

The *Flywheel*

Issue # 175 March 2018



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



Neil Crocker with the inaugural Clubman of the year perpetual trophy which he received for his efforts in co-ordinating club events in 2017 – Neil's Ural outfit is now set up well

Photo submitted by Barry Alertz

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

Club Ride Days



Peter's 400 Honda four being checked over

Above-Right to left; Don, Doug, Peter Trevor and Don's son Steve out for a Sunday ride mid-January. Trevor's still trying to bond with his Norton it is running well but he spoke more fondly of his BMWs He has since sold the Norton



Germany vs Russia albeit Adrian's BMW is far from standard; Neil's Ural is based on the pre WW2 BMW with many recent factory upgrades

PRESIDENT'S REPORT – MARCH 2018

We certainly can't complain about the weather lately perfect for riding and going to rallies. Attendance at the monthly hub runs has been very good and a couple of rides out through the Yarramalong Valley have been great.



Quite a few hours have been spent in the Presidential Shed sorting out a number of long overdue projects. A wave of enthusiasm has seen work going on which was long overdue.

The 1971 Triumph T25SS Blazer has finally had the leaking timing case attended to and the clutch reassembled. This revealed that the clutch plates probably should be renewed and new friction plates have been ordered. Some mysteries with the headlight wiring have been solved by renewing a few terminals and giving everything a good clean up. It's amazing what a

dodgy earth will do! A suspect headlight globe was tested and found to be still working even though the glass was a bit black. A visit to Noel at Gosford Motorcycles for a new globe only produced a puzzled look. Does anyone know a local source for 12 volt BPF 50/40 watt globes, or a quartz-halogen equivalent?

The 1970 Triumph Saint, which last moved under its own power in 1983 when a blown piston put a stop to it, is ever so slowly going back together. The fork stanchions are finally in place and a new skill has been acquired – replacing fork seals. A check of my various Triumph manuals only told me how to put the new seals in. I couldn't find anything telling me how to take the old ones out. A trawl on the net finally led me to a forum on the *Riders at Triumph* (RAT) site which gave the required information.

The 1948 Acme gearbox cover has finally been replaced after moving a few things around in the shed to get access to the wee beastie. I was, however, left with a puzzle. I had 7 nuts and 7 washers – but there are only 6 studs!

And, finally, the 1955 James Colonel has a dead battery because its owner didn't bother to keep it charged up. Some people never learn!

I would like to thank John Mills who has been a great help with his engineering skills even to the making of a special tool to re-cut the threads in the Saint fork stanchion, one of which wasn't right.

New Members A warm welcome to the following new members: Leigh Merriman (North Avoca), Brad Smith (Koolewong), Peter Shaw (Narara), and Mick Dallimore (Lake Munmorah). Current membership: 111.

Ride safely,

Mark Gattenhof

EDITOR'S REPORT

The year has gotten underway properly with late summer and autumn being the start of rallies and other bike related events I've included some of the rides and events I went to but as for the Taree rally and anything else club members did you had to be there to know what went on.

Neil Crocker won the inaugural Clubman of the year perpetual trophy for his efforts on the club committee and organising the Pelican rally so I featured him on the cover at the January Club meeting with a photo of his Ural outfit which has been sorted out handling wise now.

Further on I've put together a comparison of some retro models as it is a popular market segment I also got a lot of information together about the Kawasaki 650 which many regard as a copy of the BSA A10 but the Kwak began its life around the time BSA switched to the unit construction A65.

Happy riding Clint.



Above: at the Greta show an XR1000 from around 1983 using XR750 heads on an Iron engine 1000- this one has the racing tank and seat. Behind it is a Rokon- an early all terrain 2 wheeler made in the USA in the mid '70s it was powered by a pull start 2 stroke single with an automatic transmission with the tyres doing double duty as suspension, these were used as farm bikes and rescue vehicles.



Left Bruce Cruckshank's Rudge in the 1930- 45 category beside a BSA sloper at Greta Hotel

January Hub Run



A good range of classic machinery at the year's first hub run from Peter 'the fisherman' and his totally original Honda 750 four to Graham Mculloch's Vincent on his last Hub Run before he moves up north taking it with him and a Col Campbell restored 1960's Honda 250 CB 72 engineered so well that Laverda made an enlarged version which was also bullet proof.



TRIUMPHS AT JERRY'S



February 9th Triumphs outnumbered all other makes even Harley Davidson left: Derek beams as he takes over ownership of Barry's '72 model 650

Below a well-cared for 750 Bonneville



Frank Zapia the go to man for British triples points out details of work he recently did to get Bill Brooks' Trident back on the road after a five year rest, one of Bill's Bonneville sits behind.

GRETA PUB/ COALFIELDS CLASSIC CLUB SHOW



The Coalfields Classic Club put on another show at Tattersalls Hotel Greta on a hot Sunday (March 18th) bikes of all types were on display including some nicely restored Ducati singles.

There were plenty of well restored bikes going back to early last century the Norton International I'm guessing is an early post war model





Left and below-The new quasi retro Z900RS and behind the flashed up '75 Commando a close to original Jaffa Z1900- I added these comparison photos to complement the article I wrote on retros.

A really classy early '70s Triumph Bonneville with colour matched Dusting boat



RETROS -COMPARE THE PAIR

Most motorcycle companies have a 'retro' bike in their range the photos below show how much similarity exists styling wise between models that are thirty to fifty years apart. A true retro motorcycle should be:

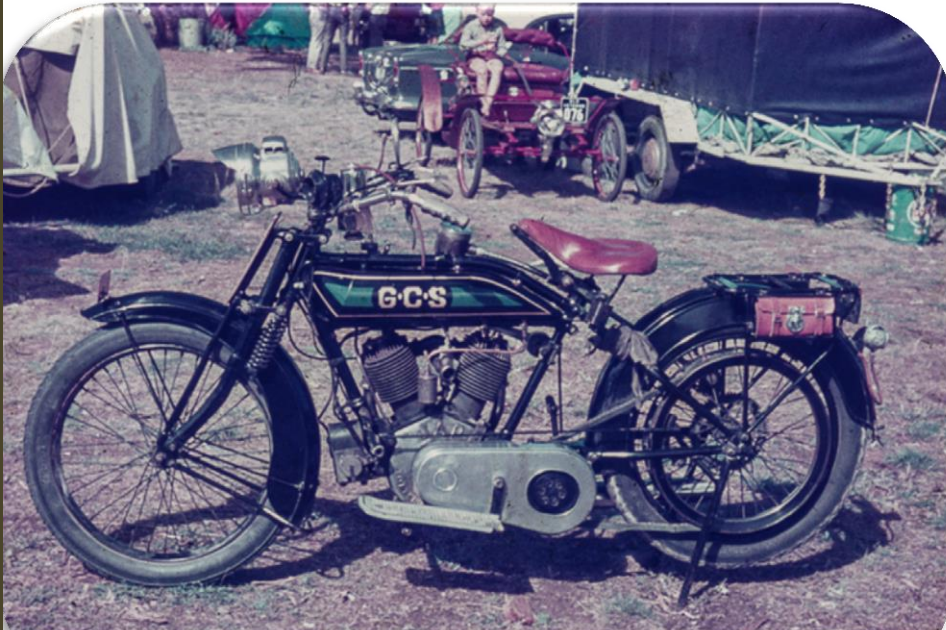
- *Produced by the same company- I include the Triumph Bonneville as there has been continuous production but the Bonneville was dropped for over 15 years when John Bloor took over*
- *Must have styling similar to the original model ie. paint scheme ,wheels, seat, side covers*
- *Not be a continuous model development a la Harley Davidson's Sportster, Yamaha's SR 500 or Royal Enfield's Bullet*
- *Cannot be a 2 stroke due to modern emission regulations which unfortunately killed all large 2 strokes off permanently*

Retros really took off when the so called baby boomer generation started returning to motorcycles after their children had grown up. The average age of motorcycle riders in America is 48 bikes that appealed to them in their youth have been replicated with modern brakes and engine internals*

<https://brandongaille.com/32-compelling-motorcycle-demographics/> *



G.C.S AN EARLY AUSTRALIAN BUILT V TWIN



The above photo submitted by John Mills was taken in 1974. This model does not have the same engine but the cycle parts are the same as the model below the paint scheme indicates it is a similar model



The G.C.S was named after George Cyril Stillwell, who commenced his business career as George Stillwell & Co at 392 Post Office Place, Melbourne in September 1912. In early 1913 Stillwell had moved to larger premises at 378 Lonsdale Street, and by the end of the year the first G.C.S motorcycle appeared. They featured Chater Lea frames and either J.A.P or Precision engines. After the initial advertising for the bikes, it appears that the J.A.P engine was preferred, although there was evidence of Precision and Blumfield engines also being used. The J.A.P engine was used by many motorcycle manufacturers in Australia during this period, *there*

were probably times when the demand for JAP engines exceeded supply, hence the need to find alternative engines from time to time.

Until December 1916 George Stillwell ran the business as a partnership with his father Walter, but when Walter retired Leslie Parry became the new partner in the business. The name of the company was changed to Stillwell & Parry, and in 1918 the firm moved premises again, this time to 307-311 Elizabeth Street. By this time, G.C.S has established a reputation as being in

the upper class of Australian built motorcycles, being more expensive than most, though still enjoying good sales.

The G.C.S design had become more Australian as George started buying his frame components from A.G. Healing & Co from 1916 onwards. Healing & Co built frames between 1912 until and 1923, and supplied them to other manufacturers as either completed frames or individual components to be assembled. The G.C.S became well known for its "pong box" exhaust, which was a highly-polished copper silencer, with foot-operated cutout. Its delightful sound led to the name. Around 1918 the colour scheme changed to green and black. All enameling and plating was done by outside firms, and in the early post-WW1 period, Healing & Co fully assembled some G.C.S bikes, as Stillwell & Parry were busy expanding their agencies for various British motorcycles.

By 1920 the G.C.S was still the aristocrat of local makes, and was updated with a one-piece saddle-style petrol tank and the option of all chain drive with either Sturmey Archer or Burman gearboxes being used. The last batch of G.C.S motorcycles was built by Healing & Co in 1923, although the company built one-off bikes until 1926, if the prospective buyer pre-paid for the bike. Stillwell and Parry continued as a motorcycle dealer until 1941.

Only a handful of G.C.S motorcycles survive, and are highly sought after by collectors. The 1919 750cc V-twin pictured above sold for nearly AUS\$75,000 at an auction at Las Vegas in 2011.

Adapted from: <https://graham64.wordpress.com/2016/02/14/g-c-s-motorcycles/>

KAWASAKI W1 650

From the time the Edward Turner-designed Triumph Speed Twin stopped British Motorcycle Show-goers in their tracks in 1937, it seemed no motorcycle range was complete without a vertical twin. Eventually, Norton, BSA, Royal Enfield, AJS/Matchless and Ariel would all have variations on the Speed Twin theme. In BSA's case, the model was the A7 – a 420lb (190kg) 495cc overhead valve parallel twin that broke cover in Australia at the 1947 Sydney Royal Easter Show, attracting a swathe of orders. Within two years, the basic design had been stretched to 646cc in the form of the BSA Golden Flash.

Across the sea in Japan, a multitude of small manufacturers were churning out two-wheelers of all shapes and sizes, many heavily influenced by European designs. One such concern was Meguro, named after the Tokyo district that housed the Meguro Manufacturing Works. Meguro's Z97, introduced in 1937 utilizing a 500cc single cylinder engine that was obviously influenced by the Swiss Motosacoche unit, was the first Japanese motorcycle built entirely in-house, rather than being assembled from components sourced from other factories, and was immediately a volume seller. The Z97 became the official motorcycle for the Tokyo Metropolitan Police Department in 1939, but within two years motorcycle production ceased when the Meguro factory was turned over to munitions production for the duration of the war.

Around 1954, Meguro began production of their own take on the British-style parallel twin, a 650cc job called the T, which used the cycle parts from their single cylinder 500cc Z7. At some point in the late 1950s, the company began making overhead camshaft singles, and also latched onto the BSA twin design, whether under a licencing agreement or simply by isolated inspiration, and began production of a model they called the Model K, initially in 500cc form, with the 1951 BSA A7 with 66mm x 72.6mm bore and stroke. In 1960 Meguro began a cooperative arrangement with Kawasaki.

The Kawasaki takeover of Meguro was completed in 1964, and the former Meguro 250 SG became the first 250 Kawasaki. The Model K became the Kawasaki K2, and with revised engine dimensions to produce 624cc was subsequently marketed as the Kawasaki W1. Although outwardly a BSA clone, the W1 engine actually featured much original thinking. With a claimed 50hp at 6,500 rpm, the W1's power output was identical to the A10 BSA, although the engine used a shorter stroke (74mm x 72.6mm) as opposed to the 646cc A10's 70mm x 84mm. The extra capacity over the 500cc Model K was achieved by enlarging the bore size from 66mm to 74mm. Based on the W1-S model, a police version, fitted with the usual panniers, fairing, sirens and other electronic equipment, call the W1-SP, was marketed successfully for several years.

The W1 featured all-new cycle parts that included a chrome-panel tank, lighter chrome mudguards, separate instruments and full width alloy hubs with a twin leading shoe front brake. In the home market the W1 sold well, but flopped in its intended market, the USA. A street scrambler version, the W1-TT (named after the US TT Flat Track racing) was introduced in 1967, which used a higher compression engine and twin carburettors.

The large sausage shaped silencers were replaced with more stubby items, reminiscent of Triumph mufflers. This specification was largely carried over to the W2-SS, released in late 1966 in the USA and in Australia before the end of the year. For the American market only, the single-carb W1 continued alongside the W2 in the form of the W1-SS Commander until 1970.



The first Model W1 650

In Australia, the Kawasaki/Meguro twin first appeared in early 1966 when McGan & Miller began importing the 500cc K2 into Victoria, priced at \$1,118.00. The 650

followed before the end of the year. At this price there were very few takers, and when the W1 appeared on the local scene in October 1966, the price had dropped to \$971.00. By way of comparison, a new Suzuki T20 Hustler cost \$570.00, a CB450 Honda \$850, and a Harley FLHFB \$1750.00. The Victorian Police Force began testing a W1-SP in 1966 and an order was placed in July 1967. The first of the all-white models, with special speedos, leather saddle bags and radio equipment were delivered in October of the same year.

The W2 was upgraded with twin 28mm Mikuni carburettors (which had Amal-style ticklers as well as a choke) to replace the single 31mm, with the compression raised slightly from 8.7:1 to 9.0:1. In search of better breathing, the inlet valves increased in size from 36mm to 38mm. The valve gear was actuated by a single, gear-driven camshaft in the rear of the crankcase, with the cam followers in the cylinder block and pushrods also running in a compartment in the block. The crankshaft used a high radial load capacity roller bearing on the drive side and a ball bearing on the timing side with caged roller bearings on the big ends (the BSA A7/10 used a plain timing side bearing which once worn caused many a seizure). The coil ignition operates at half engine speed, but the breaker cam has double lobes 180 degrees apart, so that the single set of points makes and breaks once with each 360 degrees of rotation. The ignition coil is really two coils in one, with duplicate primary and secondary windings, and it delivers a spark to both cylinders simultaneously. Thus, when a one cylinder fire, the other spark plug is simply wasting its time at the end of the exhaust stroke this system ensures identical timing for both cylinders, which the dual-point alternative does not. Valve clearance adjustment was also unique. On the left crankcase, a small plug can be removed to expose a mark on the crankshaft. When this is

lined up with the middle of the hole, the engine sits at 5 degrees before top dead centre, where the clearances can be set, and the ignition points should be just opening.

The mods added up to 53hp at 7,000 rpm, and allowed US testers to break the magic 15-second standing quarter mile, giving Kawasaki something to crow about in their advertising. Notchy gear changing was cured on the W2 by the adoption of a new system of gear engagement.

Minor revision followed over the next three years, such as separate speedo and tacho replacing the combined unit that was housed in the headlight shell, as on the 250/350 two stroke twins, and an all-painted petrol tank (introduced in 1969) instead of the chromed version. In 1971, the foot brake was moved to the right side and the gear lever to the left. However but 650 twin still struggled for sales, especially after the introduction of the CB750 Honda.

With the revolutionary 901cc Z1 appearing in 1972, it would

have been logical to let the 650 twin die a peaceful death, but Kawasaki felt there was still sales to be had and in 1972 the W3 appeared, with a twin disc front brake replacing the drum, although the drum was retained at the rear. The W3 also used the instrument cluster from the new Z1. A home market version called the 650-RS appeared at the same time and enjoyed reasonable sales until the twin was finally pensioned off in 1975.

Official records show that 26,289 of the twins were produced by Kawasaki none were ever imported into the UK probably in order not to embarrass BSA and British pride.

Ironically, the big twin concept appeared again in Kawasaki form in 2000 when the company released its retro-styled W650 overhead-camshaft twin, which is still going strongly today as the W800.

Text adapted from: <https://www.shannons.com.au/club/bike-news/old-bike-australasia-kawasaki-w12-650/>



After 11 years of development the W3 was the last non unit 650 Kawasaki

SUZUKI GR 650-POTNTIAL THAT DIDN'T QUITE DELIVER

I spotted this outfit in Cessnock in early February it brought back memories of the GR650 solo I bought around the time I joined the club it was a



the time I joined the club it was a 1985 model similar to this but unmodified. Suzuki built the GR650 from 1985 to 1989 I believe it was designed to compete with the successful Yamaha 650 factory custom at a time when parallel twins were going out of favour. The motor featured technological overkill- it had a crankshaft mounted weight termed a dual flywheel system which disengaged at 3000 RPM allowing the engine to rev freely after initial low end power, this really did not work well in practice as I felt it disengaged too early then the double overhead cam motor ran out of puff around 120 KPH. The motor was smooth as it also had counter balancers. Less restrictive mufflers would have released more power a mate of mine had the same model with loud mufflers and it was faster than my bike. The GR did fit into the LAMS

category so horsepower was less the 50 in stock form. It was a good bike for round town use due to its low seat height but was left behind by BMW's 650 flat twin of the same era on the open road. The suspension was a new design in the early years of Mono shock rear ends dubbed the full floater it had a gas charged shock which pivoted top and bottom allowing it to be mounted lower in the chassis.

The Australian army used the GR for a while and I have seen a few army green models on rallies. While it was not a bad bike the technology used in its construction was not used to full advantage so although the potential was there it was not a good all-rounder.

Clinton Williams



A slightly different version of the Suzuki GR650. In America it was called the Tempter a daggy name which was dropped for the Australian market.

ORANGE RALLY 2018

This year's Orange rally was as usual a good one with cooler weather than the Central Coast and especially Cessnock; a large contingent from our club were there with Ben riding up on his Ducati bevel drive 750 Sport to Mount Canobolis scout camp which has excellent facilities for only \$10 per night bunk bed or camp. There was no hard luck award but Ben would have been in the running as he tipped off his bike while pulling off the road after leaving the ferry at Wisemans Ferry the result was a small ding in his fuel tank- he still won a trophy for best in category.

I rode my Kawasaki outfit from Cessnock via Bylong Valley; there were bikes and historic cars aplenty headed west as there was an historic car rally East of Orange, something going on at Bathurst and the Mudgee Meltdown which attracted a lot of Harley riders some of whom I met at Bylong. After the turnoff to Bathurst I came across two hard tail riders on their way to Mudgee one of them had a spark plug blow out of his 650 Yamaha's head, they were lining up a helicoil repair so probably would have made the meltdown hopefully without melting down before they got there. Just before Mount Canobolis some of us including myself and Adrian had the misfortune of riding along a short stretch of dirt road which had been recently watered down resulting in our bikes being splattered with mud- Adrian was caught right behind the watering truck and his spotless R26 BMW was covered in mud even though it was on a trailer. I met Mick Goldsby who rode his R90S up with a few other club members on their modern bikes as they headed back into Orange for the night.

It was cool when the sun went down with the sky full of stars and after a meal and a few drinks we bunked down for the night. Saturday morning saw us all up early for breakfast before heading off on the 230km ride; those with small fuel tanks had one chance to fuel up at Molong so the backup trailer carried jerry cans of fuel and I had one for the thirsty 1300 six and Bob de Vree's's BSA which had the small American tank. We had a morning tea of delicious sandwiches and various cakes at Molong primary school then rode on to Cumnock over lightly trafficked but bumpy roads. They served a well put together salad at Cumnock School then we returned to the scout camp after a long ride which meant the back-up trailer was full.

There were a few regulars from our club missing this year so a few other people joined our stretch of tables. After dinner awards were given with Col BSA A10, Ben Ducati 750 Sport, Beezer Bill 500 Gold Star and Les AKA James Graham Kwaka Mach 4 all receiving awards for their bikes. We won a few raffle prizes and had a relatively early night in order to be in good shape for the trip home. I rode back via the Putty road and stopped for a coffee at Grey Gums Café. Monday I was quite sore but had enough energy to get the mud off the Z1300 outfit.

Clinton Williams



Col, Peter, Les and Bob get their bikes ready for the 230km Saturday ride.



BIKES ON DISPLAY

Jo a committed Rudge fanatic rode one of her 4 machines with her daughter on the back. She plans to get three more as she wants a run of consecutive year models ending in 1933. Jo said she wanted a bike with power- those of you who have seen her ride her unrestored model will know that these old pre-war singles really go- see the upcoming rallies page for a photo of her unrestored Rudge.



The award winning Sunbeam which motored along very well- it must have as I was delayed fuelling up in Molong and was unable to make up time on the group despite hitting 120kph on the smoother straights.



This pristine 1929 F model Harley outfit also covered the rough back roads well these two plus mine were the only outfits with the Harley deservedly taking an

JOKES PAGE

One day, after what seemed an eternity in the Garden of Eden, Adam called out to God, "Lord, I have a problem."

"What's the problem, Adam?" God replied.

"Lord, I know you created me and have provided for me and surrounded me with this beautiful garden and all these wonderful animals, but I'm just not happy."

"Oh and why is that, Adam?" came the reply from the heavens.

"Lord, I know you created this place for me, with all this lovely food and all the beautiful animals, but I'm lonely."

"Well Adam, in that case I have the perfect solution. I shall create a 'Woman' for you."

"What's a 'Woman', Lord?"

"This 'Woman' will be the most intelligent, sensitive, caring, and beautiful creature I have ever created.

She will be so intelligent that she can figure out what you want before you want it.

She will be so sensitive and caring that she will know your every mood and how to make you happy.

Her beauty will rival that of the heavens and earth. She will unquestioningly care for your every need and desire. She will be the perfect companion for you," replied the heavenly voice.

"Wow, she sounds great, Lord."

"She will be, but this is going to cost you, Adam."

"How much will this 'Woman' cost me Lord?" Adam inquired.

"She'll cost you your right arm, your right leg, an eye, an ear, and your left testicle."

Adam pondered this for some time, with a look of deep thought and concern on his face. Finally Adam said to God, "Ehhh, what can I get for a rib?"

And that's how modern woman was created.

When people use statistics to prove a point in 72% of cases they made them up on the spot.

RETIRED HUSBAND

After retiring, George's wife insisted that he accompany her on her trips to TESCO. Unfortunately, like most men, George found shopping boring and preferred to get in and get out.

Equally unfortunate, his wife is like most women - she loves to browse..

Yesterday his wife received the following letter from the local TESCO:

Dear Mrs. Harris,

Over the past six months, your husband has caused quite a commotion in our store.

We cannot tolerate this behaviour and have been forced to ban both of you from the store. Our complaints against your husband, Mr. Harris, are listed below and are documented by our video surveillance cameras:

(1.) January 15: He took 24 boxes of condoms and randomly put them in other people's carts when they weren't looking.

(2.) February 2: Set all the alarm clocks in Housewares to go off at 5-minute intervals.

(3.) February 19: Walked up to an employee and told her in an official voice, 'Code 3 in Housewares. Get on it right away'. This caused the employee to leave her assigned station and receive a reprimand from her Supervisor that in turn resulted with a union grievance, causing management to lose time and costing the company money. We don't have a Code3.

(5.) March 4: Went to the Service Desk and tried to put a bag of M&Ms on layby

(6.) March 14: Moved a 'CAUTION - WET FLOOR' sign to a carpeted area.

(7.) March 23: When a clerk asked if they could help him he began crying and screamed, 'Why can't you people just leave me alone?' EMTs were called.

(8.) April 4: Looked right into the security camera and used it as a mirror while he picked his nose.

(9.) April 10: While handling guns in the hunting department, he asked the clerk where the antidepressants were.

(10.) April 23: Dashed around the store suspiciously while loudly humming the 'Mission Impossible' theme.

(11.) May 6: In the auto department, he practiced his 'Madonna look' using different sizes of funnels.

(12.) May 18: Hid in a clothing rack and when people browsed through, yelled 'PICK ME! PICK ME!'

(13.) May 22: When an announcement came over the loud speaker, he assumed a fetal position and screamed 'OH NO! IT'S THOSE VOICES AGAIN!'

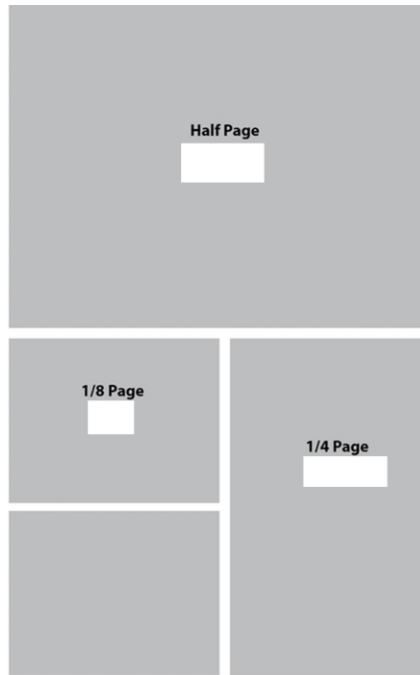
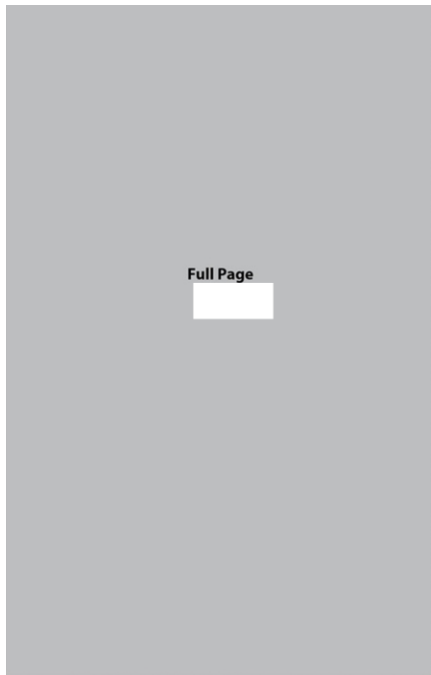
(14.) June 5: Took a box of condoms to the checkout clerk and asked- where is the fitting room?

And last, but not least:

(16.) June 14: Went into a fitting room, shut the door, waited awhile, and then yelled very loudly, 'Hey! There's no toilet paper in here.' One of the clerks passed out.

RALLIES ETCETERA.

<i>March 25th to April 1st</i>	<i>Bathurst Easter tour</i>	
<i>April 13th to 15th</i>	<i>Inverell @ Pioneer Village</i>	<i>Mick: 0447522357</i>
<i>April 15th</i>	<i>BSA Norton Gathering Jerry's Cafe</i>	
<i>APRIL 21st</i>	<i>BARRELLAN SWAP MEET BARELLAN SHOWGROUND</i>	<i>STEVEN 0428 639407</i>
<i>May 4th to 6th</i>	<i>Singleton @ Singleton Show ground</i>	<i>Rally secretary: 0422072901</i>



Proposed Advertising space and rates for 6 issues of the Flywheel

Full Page \$130 186mm x 268mm

1/2 page \$70 1/4 page \$40

1/8 page \$25 Classified ad \$25

Ads can be cancelled any time or modified for the next issue- no refunds.

Motorcycle related businesses may wish to use this and our website to promote their business

FOR SALE

Ill health forces sale of my 2009 Suzuki VStrom DL 650 A Immaculate condition. Dealer serviced from new with 43000kms on the clock.

Many extras: Engine Crash bars, V Strom Bash Plate, hot grips, mobile phone charger. Centre stand, soft panniers, top box and hard top box. Upgraded chain and rear sprocket adjustable wind screen with England Sticker and much more...

\$5,000 or VNO part exchange considered for something smaller with electric start.

Tel: George 0407 085 646



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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 active interest in the preservation, restoration and use of Veteran, Vintage and Classic motorcycles.

RIDES CALENDAR APRIL 2018

Sunday 1st of April
Wednesday April 4th
Friday April 6th
Sunday April 8th
Wednesday April 11th
Friday April 13th
Sunday April 15th

No Ride due to Easter Sunday
Breakfast at Jerry's Lunch at Freeman's
Morning coffee at Jerry's
Hub Run at Woodbury Park
Breakfast at Jerry's Lunch at Pie in the Sky
Morning coffee at Jerry's
Club Run leaves Macca's Tuggerah at 10 am
Morning Tea at Freemans' Lunch at Wangi Club Workers'

Tuesday April 17th
Wednesday April 18th
Friday April 20th
Sunday April 22th

Committee Meeting at Ourimbah RSL 7.30
Breakfast at Jerry's Lunch at Weston Pub
Morning coffee at Jerry's
Club Run leaves Macca's Tuggerah at 10 am
Morning tea at Corrugated Cafe F&C at Patonga

Tuesday April 24th
Wednesday April 25th
Friday April 27th

General Meeting at Ourimbah RSL 7.30
Breakfast at Jerry's Lunch at Freemans
Morning coffee at Jerry's

Sunday April 29th

Hub Run at Woodbury Park

RIDES CALENDAR FOR MAY 2018

Wednesday May 2nd
Friday May 4th
Sunday May 6th

Breakfast at Jerry's Fish & Chips At Brooklyn
Morning coffee at Jerry's
Club Run leaves Macca's Tuggerah at 10 am
Morning Tea at Freemans' Stockton Pub for Lunch

Wednesday May 9th
Friday May 11th
Sunday May 13th

Breakfast at Jerry's Lunch at Wisemans Ferry Pub
Morning coffee at Jerry's
Club Run leaves Macca's Tuggerah at 10 am
Freemans' for Morning Tea, Morpeth Hotel for Lunch

Wednesday May 16th
Friday May 18th
Sunday May 20th

Breakfast at Jerry's Broke for Lunch (via Pokolbin)
Morning coffee at Jerry's
Club Run leaves Macca's Tuggerah at 10 am
Jerry's for morning Tea, Road Warriors for Lunch

Tuesday May 22nd
Wednesday May 23rd
Friday May 25th
Sunday May 27th

General Meeting at Ourimbah RSL 7.30 p.m.
Breakfast at Jerry's Lunch at Weston Pub
Morning coffee at Jerry's
Club Run leaves Macca's Tuggerah at 10 am Morning Tea at Corrugated Cafe, Woy Woy for Lunch

Wednesday May 30th

Breakfast at Jerry's

The FLYWHEEL

The magazine of: -

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P.O. Box 9006

WYOMING NSW 2250