between the anode and cathode, the electrons very rapidly rush from the cathode back to the anode to assume a steady electrical state or balance between them. This migration of electrons (- ions) is known as electron current or just current. Don't ask me how Revolting Ron recharged his battery, I don't know, as generators weren't invented just yet. I guess that he just removed his bit of wire.

So now we have a dilemma, as everyone is aware, electrical current is said to travel very quickly from the positive terminal of your battery, through the external load (light, motor, coil etc:) back to the negative terminal. How can this be? Heck, we have spent the last ten minutes saying that the current in a circuit flows from negative to positive in the external circuitry. Because of the magnitude of effort required to correct this incorrect assumption recorded in every piece of electrical literature in the universe at that time, we human beans invented a new law of technical jargon and called it the "*Conventional Flow of Electrical Current*" which we termed as positive to negative in an external electrical circuit. Problem solved. Even though electrical current still persists on actually going the other way. It makes me wonder about that Dark Sucker Theory... For years, it has been believed that electric bulbs emit light, but recent information has postulated otherwise. Perhaps electric bulbs don't emit light; maybe they just suck up all of the darkness like a vacuum cleaner. If electricity flows backwards, maybe they could indeed be known as Dark Suckers..... Hmmm...

Lithium-Ion cells basically work like all chemical cells, they have an anode and a cathode which are separated by an appropriate electrolyte. The anode and cathode kept apart by a separator filament. However, they really don't like to be put out of their comfort zone of between 0 deg celsius and 35 deg celsius. Charging a lithium-ion battery beyond its capacity can cause excessive heat buildup, leading to thermal runaway. This can cause the battery to catch fire or explode. Possibly why they are not recommended for combustion engine compartments that can become quite warm or being charged by a non-lithium type battery charger who will possibly try to stuff too much juice into it..

Continued.....

TREV's STUFF by Trevor Davis

Now the current flow (flow of electrons) in a circuit requires a force or an electrical pressure to move the little blighters. This force or electrical pressure is called electromotive force or EMF and it makes them free electrons move in the direction of a higher voltage toward a lower voltage. Free electrons you say? What the heck is a "free" electron. Well, without becoming bogged down in atomic theory, consider a molecule of copper. It has 29 of these mongrel electrons whizzing around its nucleus, electron number 29 is furthest away from the nucleus and therefore the easiest to be dislodged or freed so it becomes a freebee and heads toward the anode. The greater the difference between the voltages (potential difference) the greater is the flow of free electrons ergo higher the current, so voltage can be regarded as electrical pressure. So, we now have voltage (pressure) and amperes (current flow) multiplied together gives us power (wattage) only in a DC system that is. Not AC systems.

Here is a bit of trivia: The hydrogen atom has an atomic weight of 1. Now that means that it has only 1 electron in orbit around its nucleus. Now imagine; if that nucleus was said to be the size of a normal garden variety pea, its electron would then have a diameter of about 14 metres and the radius of that electron's orbit would be about 500 Km. Imagine if you can what mess an atom of 235 uranium looks like with 9 orbits.

So now it can be said that there is a very close analogy between this electrical pressure and water pressure in hydraulic systems. Water flow in a hydraulic system can be regarded as not too different to current flow in an electrical circuit, Water flow is reliant on the pressure difference between various points in a hydraulic system, The head tank of your local township is just like a hydraulic battery which is recharged by a water pump just as an electrical battery can be charged by a generator. The diode in an electrical circuit performs the same action as a non-return valve in a hydraulic system. The pressure relief valve in a hydraulic system can be said to work similar to a Zener diode in an electrical system. The water accumulators attached to some domestic water pumps work on same principal as a capacitor in electrical devices. The length and size of a hydraulic systems pipework impedes water flow just like various forms of electrical resistance does in an electrical circuit.

The most fundamental component of any electrical circuit is the good old resistor. Resistors are used to limit current flow, for voltage reduction, heating and so on. They have not only resistant values but also power ratings which if greatly exceeded generally give up all of their smoke and will not work very well afterward. They are rated in ohms (Ω) and if really big then megohms ($M\Omega$)

Capacitors store an electrical charge and come in a huge range of sizes and types. Capacitance is measured in Farads which is too large for most applications so various fractions of the Farad is used. Micro Farad (μF) is a millionth of a Farad. Nano Farad (nF) which is a thousandth part of a μF and a Pico Farad (pF) which is a thousandth part of a nF . Some capacitors are electrolytic capacitors that are polarised and consequently normally marked + or - so that they are not connected incorrectly.

A diode is a discrete semiconductor device that essentially allows conduction in only one direction. Similar to a non-return valve in a hydraulic system. Power diodes are predominantly used in voltage rectifiers. Another type of diode is the Zener diode. These are special diodes that like normal diodes conduct in only one direction. However, when a Zener diode is subjected to a reverse voltage that is greater than its rated voltage, its reverse resistance becomes less and it conducts in its reverse direction just like a pressure relief valve.

TREV's STUFF by Trevor Davis

All you guys with ancient Pommie bikes should know all about them because the Poms used Zener diodes for voltage regulation. It seems to only work with positive to frame wiring. Anyhow, let's say the Zener is a 15-volt rated job. Now if a generator or an alternator pumps out 16 volts, then the Zener will say "hey that's 1 volt too much, I'm only a 15-volt job" so it reverse conducts current to cause 1 voltage drop maintaining 15 volts to the normal load circuit. Light Emitting Diodes (LED) as the name suggests glow brightly when a current is applied in the forward direction but get very upset when connected the wrong way. LED's give up all of their smoke if the current flow is too great. Consequently, they are usually installed with current limiting resistors connected in series with them.

A generator converts mechanical energy into electrical energy using the principle of electromagnetic induction: a rotating magnet (rotor) spins inside a stationary coil of wire (stator), inducing an electric current. A generator needs a source of mechanical energy to turn its shaft, which can be an engine (burning fossil fuels), a turbine (driven by steam, water or wind), or even a hand crank. As the magnet rotates, it creates a changing magnetic field around the wires in the stator. This changing magnetic field "pushes" the electrons along the wires, creating an electric current (a flow of electrons). The electric current is then available at the generator's output terminals to power an external circuit or appliances. This current is termed as alternating current and is converted to a direct current (DC) by a generator's commutator or by a rectifier in the case of an alternator. Magnetism is something else, without it none of all the above would be worth a jot and magnetism is a science of its own, too technical for me and apart from all of that, I simply just don't at the moment have the time.

Naah! I'm not going anywhere near transistors and operational amplifiers. Mainly because I don't know that much about them. I do recall though, years ago I went back to the dark side and bought a NahNah-noorton motorcycle (difficult for me easy for you) and put an English made transistorised ignition kit made by Thingo on it. What a bloody disaster. Eventually I got in touch with the Thingo production support team and was informed that yo! If you have a bike with electric start, it is possible that one could have problems because the starter motor sucks up all the amps which in turn reduces the system voltage and the Thingos transistors don't (or at that time) didn't appreciate that. That Dark Sucker theory raises its head again. So, I put a Kiwi job on it and all was good. Quickly got rid of that bike while it was still going sort of good and returned to the Bavarian breed.

Yeah! I know, they have their problems too but they did win the Paris to Dakar 11 times: 1981, 1983, 1984, 1985, 1999, 2000, 2001, 2002, 2003, 2004 and 2005 so there must be a message there somewhere. They called it to a halt after 2005 and decided to give some other marque a shot at it.

Anyway, in my book all older 2 wheeled stuff is good if you can see the engine, if you can see spoked wheels, if it leaks a little oil and makes a hell of a noise. Modern stuff... as they say, "whatever floats your boat"

Trev....



Historic and classic vehicle log book and club runs

transport.nsw.gov.au

Fact sheet

December 2022

Why do I need a log book?

A log book allows you to use vehicles registered under the Historic and Classic Vehicle Schemes for up to 60 days per year for maintenance and personal use (general use), outside of club-organised events.

Each day of general use must be recorded in the log book.

Who must fill in the log book?

A person responsible for the vehicle can fill in the log book. Only one log book entry is required per day, even if there are multiple drivers.

The daily entry expires at midnight on the day of the log book entry.

The person making the entry in the log book must write their full name and signature each time.

What if I get a log book part way through the existing registration year?

Days of general use are calculated pro rata based on remaining registration as per below:

Remaining registration	Number of days
Up to 3 months	15
Over 3 and up to 6 months	30
Over 6 and up to 9 months	45
Over 9 months	60

- This same calculation is applicable if a replacement log book has to be issued.
- You can use the number of days you are eligible for at your discretion throughout the registration period.
- This table is not relevant when you have a full year of registration and have opted in to the log book scheme.

When do I need to carry the log book?

The log book must be carried in the vehicle at all times when the vehicle is being used. If you are towing trailers or caravans that are registered under the Historic Scheme, separate log books are required and also must be completed and carried.

When do I need to carry the Certificate of Approved Operations?

The certificate is issued to all vehicles registered under the Historic and Classic Vehicle Schemes. It must be carried in the vehicle whenever it is in use, including when using the log book and during club organised events. As with the log book, the certificate of approved operations for trailers or caravans that are registered under the Historic Vehicle Scheme must also be carried.

Do I need to fill in the log book when driving interstate?

Yes, the rules applying to log books and club event use still apply when driving interstate. When interstate, the NSW rules must be followed.

Can I go on a long trip (multi day)?

Yes, provided that each driving day is recorded in the log book. For days when the vehicle is parked up (not driven) a log book entry is not required.

What happens if I use up all of my log book days?

If you use all of your log book days within any given year of registration, you will be limited to club runs only. When you renew your historic or classic registration, another log book will be issued and you will have another 60 days of personal use for the new 12 month period.

Historic and classic vehicle log book and club run scenario

A club run is an event that is publicised in advance, and then recorded by the club's secretary in the club's official diary or meeting minutes. It can include travel from the member's home to the event starting location and return.

Scenario: A club run is planned to go from the members' homes to a park in Merrylands, a central meeting place for all club members. From there, the club members will drive to Wollongong lighthouse and back again. No log book or log book entry is required for this club run provided it is declared to be an official club event. However, if a member decides to leave the club run and travel to Kiama before returning home, a log book entry would be required. For non-log book clubs and members, this deviation would not be permitted.

How do I opt in for a historic and classic vehicle log book?

For historic registration you must be a member of a club listed on the Transport for NSW list of recognised historic clubs, and for classic registration you must belong to a club affiliated with one of the four approved organisations.

To opt in you need to attend a Service NSW service centre and provide:

- proof of identity such as a NSW driver licence
- current Certificate of Conditional Registration (if available)
- current Certificate of Approved Operations (if available)
- and complete a change of record form.

You can opt in at any time and there is no additional cost.

What if a club has not opted in for the historic vehicle log book?

Clubs and their members that have not opted in for the log book can only use their vehicles for club runs and maintenance trips. If a club opts out of the log book, the club members are then also limited to club and maintenance runs only.

Alternatively, historic vehicle owners can join another club that is participating in the log book scheme. Participating clubs may also have club rules or bylaws relating to the use of vehicles within their club.

For more information visit the historic and classic vehicle web page <https://bit.ly/3q272gg>.

Stay informed and sign up to DRIVE, our industry newsletter for road safety and regulation updates. Visit <http://bit.ly/3ibEnyn> or scan the QR code.



Buy, Swap and Sell



1953 Matchless 680 500 \$6000



1998 Honda ST1100 \$4000

Contact Jacky 0455 655 592

1998 Honda VF400 \$3000

1972 Kawasaki H2 750 \$25-28000



Club Regalia



Shirts \$25



Cloth Patches \$5



Polo Fleece \$45



Club T-shirts \$25



Caps \$20

Metal Badge \$25

Members & Sponsors Business Cards



Bikes N Motors

Jaz & Mark
Parts, Accessories, Tyres &
Workshop for all Bikes

1154 George Downes Drive,
Kulnura, 2250. [Behind Jerry's]
www.bikesnmotors.com.au
bnm@bikesnmotors.com.au

02 4376 1487
0491 622 080

Licence No: MVRL56584

KULNURA ONE STOP
"SERVICE WITH A SMILE"
FROM
JERRY & AMANDA

SCHIBELLO COFFEE + CAKES
GREAT BURGERS
BACON & EGG ROLLS
BIG BREAKFAST ALL DAY
BIKERS MEETING POINT

PETROL + DIESEL
T - 02 4376 1166
F - 02 4376 1022
1154 GEORGE DOWNES DRIVE, KULNURA
OPEN 7 DAYS 7AM - 5PM

JERRY'S KITCHEN

CENTRAL COAST

**Vapour
Blasting**

Ph: 0413 900 135

CEDAR BRUSH

Historic/Classic Automotive & Motorcycle Restorations

Stephen P Marcuccio 0401800380
stephen.marcuccio@iinet.net.au

DUDLEY'S
MOTORCYCLE
SERVICE & PERFORMANCE
CENTRE

4353 3730
UNIT 3/14
DONALDSON ST
NORTH WYONG
NSW 2259

MVRL 11893

WE ARE
HERE

DONALDSON ST
LUGGARD
PACIFIC HWY
WYONG
GOLF CLUB

- ⊗ Dyno Service
- ⊗ Electrical Repairs
- ⊗ General Servicing
- ⊗ Engine Reconditioning
- ⊗ Tyre Service
- ⊗ Bead Blasting
- ⊗ Fabrication & Machining
- ⊗ Alloy Welding
- ⊗ Catalogue Parts & Acc

"YOUR ONE STOP SHOP"
www.dudleysperformance.com

Ph: 02 4353 3730 Fax: 02 4353 3744

FRANKLIN Carports & Awnings

- A family concern established since 1963
- Quality Carports and Awnings
- Using Colorbond steel, Polycarbonate or Aluminium
- Gold card Lic R93634
- Council plans & submissions

Free on-site estimates

Phone: Gosford - 4384 5519 Tuggerah - 4353 1111 Umina - 4342 7788
Fax: 4369 5756

www.franklincarports.com.au



4399 1664 / 0413 055 783
dmooreupholstery@gmail.com

DAVIDS CUSTOM MOTORCYCLE SEATS

This space is available

This space is available



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 6.15 p.m. General meetings commence at 7.30 p.m.

Events Calender

April 2025	August 2025
13th—20th — Bathurst Easter Rally Tues 22nd — General Meeting Ourimbah RSL 7.30pm Sun 27th — Hub Run Woodbury Park	Tues 26th — General Meeting Ourimbah RSL 7.30pm Sun 31st — Hub Run Woodbury Park
May 2025	September 2025
2nd—4th — Singleton Rally 17th-18th — HVNOC Denman Rally Sun 18th — Distinguished Gentleman's Ride Tues 27th — General Meeting Ourimbah RSL 7.30pm	12 — 14th — Pelican Rally Norah Head Tues 23rd — General Meeting Ourimbah RSL 7.30pm Sun 30th — Hub Run Destination TBC
June 2025	October 2025
Sun 1st — Hub Run Jerry's Kulnura Cafe Tues 24th — General Meeting Ourimbah RSL 7.30pm Sun 29th — Hub Run Woodbury Park	Tues 28th — General Meeting Ourimbah RSL 7.30pm
July 2025	
18th —-20th — Tamworth Rally Tues 22nd — General Meeting Ourimbah RSL 7.30pm Sun 27th — Hub Run Destination TBC	