

The

Flywheel



The Bi-Monthly Journal of the Central Coast Classic Motorcycle Club

*Right: Bill Brooks with
his standard mid-60s
Triumph 650 Bonneville*



*Below: Outfit enthusiasts
stop for a photo
opportunity at the top of
Mount Panorama on the
sidecar rally*



Club Membership is by nomination only and is open to those persons interested in the restoration use and preservation of old motorcycles.

ON ANY FRIDAY

Pete, Col, John and Les. On this Friday there was a great variety of classic bikes at Jerry's the Guzzi California is true to its name with American style footboards seat 'bars etc. the screen would suit a 7 foot tall rider; from my experience if you can't look over the screen it is unsafe to ride at night with rain and grime reducing vision greatly under street lights and oncoming vehicles headlights. I think the bike was new to its current owner.

Left: new member Peter and his Silver Jubilee Bonneville, a Velocette, the last four pipe Z900 Kawasaki and a tricked up Triton



PRESIDENT'S REPORT – NO. 173



2017 is fast approaching its end and the club has managed to survive another year. None of this would be possible without the time and effort of the small handful of members who help in many ways to make our club function throughout the year.

We have had a few of our number pass on (John Beatton, Mick Donoghue and Clive Townsend) and we are much the poorer for their absence from our ranks. We also leant with sadness of the passing of Neil Crocker's daughter, Marsha.

The highlight of the club year was the Pelican Rally and a full report on this appeared in the last issue of *The Flywheel*. A lot of hard work by the people involved and, as most have achieved their "three score and ten", we may need to look at

doing things differently next year.

The Events calendar has been full owing to a lot of work done by Barry Allertz. Barry has had to do this solo as no one else wanted to join the Events Committee. Far too many members just want to sit back and do nothing to help in the planning. We also sadly have a handful of members who never attend any club activities during the year. Hopefully things will get better next year.

Our last function for the year will be the Christmas party being held at Woy Woy Bowling Club on Sunday 10 December at 12 noon. The cost is \$15 for members and \$25 for guests. At the time of writing we have about 40 people attending. If you haven't already notified us of your attendance, please contact Merrilyn on 4328 4060.

A reminder for members with bikes registered through the club on the Historic Vehicles Registration Scheme. In order to keep your bike registered through this club you are required to attend a minimum of 4 designated events during the year. Those events are: club meetings, monthly hub runs, the rally and the Christmas party. If you are unable to comply with this requirement you need to write to the committee stating your reasons for not doing so otherwise your registration may not be renewed.

I'd like to take this opportunity to thank the outgoing committee for their efforts during the year, ensuring that the club runs smoothly for you, the members.

I wish you all a safe and happy Christmas and New Year.

Ride safely,
Mark Gattenhof

EDITOR'S REPORT

As 2017 draws to a close we can reflect on the events of the year many enjoyable rides and club events but sadly the passing of some members whose company we enjoyed. I have enjoyed editing the *Flywheel*, placing club member's contributions (although there could be more) and writing about events and relevant motorcycles and personalities. There's more on the Pelican rally as it was close to publishing time last issue so trophy winners are listed. Adrian Kuiters a long time stalwart of the annual Bathurst sidecar rally invited me along to this year's event as pictured on the cover. The Australian postie bike Grand Prix was held in Cessnock for the fourth time the classic models are raced so that's how I justify including the event.

Mark Richardson has been busy despite recovering from an ankle injury; he sent in some pictures of his wife's WLA Harley outfit. I took some photos of Tim Corlett's Hercules/DKW rotary the first of its kind. There is some information I gathered from the web to explain the bike's origin.

I included a couple of pages left over from the last issue. Thanks go to Barry for the events calendar and Mark Gattenhof for getting the magazine sorted and off to the printers.

Clinton Williams

PELICAN RALLY 2017-A VIEW FROM THE KITCHEN –

2017 is almost over and we have had a good year of riding and socialising. Hub runs have been well attended with good weather all year. Good to see some of our ladies attending – often bringing tasty treats, The lads always offer to help cook and clean up – a couple have even offered to test if the urn is hot – OUCH!

The Pelican Rally as always was the highlight of the year. Good weather, with over 70 bikes entered and 60 people enjoyed the Saturday night Presentation Dinner. A lot of work goes on behind the scenes in the weeks leading up to the rally and all your good work is greatly appreciated. The Catering Crew worked tirelessly all week-end to keep everyone well fed. Saturday night we even had our own living, breathing dish-washer (thanks Deano). Thanks to everyone who brought cakes etc. We all went home a few kilos heavier.

I was sad to hear that my good friend, George McArthur, passed away in October aged 89. I first met George when I was delivering pamphlets and noticed that he had Triumphs in his garage. George was a member of the Gosford District MCC but subscribed to our magazine and often showed up at our hub runs and at Jerry's. I will miss our friendly chats.

The last event of the year will be the Christmas Party at Woy Woy Bowling Club on Sunday 10 December. Get your money in quickly so you don't miss out. Hoping to see a few new faces in the kitchen next year. Until then, keep safe and happy.

Merrilyn -Catering Officer

TROPHY WINNERS

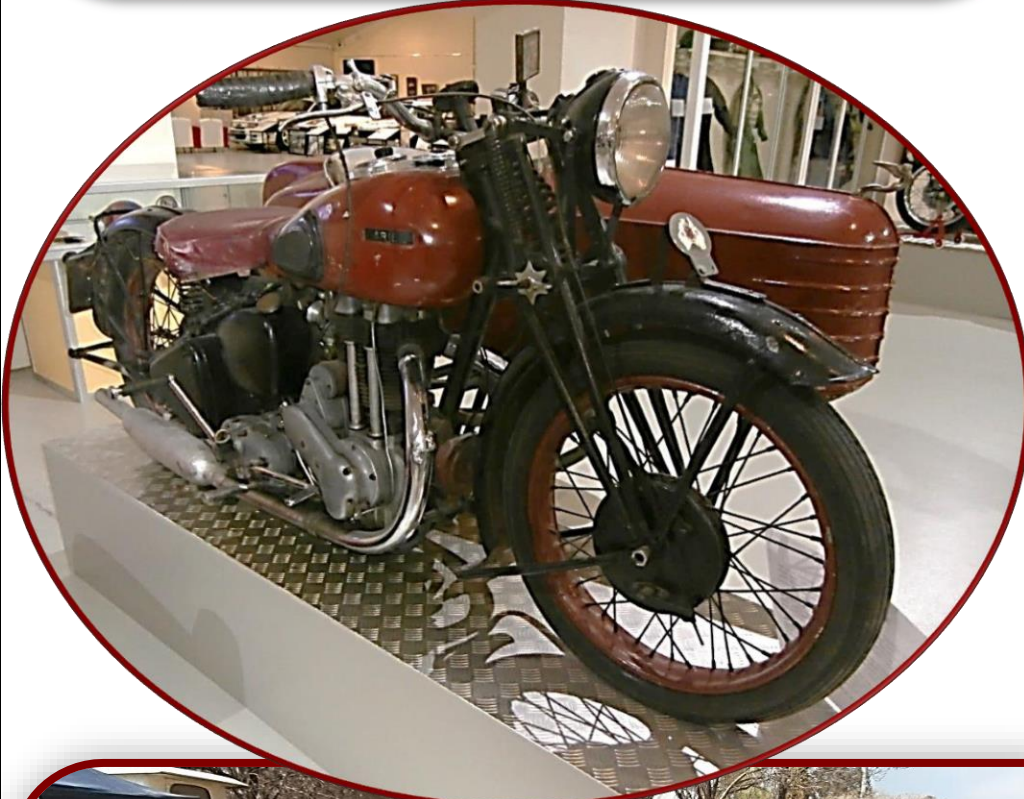
Category	Entry No.	Bike	Entrant	Club
Up to 1950	109	1947 Ariel Red Hunter	Steve Key	Vintage & Historic
1951-1960	121	1951 BSA 650cc A10	Kim Carothers	CCCMCC
1961-1970	130	1962 Norton 750cc Atlas	Col Graham	CCCMCC
1971-1979	119	1973 Kawasaki 900cc Z1	Col Campbell	CCCMCC
1980-1987	127	1980 Ducati 900cc SD	Dean Faber	CCCMCC
Sidecar	133	1985 Kawasaki Z1300	Clint Williams	CCCMCC
Unrestored	155	1934 Panther 600cc	Tony Gosling	Goulburn MCC
Longest Distance Ridden	165	1983 Honda CX650	Bill Meade (Bairnsdale, VIC)	VJMC
Hard Luck	164	1981 Honda Silverwing GL500	Don Seedsman (Blairgowrie, VIC)	VJMC

OUTFITS AT O'CONNELL



About twenty outfits and a few solo motorcycles attended this year's sidecar rally held at O'Connell 24 kms from Bathurst on the weekend after our Pelican rally.

The photos show two of the outfits that stood out and a much older twin port Ariel outfit on display in Mount Panorama Motor Museum. The front cover photo gives a better idea of the variety of machines and sidecars HRD being a popular make as fitted to the monster Goldwing below and my Kawasaki which was awarded best presented outfit- one of the judges liked Z1300s I was told. The Honda CBR1000 with matching sidecar graphics looked pretty flash. There were four "modern" Ural outfits at the rally; these bikes are a Russian development of the 1930s BMW 750 the only outfits at the rally purpose built from the factory with leading link forks interchangeable wheels and a reverse gear. Most other outfits had leading link forks built by or for that bike. Adrian's enlarged R60/5 BMW has special triple clamps that lightened the steering this being the main reason leading link forks are used on outfits, the second being greater resistance to side flex when cornering.



On Saturday we went into Bathurst for lunch at a pub that sponsored the rally and took a leisurely tour around Mount Panorama and checked out the motor museum at the track.

Clinton Williams

VEGIE DELIVERY THAI STYLE

This is how enterprising Thais deliver vegies to their customers the vendor has a special piece of pipe that he fits onto the rear of the bike as an extra side stand. As seen in the top photo you don't even have to get off your bike to get what you want.

The guy checking out the vegies from his bike is a motorcycle taxi operator you can tell by the vest. They provide a convenient form of transport especially in Pataya where real taxis are for some reason very rare.



JOANNE'S WLA



A contribution from Mark Richardson

This is my wife's bike I thought you might like to put it in the mag'. It's a 1942 Harley Davidson WLA 750cc flat head, as you can see its 90% original paint and parts, it was not complete when she purchased it but is now almost finished. My wife who is not into motor bikes [because of an accident in her early 20s] saw the bike at a friend of mine's shed and fell in love with it , and within 20 min bought it . The engine and transmission have been rebuilt and it just has to have the new wiring harness fitted and she, I mean the bike should roar back into life. The WLA was not always fitted with a Thompson machine gun and this one is fitted with the US M1 Garrand. Some people would say you should restore it, paint it, polish it, but my wife and I both love her character and honesty and would not change it for the world. If any of our members have any parts for sale please contact me on porsche917@bigpond.com

RARE MOTORCYCLES



The first Rotary motorcycle

Tim Corlett's Hercules Wankel; for detailed information there is an article elsewhere in this issue



350 Spanish sports single

Produced between 1980 and 1982 this Montessa Crono seen at Maitland swap meet was among quite a few interesting machines at the meet note the Swiss army 350 Ducati Condor behind the Montessa



This 1973 model Laverda was seen at the recent Kearsley Show and Shine it has been completely restored and is the last of the drum brake models. The engine is a design based on the earlier 305 Honda CB77 and is very sturdy with the gearbox being based on the Laverda tractor 'box according to the owner.

While winning many endurance races in the early '70s Ducati's Imola 200 win in 1972 gave their L twin a higher profile in the market.

A DIFFERENT *SLANT* ON TRAVELLING THE WORLD BY MOTORCYCLE

On my recent trip to Thailand I met a Scottish bloke who surprisingly is in the Newcastle Classic Motorcycle Club; he has done a lot of travelling over the years including riding through Europe, Africa, the Middle East and of course Australia, while that in itself sparked my interest it is the type of bikes he uses that really made me think in a different way about such trips especially those through less developed countries. He said he chose old bikes 250cc or less such as a Honda CD175 or MZ250. Many of us would reel back in horror at the thought of riding such a bike especially if you've followed Charlie Boorman and Ewan MacGregor on their late model fully kitted Adventure Tourers however this bloke's idea was in fact very practical and had many advantages over the "Long Way Down" model of transcontinental motorcycle travel.....

Firstly; cost – Between two and three thousand dollars plus a bit of home mechanicing and mods could see you ready to roll. Some countries require expensive deposits to be placed on entry to ensure you don't sell your bike this would be less of a problem.

Light weight- such bikes are easier to ride in tricky situations and easier to manhandle onto ferries etc.

Security- The big glamour bikes would attract thieves like magnets in poor countries so parking at night or while you are away from the machine would be far less of a worry.

Less conspicuous- when on the road fully kitted up you would appear much the same as the locals so less likely to attract screaming hordes of children who in places like Morocco often throw rocks at flashy foreigners- especially if you don't have a big back up crew to ward them off a la Boorman- not everybody is happy to see foreigners in such countries.

Breakdowns and maintenance- cheap and cheerful, you'd be less likely to be stuck for weeks on end waiting for a model specific part to arrive and should the bike terminally expire or be totally trashed in an accident you could walk away from it having lost very little or you could buy another one similar and transfer what you could salvage off the wreck.

Che Guevara's *The Motorcycle Diaries* is a short novel by the famous Argentinian born doctor turned Cuban communist/ terrorist whose face is on hipster T shirts around the world. In *Diaries* he relates how he and a friend rode a Norton Big 4 (1920's 600 side valve single) south from Buenos Aires to Tierra Del Fuego and part way through Chile where the old Norton expired and was left for dead. Had the story not been written by Che it probably would never have been published but I mention it here in the context of this article.

Going Postal, a biographic novel which has been previewed in an earlier edition of The Flywheel is a good read about a young British guy who rode a Honda 110 Postie bike from Sydney to London. This story really showcases all the positive aspects of the cheap and cheerful method of world travel by motorcycle.

Steve Cooper did a group tour of Tasmania earlier this year on the ex - Beezer Bill 1960s 250 single and had a terrific time proving that bigger is not always better. While most club members are beyond the age where you might feel inspired to ride overland to London on any kind of bike but the Scottish guy who I guess was in his early 50s is planning another low rent trip through Africa despite arthritic hands, more power to him.

Clinton Williams



Two of the many and varied small bikes that can go a long way for very little outlay



AUSTRALIAN POSTIE BIKE GRAND PRIX

The popular Postie bike challenge ran for the fourth year on Sunday November 6th in Cessnock it's a fun event with proceeds going to charity and attracts some top level professional riders such as Aussie Superbike rider Cru Haliday and former World Supersport runner up Kev Curtain hence the grand prix title. The event was first put together by former dirt track racer and bike shop owner Chris Watson and his mate Dave Robinson four years ago. The former Postie bikes produce between 5.5 and 6.5 horsepower with some entrants spending a surprising amount of time and money to get the edge on the competition; a spectator claimed one entrant spent \$11,000 on his machine. The course is run through the streets surrounding Cessnock TAFE with temporary barriers erected; spoon drains and speed humps make it a tricky course but despite this very few crashes occurred in the main 90 minute event despite this year's event being run on wet roads with light drizzle. Local riders generally win the main event as they are younger and prepared to go harder with "track" knowledge also giving them an edge.

Despite the wet weather this year's event attracted an estimated 7,000 spectators to witness close racing with Josh Pickering and Brodie Nowlan winning by a photo finish. Last year's winners Chris Watson and Michael Kirkness finished third. Josh Pickering from Kurri placed second in the under 21 World speedway Cup this year and is returning to Europe to race full time next year.

Clinton Williams



The racing was tight with rider changes meaning the faster riders often had to regain places- dirt track riders did well on the slippery roads.



To get around this corner quickest riders had to go wide and just miss the barrier in order to avoid the speed hump which would obviously slow them down; this rider clipped the barrier but stayed on to finish well. I'm pretty sure this is a lucky shot of the race winner Josh Pickering

THE HERCULES WANKEL A UNIQUE MACHINE

The Hercules W2000 was the first-ever production rotary engined motorcycle and for that reason deserves a place in history. It was also the first in a line of rotary engine motorcycling marketing failures the Suzuki RE5 being a prime example despite much more development.

The problems began because the Wankel Rotary engine was a patented design. It was first conceived by the German engineer Felix Wankel in the early 1950s, when he worked for NSU, and developed by another NSU engineer Hanns Dieter Paschke. NSU then enforced complex, and expensive, licensing demands on every company which tried to develop the Rotary engine. This constrained creative development of the basic concept and no doubt dissuaded many manufacturers from purchasing a licence. This was the commercial constraint. Technically, there was an equally big problem. The whole Rotary principle relies on a perfect seal between the tip of the rotor and the housing. This seal is essential to separate the fresh charge from the burnt gases and to allow both efficient compression and burning this was a really demanding mechanical trick and many engines suffered with tip flutter which led to poor mechanical efficiency before reliable, high temperature ceramics were freely available.

Hercules were heavily constrained by their licence with NSU which meant that their Rotary engines were not allowed to produce more than 30hp. Hercules also faced the problem that by 1974 they lacked the infrastructure to build the new W2000 from their own component parts. The new model was a real kit bike special with bits bought in from Grimeca, Bosch and Sachs. What was produced in house was not a great testament to German engineering. The frame and paintwork were built down to a price.

Finally, insurance companies didn't know what to do with the Hercules. Each lobe of the Hercules rotary engine has a volume of 294cc. Hercules argued that in practice the bike was a low powered, mid-range motorcycle and therefore ought to be insurable for almost nothing. However, the insurance companies felt that the capacity of the rotary engine was to be measured in the same way as a conventional motor by calculating its total swept volume. So, instead of what was a low powered 250cc engine they insisted that the power plant was three times 248cc – a whopping 882cc. This was only 19cc less than the awesome 82bhp Kawasaki Z1 the hyper sports bike of the early 1970s. The result was a sales disaster. Every buyer with an ounce of common-sense, or logic, avoided the Hercules like the plague and the bike sold only to real biking geeks who delighted in the absurdly quirky.

The above extract is an edited description of the first Hercules rotary; quite cynical in my opinion- put in perspective the first conventional reciprocating engines also had their problems but the constraints of patent holders and insurance companies surely can be held largely responsible for the bulk of this machine's reported failure. Ed: www.motorcycle-usa.com/2008/12/article/memorable-motorcycles-hercules-w2000

Designed in the late 1960s, production began in 1974 and halted in 1977 after just 1,800 were built. The tooling for the bike was sold to Norton Motors who persevered and developed the basic concept resulting in a TT winning race bike by 1992- this would lead to a very different story.....

In 1975 the engine was an air-cooled, single-rotor Wankel designed by Sachs for use in snowmobiles where overheating would be less of a problem. It produced 27–32 horsepower at 6,500 RPM with the rotor spinning

around the longitudinal axis of the frame. The power was transmitted to the transmission through a 90° bevel gear shaft drive setup. Fuel was supplied via a 32 mm Bing carburettor. Gasoline had to be premixed with two-stroke oil until 1976, when 199 units were produced which included automatic oil injection.

The above information relates to Tim Corlett's Hercules which he rode to the October Hub run. This was his second ride and like most sensible classic bike enthusiast's he rode the bike with respect to its age. The exhaust note which was well muffled by twin silencers was crisp, sounding a bit like a two stroke without discernible power pulses. Tim had detailed the bike to a high degree the only minor problem being a flooding Bing carby as the bike sat; something quite common to BMW's which feature much the same carb'

Of interest were the indicators which are the polished alloy units

fitted to the first BMW R90S highly prized by those who want a concourse BMW. A lot of the Hercules component parts were high grade items in 1975 many club members were impressed by the finish and appearance. The motor is fan cooled hence the front housing which is a bit suggestive of a turbine.

Clinton Williams



MISCELLANEA

The Royal Enfield Interceptor has been reborn in India as a modern retro motorcycle. Much like the Triumph Bonneville paintwork and styling echo the late 1960s model but the motor and brakes have been improved. The motor is a four valve fuel injected single overhead cam air/oil cooled 650.



John Surtees trying a new for the times method of cornering on a his father's Vincent at the age of 15 in 1949 duct tape had to be used as knee sliders had not yet been thought of.

<https://silodrome.com/john-surtees-vincent-knee-down/>

Up and coming Rallies

I was unable to find any Rallies for Classic bikes in the next 2 months. The next Rally of note is at Orange in late February

SWAP MEETS

January 21	Goulburn showground- first swap meet of the year	Colin 0418 482 630
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FOR SALE

AJS, BSA JAP and other manuals available at low prices call Gary 0403763323 for further information

**BSA 'S for sale, 1959 Super rocket, 68 Lightning Bike; All genuine offers considered
Contact-Beesa Bill, club librarian. 43 324 485**

We have received a request from a bloke named Lee. He is looking for a kick-start spring to suit a 1929 AJS 350cc Big Port with an M7 gearbox. If you can help please contact Lee on 0415 654 118.

CCCMCC Regalia

Cap	\$20
Club Shirt	\$30
Hi-Vis Vest (Velcro)	\$20
Hi-Vis Vest (Zipper)	\$30
Sloppy Joe	\$35
Jacket (Softshell)	\$65
Stubby Holder	(\$10
Coffee Mug	\$15
Beanie	\$20

Contact: Peter Anderson 0409 714 951

CCCMCC Office Bearers 2017

POSITION	NAME	CONTACT
President	Mark Gattenhof JP	43 284 060; 0419 237 706 email: president@cccmcc.com.au
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Secretary	Barry Allertz	0425 286 201
Treasurer	George Buroughs	43 623 585; 0407 085 646
Public Officer	Mark Richardson	0432 774 060
Committee:	Neil Crocker	0418 233 196
	Robert Orr	43 673 055; 0414 692 018
	Mark Richardson	0432 774 060
Events Co-Ordinator	Barry Allertz	0425 286 201
Events Committee	Vacant	
Rally Co-Ordinator	Vacant	
Rally Secretary	Neil Crocker	0418 233 196
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Regalia	Peter Anderson	

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ERINA	Robert Orr	43 673 055; 0414 692 018
GOROKAN	Ian McDonald	43 922 151; 0409 522 151
NIAGARA PARK	Tony Carter	0415 488 194
TOUKLEY	Bruce Cruickshank	43 964 647
WARNERVALE	Ron Smith	43 923 725
WYOMING	Col Graham	43 243 259; 0417 203 322

LIFE MEMBERS: 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 (***Deceased**)

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Web Site: <http://www.cccmcc.com.au>

Magazine Address: The Flywheel, 5 Lambert Street, CESSNOCK NSW 2325

Magazine email: wclinton38@yahoo.com

Magazine Distribution: Ian McDonald

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: By nomination only, open to persons with an interest in the preservation, restoration and use of Veteran, Vintage and Classic motorcycles.

JOKES PAGE

Once upon a time, a Prince asked a beautiful Princess,
"Will you marry me?"

The Princess immediately said, "No!"

And the Prince lived happily ever after, and rode motorcycles and dated thin, long-legged, full-breasted women, and hunted and fished, raced cars and motorcycles, and went to titty bars and dated ladies half his age and drank whiskey, beer, and Captain Morgan, and never heard bitching, never paid child support or alimony, kept his house and guns, and ate spam potato chips and beans, blew enormous farts, and never got cheated on while he was at work.

All his friends and family thought he was cool as hell, he had tons of money in the bank, and left the toilet seat up.

*I managed to lose my rifle when I was in the army. I had to pay \$855 to cover the loss.
I'm starting to understand why a Navy captain always goes down with his ship.*

*In Spain, there is a tradition after a bullfight to serve the mayor the bull's testicles.
One day after a bullfight, the mayor asks the waiter: "Funny, why are they so small today?"
-The waiter: "Today, sir, the bull won."*

*Why is women's soccer so rare?
-It's quite hard to find enough women willing to wear the same outfit.*

The most politically correct joke ever!

In today's day and age you can't poke fun at a particular ethnicity or minority, so here we deal with all of them!

An Aboriginal, a Pom, an overweight Yank, a NZ Maori, a Kiwi, a Tasmanian disabled person, an elderly person from Latvia, a Swedish blonde, a German, an Italian, a drunk Irishman, a Pole, a Greek, an Indian, a Canadian politician, an Afro-American, a Mexican, a Dutchman, an arrogant Frenchman, a Brazilian, an Ethiopian, a Turk, a Jap, a Chinaman, a Russian, an Indonesian, a Malaysian, a Cambodian, a Burmese and a Vietnamese all went together to an upmarket nightclub.

The bouncer said, sorry guys, I can't let you in without a Thai.

Bruce's teenage son had just passed his driving test and asked his dad if he could borrow the ute.

Bruce was not all that keen on his pisshead son hooning around in his beloved V8 Holden so he set some conditions;

You bring your grades up from a C to a B average, study your bible a little, and get your hair cut. Then we'll talk about the ute'

The son thought about that for a moment, decided he'd settle for the offer, and they agreed on it.

After about six weeks his Bruce said, 'mate, you've brought your grades up and I noticed that you have been studying your bible, but you haven't had your hair cut.

The boy said, 'You know, Dad, I've noticed in my studies of the bible that Samson had long hair, John the Baptist had long hair, Moses had long hair...and there's even strong evidence that Jesus had long hair.'

To this his Bruce replied, 'Yes, and did you also notice they all walked everywhere they went?'



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

MEMBERSHIP RENEWAL FORM

Name: _____
(full name of applicant)

Member No: _____

Address: _____

Town: _____ Postcode: _____

Tel: _____ Mob: _____

Email: _____

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

*(Delete as applicable)

(Note: For printed copy please add \$6 for postage)

Date of birth (optional): _____

Signed: _____ Date: _____

Fees: Ordinary - \$30.00 Family (Member & Spouse) - \$50.00

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: helgaandgeorge@hotmail.co.uk

OFFICE USE ONLY

Received: _____

Receipt No. _____

CASH
CHEQUE
MONEY ORDER
EFT

EVENTS CALENDAR

December 2017

Date	Event	Remarks
Sunday 3	Hub Run	Woodbury Park
Wednesday 6	Breakfast at Jerry's	Weston Pub for lunch
Sunday 10	Club Christmas Party	Woy Woy Bowling Club
Wednesday 13	Breakfast at Jerry's	Pie in the Sky for Lunch
Sunday 17	Leave from Macca's to Corrugated Cafe for Morning Tea	Road Warriors for Lunch
Wednesday 20	Breakfast at Jerry's	Cessnock RSL for Lunch
Sunday 24	Leave from Macca's to Jerry's	Wollombi Pub for Lunch
Wednesday 27	Breakfast at Jerry's	Road Warriors for Lunch
Sunday 31	Leave from Macca's to Freeman's	Wangi Workers for Lunch

January 2018

Date	Event	Remarks
Wednesday 3	Breakfast at Jerry's	Pokolbin Village for lunch
Sunday 7	Leave from Macca's to Freeman's	Jerry's for lunch via Sandy Creek Road
Wednesday 10	Breakfast at Jerry's	Lunch at Freemans via Sandy Creek Road
Sunday 14	Leave from Macca's to Corrugated Cafe	Pie in the Sky for Lunch
Tuesday 16	Committee Meeting	Ourimbah RSL
Wednesday 17	Breakfast at Jerry's	Rider's Choice for Lunch
Sunday 21	Leave from Macca's to Freeman's	Honeysuckle Waterfront for Fish & Chips
Tuesday 23	General Meeting – 7.30 p.m.	Ourimbah RSL
Wednesday 24	Breakfast at Jerry's	
Sunday	Hub Run	Woodbury Park

Note: Every Friday morning we have a social gathering at Jerry's Café at Kulnura.

Those members riding club plated bikes not on the 60 days trial must go directly to Jerry's from their home on Fridays



The Vincent engine a timeless Classic

If undeliverable return to:
The Central Coast Classic Motor Cycle Club Inc.
P.O. Box 9006
WYOMING NSW 2250

The Flywheel