

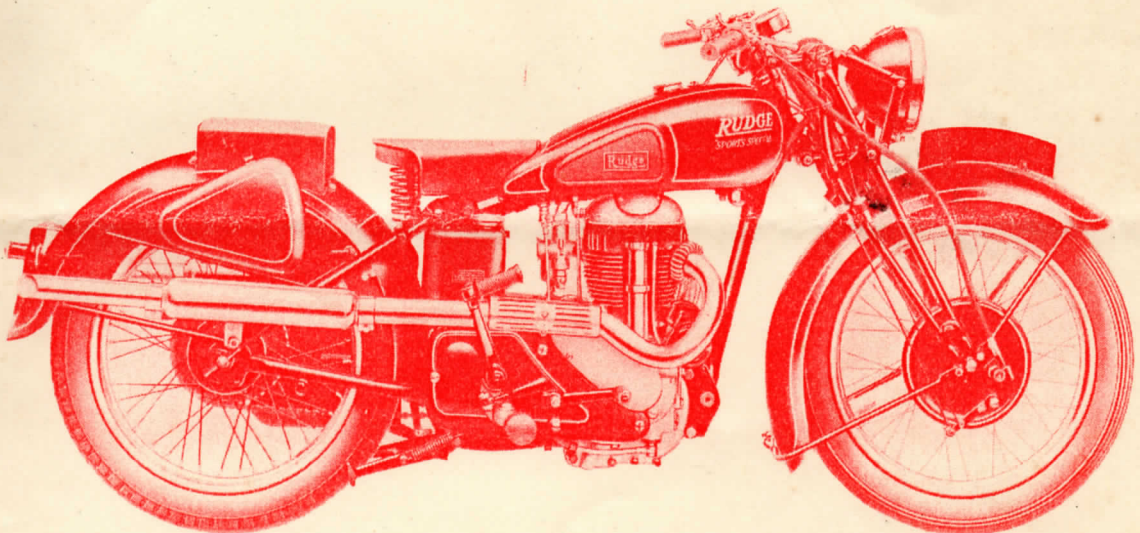
2/88.

Flywheel



CENTRAL COAST
N.S.W.

THE CENTRAL COAST CLASSIC MOTOR CYCLE CLUB INC.





"THE FLYWHEEL" IS THE BI-MONTHLY JOURNAL
OF THE CENTRAL COAST MOTOR CYCLE CLUB INC.

OFFICE BEARERS.

PRESIDENT:	BRIAN WISHART.	24 1681.
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SECRETARY:	SYLVIA ASKIN.	40 1082.
TREASURER:	BEV SUCKLING.	41 1285.
EVENTS DIRECTOR:	JOHN COCHRANE.	69 3081.
CLUB REGALIA:	NOREEN COCHRANE.	69 3081.
CLUB PLATE OFFICER:	LINDSAY BROWN.	72 1336.
PERMIT TO MOVE	JOHN FORBES.	69 1398.
INSPECTORS:	KEVIN SPACKMAN.	84 6712.
RALLY DIRECTOR:	BARRY SUCKLING.	41 1285.

MEETINGS.

GENERAL CLUB MEETINGS ARE HELD ON THE SECOND WEDNESDAY
OF THE MONTH, AT THE GOSFORD R.S.L. CLUB, PACIFIC HIGHWAY
GOSFORD. 8.00pm.

CORRESPONDENCE.

ALL MAIL ADDRESSED TO THE SECRETARY,
CENTRAL COAST CLASSIC M.C.C. INC.
BOX 2178 P.O.,
GOSFORD. 2250.

MEMBERSHIP TO THE CLUB IS OPEN TO ALL PERSONS INTERESTED
IN THE RESTORATION, PRESERVATION, & USE OF OLD MOTOR CYCLES,
AND BY NOMINATION ONLY.

PLEASE NOTE: IN FUTURE, "THE FLYWHEEL" WILL ONLY BE SENT
TO THOSE MEMBERS WHO ARE FINANCIAL.

G'DAY !

AND WELCOME TO OUR FIRST CLUB NEWSLETTER.

As I'm sure you would agree, a most necessary part of our activities and from this meagre offering hopefully the "Flywheel" will gradually gather momentum into a worthwhile monthly journal that members can be proud of. Remember, it is like our monthly meetings, & will only exist & grow with your support & interest ! Incidentally, the name "Flywheel" is probably not very original so if anyone feels that they have something more suitable, let's have it.

Well, after being a branch of the C&EMCC Sydney for 5 years we have now finally taken the bold step to "go it alone". The association with Sydney has been a most happy one many lasting friendships having been formed and I'm sure the future will see a continued close relationship between the two clubs, so sad in some ways but looking to the future, we believe that we have made the right move.

OK ! so what's happened so far?

THE CLUB NAME. We now have a "Certificate Of Incorporation" issued by the Corporate Affairs Commission showing the registration of our name "CENTRAL COAST CLASSIC MOTOR CYCLE CLUB INCORPORATED".

CLUB INSURANCE. A Public Risk policy has been taken out with the G.I.O. costing \$68 covering the club up to 2million.

CLUB PLATES. Pleased to report that final approval has been received for the supply of our own exclusive plates. The "cogs" turn slowly as it will probably be from 4 to 6 weeks for Page's who make the plates to receive the official go-ahead from the Department and to then make the plates. Cost looks like being \$52 for rego & 3rd party paid yearly, plus a once only cost of \$24 + 20% sales tax (\$30). for the plates. I understand we have ordered approx 30 plates to cover present C.P. bikes plus a few in hand. Numbers will be allocated to members by ballot ----- rather nice to have 001 or 007 !

Special arrangements may have to be made for the Illawarra Rally as the "official" plates will probably not be thru in time. Anyway, more on that later.

Special thanks to Nick for "at the drop of a hat" supplying us with urgently needed letter head paper enabling us to advise neighbourhood clubs of our "doings" and for us to receive their club newsletters.

I'm sure members will be pleased as I am, with the progress made so far and now feel our new club is well on the way.

J.C.

***** VELOCETTE VOCIFERATIONS ----- FROM THE PRESIDENT'S
DESK.

Well, here I am, thoroughly refreshed after my Tasmanian tour! I know that the full story will eventually be told ---- probably a mini-series! I had a marvellous time & look forward to next year's trip.

The new BMW (K75) having recovered from being attacked by a "P-Plater" in a Transit van, performed faultlessly ----- as indeed, did the other six bikes. Had we taken this trip thirty years ago, would our then current British machinery have performed as reliably? Much as we love them, in all honesty, we would have been dubious as many members of our club in my age group can remember riding with both ears cocked for "funny noises", or anxiously watching the amp-meter, not to mention the numerous kicks to (hopefully) get started on a chilly morning. But I would still love to take the Truxton on a quick (solo) trip round Tassie!!

It is heartening to see such good attendances at our monthly meetings, and reports of our Feb, meeting (from which I was, of course absent) make it sound most stimulating ---- well said, Maurie!! Let's get some riders on the road ---- our events organisers go to a lot of trouble with our club runs, and it must be disheartening for them to see only three or four machines there on the day.

Thanks to the hard work of Lindsay Brown, the club plates have been approved & on the way. The colour scheme may leave something to be desired (maroon numbers on a lettuce green background) but this was necessary to avoid clashing with other club plates.

There will be a Pelican Rally committee meeting next week, and we really have to get down to hard work now, as it is only six months until the event. This might seem a long way off, but the task ahead of us is enormous. We have to justify our Bi-Centennial grant of \$3000, and try to make this one, biggest & best classic rally ever. Don't forget, we have a tremendous reputation to live up to --- last year with 150 bikes in attendance, I think we had the biggest rally in N.S.W. Trying to do things better every year, I can tell you, it's an effort coming up with new ideas -- but I know I can count on all of our members, wives, & friends to support us again.

BRIAN.

QUESTIONS TO ASK THE TASMANIAN TOURISTS.

- 1) What did David Harding hang from his gearsack ?
- 2) Why is Linds Brown trying to buy roller skates ?
- 3) Is Barry Suckling still trying to buy maps of Devonport ?
- 4) Why is John Cochrane still grinning all the time ?
- 5) Is Barb Forbes going into the Knitting industry ?
- 6) Was Jan Wishart really happy cruising at 120k's ?
- 7) The weather was beautiful -- is Brian really the Messiah?

(I looked up "vociferation"--- it means to clamor
or shout ! That figures ! Ed.)

***** FROM THE SECRETARY'S
DESK.

As Sylvia's present address is
Gosford Hospital I will write a
short report on her behalf.
A blood clot in her leg is causing
some problems and we do wish you a
speedy recovery Sylvia -- see you
soon.

I don't believe it is necessary to print a detailed
account of the minutes of the previous meetings --- they
are available if needed but for our newsletter I'm sure
a brief report is quite acceptable.
Our last meeting was well attended with Vice Pres, Bob Askin
taking the chair in the absence of Pres, Brian who with
other members & wives were touring Tasmania --- more about
that later !

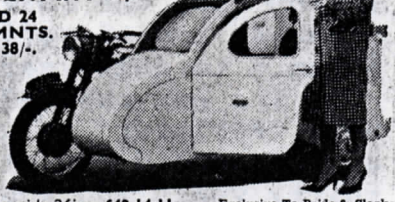
Regarding events, everyone was in favour of new
arrangements where by each Sunday becomes a possible run,
playing it by ear & weather conditions at the time.
Certainly worth a trial & makes a lot of sense. The Gosford
waterfront at 9am, "on any Sunday".

On events, the Sunday run "down the old road" was
enjoyed by about 10 members, single Ducati's well represented
by Phil & Wayne --- good to see the "Cosa Nostra" alive &
well ! Shame only one "pomme" bike --- Vern's reliable
little B40 ! Seem Nick is enjoying his new role of "boy
racer" with his little single! Does'nt even miss the electric
start!

Mainly for the benefit of new members, membership cards
have been printed, necessary for our records as required by
the constitution. All members will be asked to fill one in,
----- not to worry, you don't have to state the number of
bikes that you have stashed away in your shed!

See you at the next meeting!

J.C.

THE FABULOUS POPULAR
SUPREME COMFORT FOR TWO ADULTS
★ ALUMINIUM SHELL ★ STRONG
MARINE PLY ★ TOUGH HARDWOOD
FRAME ★ Cobex Windows ★ All Colours
CASH **£46.14.11** SIDE CAR
OR **£9.14.11** dep. BODY ONLY
AND 24
PYMNTS.
OF 38/-.

Extra wide 26ins. £49.14.11. Exclusive To Pride & Clarke

BIKE CHATTER.

The COSA NOSTRA has struck again! Guess who has fallen into their clutches? You will find out at the next meeting when he is painfully put through their initiation into the Brotherhood. He has had a lot of bikes over many years, British classics, Jap superbikes, every size & type, and now the final fling, the ultimate, the choice of an expert! A beautiful new red & white Moto Guzzi Le Mans 1000 Great!!

Next issue of "Flywheel" Lindsay Brown is going to tell you everything you wanted to know about Club Plates & club rego ----- be discussing the 30 year cut off date, guidelines for machines to be accepted for club rego & much more.

With the sale of their home apparently fixed the time is drawing all too soon when we will be sadly farewelling popular members John & Barb Forbes, who are moving to West Aust., be a helluva ride to visit them!

After a fantastic trip, the Tassie Tourers have reluctantly settled back into their everyday mundane hum-drum world again and not true Lindsay is opening a chain of Devonshire Tea Rooms! Nor that Barry is opening A speedy 1hour welding business!

From all reports, another club classic machine be wheeled out of the shed soon to join us on runs --- a pretty little 350cc vertical motor Panther from the post war era. For some reason they are to-day very rare yet because of their price, simplicity, economy were quite popular in their day. I have fond memories of a little 250 Redwing, about a 1938 model, 3 speed hand change on side of tank, "gutless" but simple & reliable. I wouldn't mind owning it to-day!

Another new one to hit the road soon should be Phil Poole's little 250 Ducati --- more strength to the Cosa Nostra! What have we got now Wayne? Around 4 Dukes, 2 Guzzi's, and a Gilera! Pity no M.V.'s or Laverda's!

On his way to Canberra Rally earlier this year Jim Madigan had a narrow escape when refuelling his 3 bikes on the trailer at a service station in wet conditions an out of control car skidded off the road, smashing through the service station, into Jim's Commodore. Thankfully, instead of filling his car first, as he normally does, he chose to fill the bikes as the offending car hit right where he would have stood at his car's filler cap! The car was a write-off & bikes were damaged, tanks & h/bars & Jim suffered minor injuries,. A frightening experience & hope he is fully recovered.

Must ask him how he likes his loan bike, Jan's little Gilera?

MORE BIKE CHATTER.

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CR80RD 1983 model, new piston & rings & rebore, new chain & sprockets, new source coils, new tube in front & back tyres, new back tyre, new exhaust, just spent over \$400 on motor, \$615 Rosebud (059)866418

Ducati GT750, round case engine, GC, rare model, reg 8/88, \$2250 Doveton 7917803

Ducati MHR 900, '84 EC 11700 kms, well maintained & serviced, RWC \$8000 AH Ashburton 252496

Ducati 500SL Pantah, met blue, 40mm Dellorot carbies, rebored & polished manifolds, Mallosi filters, Conti performance exhaust & balance pipes, Koni adj Trirate shocks, chain, battery, gaskets & many extras, rebuilt cylinder heads & front forks, all parts 1 month old, spent \$2000 & garaged since, fast, tight & sonds terrific, A1 cond, unreg. will supply RWC \$4300 Hawthorn 8194287

Euphonium Yamaha Y321 4 valve silver plate as new \$2000 Nunawading 8788427

Go Kart (junior) near new swish hotlass frame, Victor motor plus spares for motor and tyres \$800 Toolleen (054)336268

Go kart Birel frame 6 spd YZ 80 motor with front & rear spoilers, good slick tyres \$1100 Glen Waverley 5612480

Go Kart Gass Australia X6 frame 2 DTE DAP T70B motors, just rebuilt, some spares \$2000 Canterbury 8363672

Go kart motor KT100 Yamaha junior National class EC hardly used

Tickled my fancy to see in a recent "Trading Post" amongst Motorcycles For Sale, a bit of a ring in!!

I mean, could you imagine Brian Wishart riding a silver, 4 valve, Yammy Euphonium with his wife on the pillion!!

Be handy I suppose at morning tea stops, you could play a few old favourites!!

I thought bikes were dear!!

With the move to Melbourne last year of Velocette Rally Entrepreneur, John Jennings and the fact that he is abley assisted by the V.O.C. in Victoria one wonders how long it will continue to be held at Bundanoon??

Looks like the World Championship Grand Prix may soon include a round here in Australia which is good news --- the bad news would have to be the venue which at this stage seems almost certain to be Phillip Island --- a very long way to go!

Who'd have thought out of all the british bikes that flourished, and died, the lone survivor would be the humble Royal Enfield Bullet! See below.

ENFIELD BULLET

**350
Deluxe**

Only \$4460

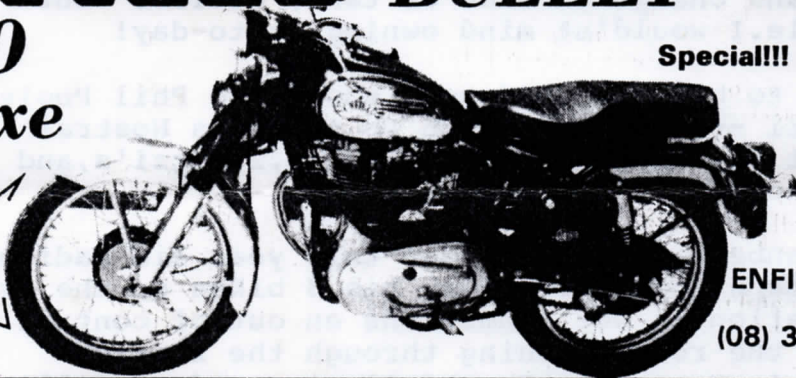
plus on-road costs

Special!!! DEMONSTRATOR \$3400

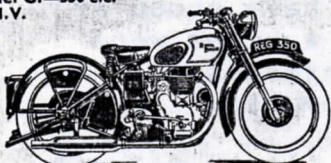
Now available with
ADR compliance, full
spares back-up and
10,000km/6 month warranty

Enquiries to the Australian
Distributor: Ron Lewis

ENFIELD CYCLES AUSTRALASIA
Box 195, Marden SA 5070
(08) 337 1033 Fax (08) 337 6704
Telex 186445



ROYAL ENFIELD IMMEDIATE
Model G.—350 c.c. DELIVERY
O.H.V.



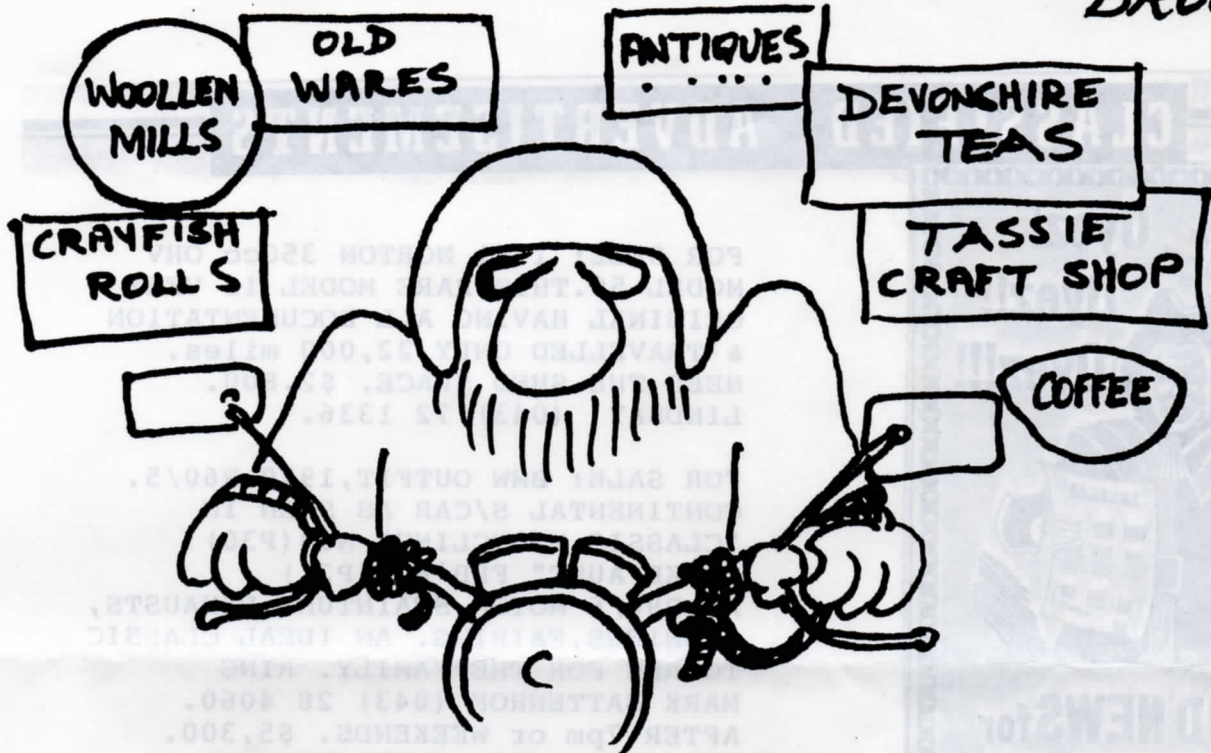
Terms—Deposit £61-17-7 and
12 monthly payments of £8-8-0 or
18 " " " £6-13-8

CASH PRICE
£151-2-7

The new model certainly appears to be an improvement on the 40 year old rigid frame model -- a little more expensive, but still under powered in my opinion for our conditions!

Still, what price nostalgia? At least the Bullet is rather more original than the new Matchless G80,

TOURING TASMANIA WITH LINDSAY BROWN!



ULYSSES HAS HIMSELF TIED TO HIS BIKE TO RESIST THE SIRENS

Apologies to "Riding On"
Ulysses Club.)

THE GRAND GERMANIC TOUR OF TASMANIA IS OVER !

What can I say? So much to tell, and the reader

not being there to experience & see it all, difficult to describe and can only say that it was an unforgettable trip & one that we'll talk about for years to come. Each couple and there were 7, I'm sure, had their own little adventure & stories to tell, sometimes on our own, pursuing our own interest's and other times enjoying the camaraderie & fun of being in a group. It is to everyone's credit, or perhaps just our age group, that we all enjoyed each other's company returning to the mainland firmer friends than ever.

Back in the "old rut" find it amazing to believe that I ever did it, 4,500kms, down the Hume, toured Tas & returned on the coast road, particularly as I do very little riding apart from the odd Rally & club run & my wife on the pillion even less! Being old & gullible and the persuasive powers of Barry & Lindsay must have had something to do with it!!

We were blessed with, not only good weather, but no breakdowns, no illness or unpleasant incidents, good accommodation & meals all the way. More coming up on the bikes & riding *

Jc

CLASSIFIED ADVERTISEMENTS



GOOD NEWS for MOTOR CYCLISTS

THIS MONTH'S SPECIAL:
AN ORIGINAL, ONE OWNER, GENTLY
USED, HILLS ROTARY CLOTHES LINE
NOT \$50, NOT \$40, NOT \$30, WOULD
YOU BELIEVE LESS THAN \$10!
LADIES & GENTLEMEN, ITS FREE!
TO THE FIRST PERSON WHO LIKES
TO CALL & PICK IT UP. OUT OF
GROUND & IN PIECES.

(043) 69 3081.

FOR SALE: PARTS FOR MOST
ITALIAN BIKES & SPECIALIST
FOR DUCATI SINGLES.
ROAD & RACE MOTOR CYCLES,
BON MACE CLOSE, TUMBI UMBI.
PHIL, (043) 88 4211.

FOR SALE: 1955 A.J.S. TWIN,
ENGINE OVERHAULED, COMPLETE
RESTORATION, WHITE TANK.
\$4000.

JOHN FORBES, (043) 69 1398.

WANTED: CONTRIBUTIONS FOR "THE FLYWHEEL".
THE EDITOR, BOX 2178 P.O., GOSFORD, 2250.

FOR SALE: 1961 NORTON 350cc OHV
MODEL 50. THIS RARE MODEL IS VERY
ORIGINAL HAVING ALL DOCUMENTATION
& TRAVELLED ONLY 22,000 miles.
NEED THE SHED SPACE. \$2,800.
LINDSAY (043) 72 1336.

FOR SALE: BMW OUTFIT, 1970 R60/5.
CONTINENTAL S/CAR AS SEEN IN
"CLASSIC M/CYCLING" No3 (P30)
"BIKE AUST" FEB '87. (P21)
AN R90/6 MOTOR, STAIN TUNE EXHAUSTS,
PANNIERS, FAIRING. AN IDEAL CLASSIC
TOURER FOR THE FAMILY. RING
MARK GATTENHOF (043) 28 4060.
AFTER 7pm or WEEKENDS. \$5,300.

FOR SALE: 1949 MATCHLESS G80
CLUBMAN. THIS ORIGINAL & COMPLETE
MACHINE HAS BEEN PAINSTAKINGLY
RESTORED TO ALMOST CONCOURSE
CONDITION. MAGNETO & DYNAMO RECENTLY
RE BUILT BY JOHN BUDD. PROVEN RALLY
PERFORMER. OWNED BY RETIRED
GENTLEMAN. STARTED RESTORATION OF
SWING ARM MODEL. HOPEFULLY MORE
SUITABLE FOR HIS LADY.
\$3,700. VERN WHATMOUGH (043) 41 1135.

FOR SALE: B.S.A. PARTS, A7/A10, C11.
1 FRAME FOR STAR TWIN.
1 FRAME FOR A7/A10.
2 A10 TIMING COVERS. 2 A10 FOOTRESTS.
A10 FORK SPRINGS. 2 A7 FRONT HUBS.
3 A10 OIL PUMPS. (one extended shaft)
A7 INNER TIMING COVER. A10 CAMSHAFTS.
(3 of #64334 part No)
C11 TIMING COVER. C11 G/BOX COVER.
250cc CENTRE STAND. TRIUMPH G/BOX
COVER. SIDECAR AXLE. DUCATI PISTONS
905 HI-COMP.
PRICES ARE RIGHT, PENSIONER DISCOUNTS.
ASK FOR IAN ON (049) 381852.

***** E V E N T S *****

Never an enviable task, trying to figure out events & runs in our area, particularly to suit all members, some on old bikes & some on their Beemers, some like a short ride & some a long ride & so on ! However, long as we try & cater for everyone's interest whether it be racing, restoration, rallies, or club runs and keeping in mind that after all our interest is "old bikes", we'll be right. We certainly don't wish to become a specialised club or too much "Classic" forgetting the "vintage & veterans" and should remember to try & embrace all areas of the "old bike" scene . As always, any suggestions from members regarding events would be most welcome.

Well, our 12month's events calendar received a great boost having just been given the yearly programmes from Sydney C. & E.M.C.C. and Newcastle Vintage. I can see a great week of motor cycling coming up in September as the Newcastle club are having their "Patron's Run" the weekend before our Pelican Rally ! Visitors who can stay the week in the area should "have a ball!" Maybe we can organise a mid-week Geriatric run during that week plus other activities.

Anyway, outside our area and I know it's a long way off (1st October) if you are thinking of Parkes Rally hop in now for that accommodation.

This year, really looking forward to Sydney's Rally to be held at Morpeth in the Lower Hunter Valley ---- our members over the past few years must be well & truly sick of me singing the praises of riding in this magnificent area ! Also, a chance to catch up with old friends ---- try & make it on the 14/15th May --- be a ripper !

Main event in March is of course the Illawarra Rally --- 19/20th March (Elections on that day !) We appear to have plenty of support which is pleasing as this year shaping up to be their best & biggest ever --- I'm looking forward to it and wish them every success ! Our club run that month is the Sunday before Illawarra so be a good warm up (March 13th).

April starts off with Bathurst races, but the rest of the month appears reasonably quiet and may be a suitable time to stage a combined Sydney/Newcastle club plate run, certainly worth looking at.

In organising events, it is of course necessary to acknowledge annual outside events such as the popular C. & E.M.C.C. rallies, Parkes, perhaps Canberra & Coffs-Harb., There are also a few Swap Meets that must be looked at ----- Newcastle, Chatswood, maybe one or two others and not forgetting Gosford which was a great success last year.

Our events calendar will no doubt be updated each month but at the moment looks something like this on next page.

***** E V E N T S MARCH 1988. *****

(ALL DATES MAYBE SUBJECT
TO CHANGE.)

MARCH :

9th. CLUB MEETING.
13th. CLUB RUN.
19/20th. ILLAWARRA RALLY.
27th. BARGO SWAP.

APRIL :

1/2/3/4th BATHURST RACING (Easter)
13th. CLUB MEETING.
17th. CLUB RUN.

MAY :

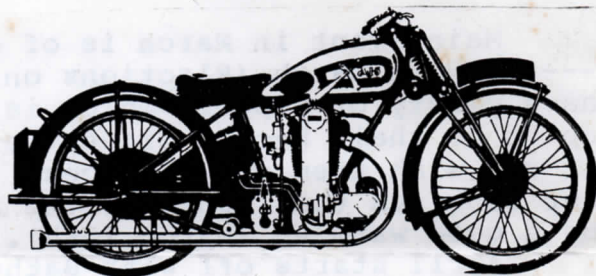
1st. H.R.R. RACING AT AMAROO.
11th. CLUB MEETING.
14/15th. SYDNEY CLASSIC RALLY MORPETH.
21/22nd. CHATSWOOD SWAP.

JUNE :

8th. CLUB MEETING. Note : Newcastle Vintage Club
12th. CLUB RUN. having a run to Central
18/19th. COFFS HARBOUR RALLY. Coast. 5th.
19th. "BARNEY'S RUN" (VINTAGE RUN GOSFORD)

JULY :

2/3rd. CANBERRA SWAP.
13th. CLUB MEETING.
17th. CLUB RUN.



AUGUST :

10th. CLUB MEETING.
14th. WISEMANS FERRY RUN (Meet up with Sydney C&EMCC)
21st. RUN OVER PELICAN RALLY COURSE.
28th. C.V.V.T.M.C. DISPLAY CASTLE HILL.

SEPTEMBER :

4th. NEWCASTLE VINTAGE PATRONS RUN.
10/11th. PELICAN RALLY.