



Issue # 190 January 2021

The

Flywheel



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

Glen and his T160 Trident: A recent top end rebuild has improved the performance and reduced emissions. These triples are admired by all motorcycle enthusiasts.



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

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

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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.

President's Report - (2020)

2020 will long be remembered as the most unusual year of our lives. We thought that the bushfire season was the great event of the time until the deadly Wuhan Virus reared its ugly head and the whole world had to learn to live a different way.

The club's last official function was the general meeting held in February which was quickly followed by the "Great Lockdown" which prevented people from gathering for any purpose. The fact that many of our members are in the "High Risk" age bracket meant that your committee had to make some hard decisions on how

the club operated: all club events and meetings were

cancelled in an effort to restrict any health risks to our members. This included monthly hub runs, gatherings at Jerry's, and our annual Pelican Rally.

In the early stages your committee managed to keep in touch via email. Later, when restrictions were eased, we started having monthly committee meetings at members' homes.

In May we started getting inquiries from people wanting to join the club. It seemed that they existing rules requiring an application for membership needing to be nominated and seconded by two current club members, it would be very difficult to do. Subsequently the rule was altered along with a new membership application form. Since May we have had 24 new members join our club.

Sadly, we lost three members within a short space of time, Glenn Shipway, Neville Royal and Jim Mead. They will be missed by all who knew them.

12 months ago, I announced that I would be retiring from the President's position at the end of this year. It is high time that a younger person took on the job to lead our club into the future. I have enjoyed my time as President, a role I have held on no less than three different occasions since 1983. I would like to thank the outgoing committee for their commitment over the past 12 months. *Mark Gattenhof President 2020*

SECRETARY'S REPORT - JANUARY 2021

Sadly, we report that since the last issue of *The Flywheel* we have lost another two members. First to go was Neville Royal who hasn't been on the scene since 2014 when his wife, Beulah, passed away. Following that we didn't see or hear of Neville. Our older members will fondly remember Nev for his stories about riding in the snow around the Oberon area and the photos he would pull out of his wallet showing the conditions around Oberon-Jenolan Caves. Neville was a very keen motorcyclist and rode in all weathers. His funeral was well attended by club members.

Next to go was Jim Mead. Jim was a Foundation Member of our club and a member of our previous club, the Central Coast Branch of the Classic & Enthusiasts MCC of NSW. In all the years I've known Jim I've never seen him on a bike, but he was a regular attender at club events and showed a true club spirit. Jim's son, David, has joined the club and hopes to soon have Jim's Compy Matchless on Historic registration.

The new club committee has settled into the job and we had our first meeting last month. Our focus is on trying to get some sort of "normality" back into club activities whilst complying with Government directions. It ain't easy and, as you well know, the goal posts can shift at a moment's notice. We're still doing better than some other countries and I regularly get publications from the UK where they're really between a rock and a hard place. We ask you to comply with any restrictions the committee advises.

A reminder for those of you with Conditional registration: If you haven't renewed your membership for 2021 then your registration and 3rd party insurance is invalid as of 1 January.

New Members: A warm welcome to Cimi Ross.

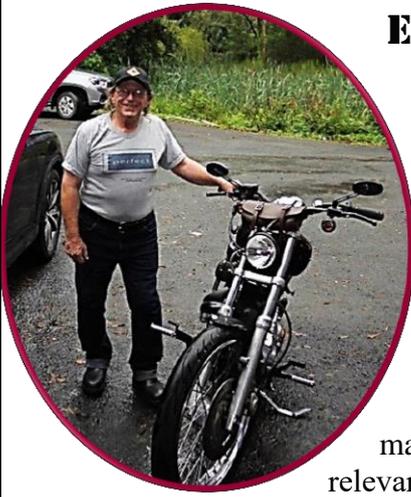
Ride safely, Mark Gattenhof Secretary



*Mark giving Beezer Bill a new stein for his beer.
2019*



EDITORS REPORT



2021 has arrived! It was March 2020 when the Covid crisis caused a series of lockdowns and preventative measures that were finally relaxed in December. March was also the last issue of the Flywheel which I edited. Something went amiss with the passing of the editorship so Mark put out two much depleted issues to let club members know that not a lot was going on. However Mark's potted bio of his early and more recent motorcycling activities was an entertaining piece. Other club member's should feel encouraged to submit their own stories.

How relevant is the Flywheel to our club? Many clubs do not have a magazine. Magazines in hard copy form are struggling to maintain sales and relevance in today's online world. On the other hand some older folk cannot or will not learn how to access the internet. Many people don't even have an e mail account let alone a Facebook page. So for them a magazine/newspaper or a good book is a great way to relax and catch up with what's going on. I read books and magazines as well as surfing the 'net. Much of this magazine is sourced from the internet but there is also content that comes from Mark and other club members as well as photographs that I take that are relevant to this club and classic bikes in general. This issue has some good motorcycle maintenance content submitted by Paul Rogers

Australian Motorcycle News has a website and a hard copy Magazine. What you read in the print version is not published online so overall AMCN has a wider audience and caters to enthusiasts of all types of motorcycles, brands and sport.

When I took on the position as magazine editor I approached the job with the idea that the Flywheel exists to inform and entertain readers with pictures for those who like them more than reading; for The Flywheel to be a true club magazine content from club members is essential. Some issues contain photos and text from quite a few people. The old Blast from the Past page had photos of club members in their younger days; I'm sure every member has a lot of such photos and these photos make the Flywheel a better magazine.

You can contact me by phone, SMS, e mail, in person or post if you want something put in the club magazine.

Have fun in 2021. Clint.



Congratulations go to Bob Orr for his post of vice president; seen here riding his BSA featured on the front cover of issue 167 November 2016

CELEBRITIES ON MOTORCYCLES

Danny John-Jules

Best known for playing policeman Dwayne Myers in BBC One's Death in Paradise Dwayne teamed up with sport presenter Matt Roberts and entrepreneur Steve Keys for a 1250-mile ride to Valencia in aid of Riders for Health.

(Dwayne left his Triumph outfit in Saint Marie and rides a more colourful R1 in England- the bright paintwork reminds him of home. Clint)



James May

Former-Top Gear TV car nut is just as bike mad as co-star Richard Hammond and has a particular passion for classic early Hondas. Indeed, his passion is so strong his success has enabled him to assemble an enviable collection of the machines which includes: a 1963 C92, 1964 CYB92 Benly, 1969 CB250K0, 1970 CB750K0 and SS125, 1975 CB400F, XL70 and an RC30.



Gordon Ramsay

A celebrity chef who grew up with bikes motormouth Gordon had this to say: "When I came back from my training in France I got a Yamaha FZR 1000 Genesis, then a Ducati 748, then a Honda Fireblade followed by a Yamaha R1 and Ducati 1098S," Ramsay told the Daily Mail in 2010. "When I'm in my leathers and helmet, I feel completely free and in charge of my world. It's good for your mental state when everything else is pressure and demands. There's no phone, no BlackBerry, no food critic on the back seat. You're away."(Gordon failed to mention road rage as part of his riding techniques when bothered by car drivers. (Clint.)

Get out of my F#>ing garage!!*



All content adapted from bennetts.co.uk/bikesocial/news-and-views/news/2015/december <https://www.>

CCCMCC EVENTS CALENDAR – 2021

Please note: Events may be cancelled at short notice. This will be advised to members via email. Also check the Events page on the club web site at cccmcc.com.au. Wednesday & Friday there is a club ride to Jerry's Café at Kulnura. Any other club events will be listed as they come to hand.

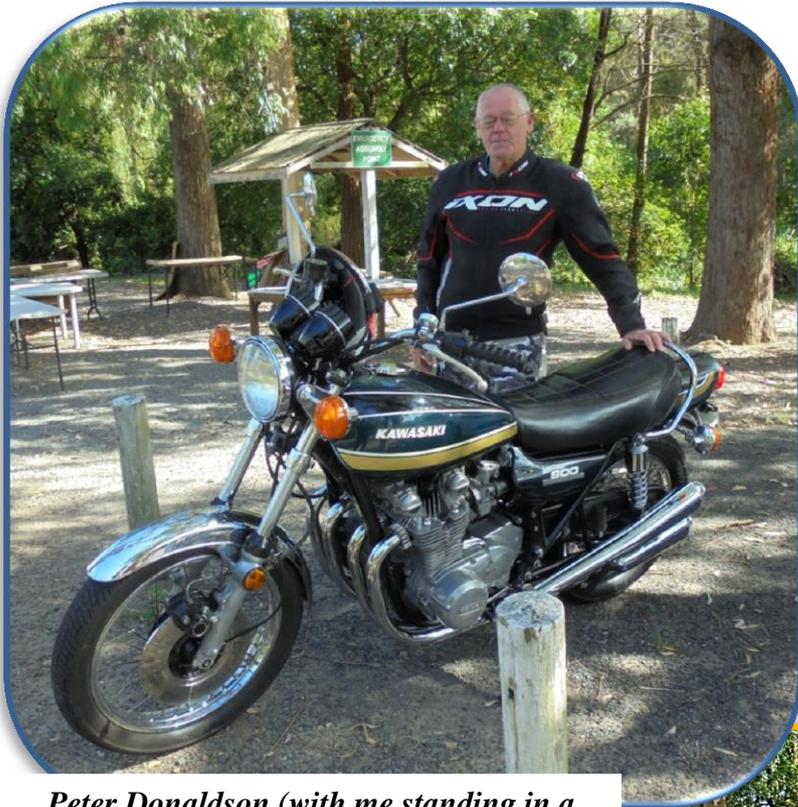
Committee meetings commence at 7.00 p.m. General meetings commence at 7.30 p.m.

January	July
Tues 19 Committee Meeting Ourimbah RSL Tues 26 General Meeting Ourimbah RSL Sun 31 Hub Run Woodbury Park	Tues 20 Committee Meeting Ourimbah RSL Tues 27 General Meeting Ourimbah RSL
February	August
Tues 16 Committee Meeting Ourimbah RSL Tues 23 General Meeting Ourimbah RSL Sun 28 Hub Run Woodbury Park	Sun 1 Hub Run Woodbury Park Tues 17 Committee Meeting Ourimbah RSL Tues 24 General Meeting Ourimbah RSL Sun 29 Hub Run Woodbury Park
March	September
Tues 16 Committee Meeting Ourimbah RSL Tues 23 General Meeting Ourimbah RSL Sun 28	17-18-19 Pelican Rally (TBC) Tues 21 Committee Meeting Ourimbah RSL Tues 28 General Meeting Ourimbah RSL
April	October
Tues 20 Committee Meeting Ourimbah RSL Tues 27 General Meeting Ourimbah RSL	Sun 3 Hub Run Woodbury Park Tues 19 Committee Meeting Ourimbah RSL Tues 26 General Meeting Ourimbah RSL Sun 31 Hub Run Woodbury Park
May	November
Sun 2 Hub Run Woodbury Park Tues 18 Committee Meeting Ourimbah RSL Tues 25 General Meeting Ourimbah RSL Sun 30 Hub Run Woodbury Park	Tues 16 Committee Meeting Ourimbah RSL Tues 23 AGM Ourimbah RSL Sun 28 Hub Run Woodbury Park
June	December
Tues 15 Committee Meeting Ourimbah RSL Tues 22 General Meeting Ourimbah RSL Sun 27 Hub Run Woodbury Park	Christmas Party (TBA)

Other Events: An informal Rally held by the Central West club at the end of February may be on this year according to an e mail I got from them last year- The Coalfields Classic club will be holding their Sunday Show and Shine in March. More on these events via the club e mail when news comes to hand. *Clint*

FREEMANS WATERHOLE 2020

Doug Pender and his Z1B Kawasaki 900



Peter Donaldson (with me standing in a hole) Pete's Daytona orange R90S BMW is as usual in tip top condition thanks in part to Trevor Davis who sold this bike to Pete some year's ago.



Steve Colby and his early model ZZR1100 Kawasaki; Steve and I knocked about together in the mid-1970s and after all these years we met up again at The Oak Roadhouse about six months ago. Steve is in the process of rebuilding his ex-police 1982 BMW R100 RT Clint



D. I. Y. Trike Project

My 1986 FXR Harley based trike is into its second year of construction. I got a fair bit done in 2020 since I had plenty of lockdown time which needed to be spent productively. By the time September came along it was running and ready for a quick spin around the block.



I managed to get the unit turned around so it faced out of the shed, moved my other bikes out of the way and parked the car in the street. The motor fired up easily and was idling away nicely when some smoke and a small lick of flame gave me an indication that something was not right with the alternator. Mission aborted on the launch pad.

I've since fitted a new stator and rotor but now the battery seems not to have enough guts to get the starter motor turning over. Now it's time to ride some of my other bikes so I'll resume work on this project in the New Year.

Christmas 2021 is the rough date I've given myself to have the jalopy on the road.....

I sourced a larger front guard from W. A. and got spacers and bolts to make it fit the billet alloy mid glide triple clamps; at the same time I rebuilt the front forks with new bushes, seals and two inch shorter legs to lower the front. Two cargo boxes from Bunnings (of course) fitted neatly between the wheel arches and I used Bunnings checker plate to add further strength to the body.



I got a bit impatient and bought a Sportster XL1200C trike with only 9000 kilometres on it. There were plenty of spares which also fit my other Sportster solos. It's a 2007 model so the spare rear guard, laced wheel, indicators etcetera will all bolt on to my 2005 XL1200C

TUNING TIPS & FAULT DIAGNOSIS: PART 4 (CARBURETTORS - TUNING)

By: Paul Rogers

This fourth & final part of my articles will cover carburettor tuning. To help maintain continuity, I will continue on with the Amal Monobloc carburettor as an example as it was used on most British models from 1955-1967 (except for high performance specials such as BSA Gold star & Spitfire models). Concentrics were used from 1967...on & are very similar to tune. I will also progress to discuss carburettors fitted to typical multi-cylinder engines. To start, ensure your valve clearances, ignition points & ignition timing are all set to the correct specifications. Confirm the air cleaner is either clean or, to be sure replace it with a new one.

Single carburettors are easier to tune & set up than dual, 3, 4 or, 6 cylinder setups as all carburettors fitted need to be synchronised together so that all the throttle slides raise & lower simultaneously. The throttle slides must also be able to reach their maximum height all together to archive maximum speed. Any discrepancy, will cause poor performance & an erratic idle that is also slow to return after revving which is particularly so for two stroke engines (can also be caused by worn slides).

The single carburettor setups require both the idle RPM setting & idle (pilot) mixture to be set correctly. The Amal Monobloc & Concentrics each have two adjustment screws for this purpose: The pilot air screw & the throttle adjusting screw. These can be identified easily by the following: The pilot air mixture screw is located horizontally downstream on the exterior of the inlet venturi chamber. The throttle adjusting screw is inclined upwards at an angle in the lower section of the carburettor casting; projecting into the air slide cavity.

On the single carburettor setup start & warm the engine. Adjust the throttle adjusting screw to give you a slightly higher tick-over RPM. The pilot air mixture screw setting should be nominally 1-1/2 turns out from the "**LIGHTLY**" seated position (**Note:** some bike manufacturers' may nominate a different air mixture setting so confirm). Remember or, mark this position on the carburettor body with a black felt tip pen. Turning the pilot air mixture screw "**IN**" results in a "**RICHER**" air/fuel mixture. Turning the pilot air mixture screw "**OUT**" results in a "**WEAKER** or, **LEANER**" air/fuel mixture. Initially, screw in the pilot air mixture screw very slowly until you just hear the engine revs just start to drop. Mark this position on the carburettor body. Now, screw the pilot air mixture screw out very slowly (the revs should pick up again) past the 1-1/2 turns out mark till you just hear the engine revs just start to drop again. Also mark this position on the carburettor body. You will now have three witness marks. The pilot air mixture screw should be set exactly midway between the innermost & outermost marks (should be around the previous 1-1/2 turns mark). Reset your idle to the correct RPM's using the throttle adjusting screw.....All Done!

For dual carburettor setups the procedure is a bit more involved but if you take care you can still achieve a great result. Start by lowering the throttle adjusting screws on both carburettors so they no longer hit the slides. You can use feel to do this. Holding the screw driver in the screw slot you can actually feel the slide hit the screw. The click you hear now is the slide hitting the bottom of the carburettor. You can also confirm that the slide is at the bottom of the carburettor by looking to see if the cables are slack. You can see there is no tension on the outer part of the cable. This cable slack can be seen at either the throttle grip or, the top of the carburettor. Now, with the slides at the bottom of the carburettor adjust the cables so they lift the slides at the same time. You can use sound again, the click when they hit the bottom. Use your fingers in the carbs and have someone turn the throttle. Or, you can look at the cable, either at the throttle or the top of the carburettor to see if the outer cable on both cables comes up taught at the same time. Now with the slides at the bottom of the carburettor, adjust the cables so they lift both the slides uniformly at the same time. You can use sound again (they click when they hit the bottom). Once the slides lift off the bottom of the body at the same time turn the throttle stop screw in until it just touches the slide. Do this visually looking at the slide. Or, on some models, you can open and close the throttle until you feel with the screw driver the point when the slide just touches the screw. From that point, turn both screws in 3/4 of a turn (your bike might need a bit more).

The throttle slides must also be able to reach their maximum height together so, check & confirm that as well using the handlebar throttle. That done, start the engine. You now have to adjust the pilot air mixture screws individually on each carburettor. As described above, simply screw them each slowly in or out until the engine speed is as uniformly high as you can get it. Set the final idle speed RPM by making adjustments equally & incrementally on each carburettor throttle adjusting screw to obtain the correct factory recommended idle speed. Say about 1200RPM.

While using a set of vacuum gauges is more accurate, there are no take-off ports provided in Amals for fitting vacuum gauges. However, if a balance pipe is fitted you could make up suitable fittings on each carburettor manifold at the balance pipe connections to attach vacuum gauges for each carburettor but the carbs usually need the balance pipe to be connected to run properly. You do need to heavily dampen the pulses when the engine is running with the provided restrictors on the vacuum gauges so, the gauge needle bounce is minimal (in my last article I spoke about pulse type carburettors). With this method, you will make synchronisation adjustments with the engine running, watching the gauge vacuum needle on each cylinder & making adjustments at the cables to obtain identical vacuum readings for each carburettor. You can also do a very good job just using sight, sound (by listening to the hiss through a piece of plastic tubing) or, also just feel slide movements with your fingers. There is some similarity in the tuning method above for cable operated Keihin & Mikuni carburettors.

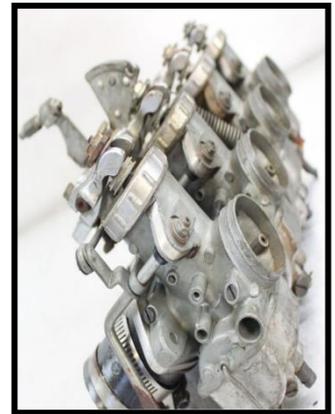
A bit about vacuum gauges; there are basically two types available: The Bourdon type –vacuum pressure gauge & the liquid/fluid filled types. Whichever type you use (usually for multi-cylinder engines) you need to calibrate them so the gauges **ALL** read identical values otherwise, you will get incorrect vacuum readings & your carbs won't be synchronised. To calibrate Bourdon vacuum gauges, you have to connect **ALL** the gauges to **ONE** carburettor/cylinder using a special manifold (which I got from an Aquarium supplies shop). See photo below.

In the photo below you can see the gauges all connected to one port through a manifold. The single port is connected to the vacuum connection on the carburettor shown in the next photo. The small white valves connected to the tubing before the manifold are pulse dampening restrictors (remember, these are pulse type carburettors) to help even out needle fluctuations.



Remove the fuel tank & use a smaller, alternative fuel supply. Start & warm up the engine. All the gauges should be reading exactly the same vacuum value on the vacuum scale when warmed up. If not, remove the protective plastic cover on the gauges concerned not showing the same vacuum & using a small screwdriver adjust the small screw located down the bottom of the gauge near the 50mm vacuum mark to recalibrate the gauge needles. All gauges must be reading identical values before you can synchronise your carbs. Once initially calibrated you shouldn't have to recalibrate them again. When disconnected from the carburettor all the needles should rest within the "0" region on the gauge. Now you're ready to both correctly set the air/fuel mixtures & synchronise the carburettors on a larger capacity, multi-cylinder engine.

Anti-tamper plugs may be fitted over the mixture screws on later models but they are easily removed. Connect all the vacuum tubes individually to each carburettor port. The ports usually have blanking screws in them which you have to remove so, don't lose them. The vacuum gauge set is usually supplied with various brass tube extension pieces for the ports. To set the air/fuel mixtures screw in the idle pilot mixture screws until they "LIGHTLY" seat, then screw them out to the manufacturer's recommended amount. If no information is available, 1.0 turn out is a good place to start. Start the engine & let the idle RPM's stabilise by adjusting all the pulse restrictors provided to obtain a steady needle reading on all the gauges.



Working individually on each carburettor, **very slowly** screw in each mixture screw $1/8^{\text{th}}$ of a turn at a time until the vacuum needle starts to lower then, slowly screw the mixture screw out $1/8^{\text{th}}$ of a turn at a time until the vacuum gauge needle increases & then lowers again. Allow the engine idle RPM to stabilise after each incremental turn. Screw the mixture screw in again very slowly until you obtain the maximum vacuum reading at the gauge needle & the highest engine RPM. Perform this step for all carburettors. You will now note that all the gauge needles will have stabilised in different positions on the gauges all reading different vacuum gauge values.

The object of the exercise when synchronising carburettors is to have all the vacuum gauge needles reading exactly the same vacuum but due to manufacturing tolerances there has to be some adjustment provided to vary & also synchronise the carburettor vacuums. Most manufacturers' have all the slides supported by an inline rack mechanism operated by a push-pull cable system from the handlebar throttle which operates all the slides simultaneously. Some earlier multicylinder engines have individual cables attached to each carburettor slide.

You will find that where the rack mechanism attaches to each carburettor slide there is also a screw & locknut attached to each carburettor slide to facilitate height adjustments. Slide height adjustment directly affects vacuum across all the carburettors. So, with a running, warmed up engine make individual adjustments to each carburettor by either screwing the slide adjuster either in or, out whilst paying attention to the gauge readings. It takes a while but you will find by experimentation you can equalise the gauge readings so all gauges have a uniform reading. If your adjustments are wrong the RPM's will be slow to stabilise. When you are happy with the result, ensure all the adjuster screw locknuts have been secured.

Some manufacturers' models have one carburettor which has its settings fixed at the factory so, in these cases, you make all adjustments comparatively to that carburettor whilst still using the vacuum gauges. For carburettor setups with individual cables & no rack mechanism, you make the slide adjustments at the cable connections to each of the carburettor slides whilst still using the vacuum gauges. The more modern rack style mechanism has distinct advantages over individual cables in that all the carburettors can be removed intact as a set from the engine & worked on without disturbing the slide mechanism's synchronisation.

I have a set of 4 calibrated vacuum gauges in my kit so, rather than going to the expense of buying yourself a set, feel free to borrow mine. If you own a Honda CBX1000 or, Benelli SEI 750 or 900 you may need another two gauges! Synchronised carbs make an engine run very smooth with excellent throttle response & will help to reduce annoying clutch rattles, primary chain rattles & other mysterious noises as the cylinders are now not fighting one another.

AUSTRALIAN ALCHEMY



This 1990 Vee Two Alchemy was the first one to be licensed and has been owned by Nick Gye since new. Alchemy have been manufacturing their own frames and their own redesigned Ducati bevel drive engines for over 30 years. Ducati enthusiasts can buy spare parts for their bikes that look and fit like original parts but are of superior quality. They even sell complete motorcycles and most of the major components are made in Australia. Such complete motorcycles are not cheap and may be expensive to register with current ADRs. However Brook Henry the originator of Alchemy will build a Ducati if you supply a frame that has already passed ADRs or is already registered in your name.

Brook Henry and his main business partner Andrew Cathcart (son of Allan Cathcart the journalist and Ducati race winner) have the ability and connections to build or rebuild almost any V twin bevel drive Ducati and with the prices a stock 1970s Ducati can fetch, the money you pay for a bike with the Alchemy treatment will most likely be recovered if you one day decide to sell.

Alchemy motorcycles have competed and won at Daytona and many other race tracks around the world, this has led to exported bikes and components generating income for the company and creating business for component suppliers in Australia. Crankcase and other engine castings are made in Melbourne, shipped to W A then CNC machined to the exacting tolerances needed to handle up to twice the power of the original early 1970s design without failing when ridden hard. *Clint*.

That's Andrew Cathcart with the actual bike that Mike Hailwood raced to victory at the Isle of Man in 1978.

Alchemy has made exact copies of this very bike based on the many photos Andrew took when he had the opportunity. They are far better than any MHRs the Ducati factory has made.



DUCATI 600 PANTAH OVERVIEW

Ducati 500 SL Pantah was introduced in 1979. The engine's basic layout was copied from the bevel drive twin with vertically split crankcases, a 90-degree angle, with the horizontal cylinder still inclined at a rearward angle of 15 degrees. The design incorporated left side gearshift as a standard as well as a starter motor now underneath the horizontal cylinder. The single overhead camshafts were driven by a toothed rubber belt and incorporated Ducati's famous desmodromic valve actuation. The engine design was initially meant for a maximum displacement of 500cc but, later, it grew larger and larger.

The frame also was a complete new development for the 500 SL; Ducati's first trellis frame with two parallel tubes set the standard for all Ducati's to follow. It is easy to see the resemblance between the original Pantah frame and that of any modern Ducati.

The new Pantah engine basic layout was copied from the earlier bevel drive twin with vertically split crankcases, a 90-degree angle, with the horizontal cylinder inclined at an angle of 15 degrees. The design incorporated left side gearshift as a standard as well as a starter motor now located underneath the horizontal cylinder. The single overhead camshafts were driven by a toothed rubber belt and incorporated Ducati's famous desmodromic valve actuation. The engine design was initially meant for a maximum displacement of 500cc but, grew up to 750cc over the course of its lifetime.

Not much changed over the course of 1980, but 1981 saw market introduction of the **600 SL Pantah**. All basic specifications were the shared between the two models, apart from engine displacement. Both the 500 SL and 600 SL received a new top-half fairing and most of the 1981 models have Paioli rather than Marzocchi suspension. Very minor updates were introduced over the following years, with perhaps the most important being the cable operated clutch of the **1982 600 SL** rather than the earlier hydraulic operated one. *(The model below has this sensible arrangement)

As a true racing company, Ducati had a tradition for making small numbers of hand-build racers available for customers. This was done in 1982 with the 600cc TT2, based on the Pantah engine. With a highly-tuned engine and a purpose designed Verlicchi frame, the TT2 and the later 750cc TT1 were among the best racers of their time and still are considered among the best racers ever built in Borgo Panigale.

I met Jamie the owner of this 600 Pantah at F W and he told me that this bike was badly in need of some TLC when he bought it; the bike ran but the chain had chewed an unwanted slot in the swing arm, the oil pressure gauge had been plugged instead of repaired and more work was required to get the bike to its present sparkling condition. A Staintune exhaust system and what may be an aftermarket fork brace do little to detract from the originality of this early example. Jamie who is a member of Central Coast Rides has a 750 Ducati Paso which also makes a statement that its owner can be proud of. *Clint*



BITS AND PIECES

Name: Alison Oosthuizen

E-Mail: Alison.Oosthuizen@outlook.com

Phone: 0421259332

Address:

Hi Gents.

We are building a D.I.Y Motorcycle Workshop & Bar on the Coast and wanted to reach out and ask for CCCMC members feedback. I'd appreciate if you would share our questionnaire with your members. It takes 2 minutes to complete and we'd appreciate your support.

Message:

Don't hesitate to get in touch if you have any questions. You can copy & paste the link to share by email, text message or social media.

Cheers!

<https://www.surveymonkey.com/r/CSCHNHW>

The e mail above sounds interesting anybody who wishes to know more can contact the people organising this. *Clint*



Tony Altavilla at Jaz and Mark's shop behind Jerry's on a rainy Friday (a customer's bike)



The Dish near Parkes. This is the dish that helped the world see man's first step on the moon and also featured in the movie The Dish. I spent Xmas in Parkes and took this photo while I was there. Clint

CELEBRATING A MILESTONE: ISLE OF MAN TT 2017

The Flying Scot Bob McIntyre was the first person to break the 100 mph lap barrier at the 1957 Isle of Man TT on his 4 cylinder, 500cc Gilera. Fans were treated to the recreation of one of the greatest moments in TT history at the 2017 classic TT- Michael Dunlop's tribute lap for the 60th anniversary of Bob McIntyre's first 100mph lap of the mountain course.

Michael Dunlop MD Racing

"It's one of the best experiences I've ever had. It was so strange to ride.

I don't know if it was me or the fairings – it felt like the tyres were flat. It would have been great to run the bike in the senior race. It was a real honour to ride the bike. We had a great reaction around the course. Everyone loved hearing the bike. What I did doesn't compare to riding eight laps. It's much easier now.

I spent the whole lap trying to find sixth gear – I didn't realise there were only five."

(The current outright lap record is 135.452 mph held by Peter Hickman on a BMW 1000 RR in 2018)

Text and pictures from POIM.



JERRY'S CAFÉ (HOME OF THE BIG JERRY) FRIDAY DEC' 18TH

Peter Redman our new club President, Rob Clarson, Events coordinator and Neil Crocker enjoying the day.

Bill Brooks, John Mills and Beezer Bill club librarian; in the foreground Bill's Triumph Trophy 650 with one of Beezer Bill's Gold Stars

Bottom; Keith's Honda 1000 V4 F2

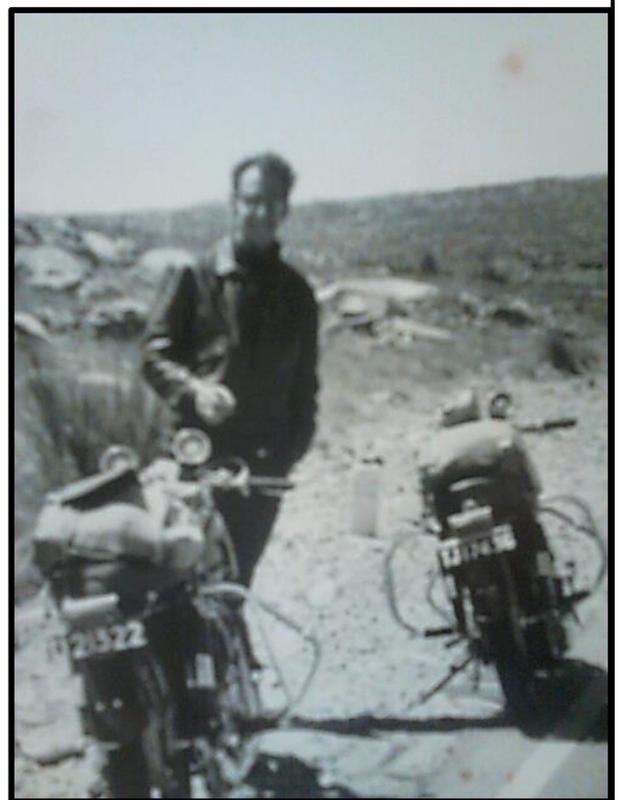


NICK VASSILOPOLOUS THEN AND NOW



Nick Vassilopoulos a founding member of our club sent me these photos by mail and text. The Moto Guzzi 1000 is a 1986 model the photo was taken in the late 1980s, that's a Kawasaki Z1R 1000 from the late 1970s in the background. The next picture was taken using my phone on a rainy Friday in 2021 at the bike shop behind Jerry's hence the clarity is poor.

The photo below was taken in the early 1970s. It is a BSA Rocket Three that has been personalised by Nick with Ace bars, three into one exhaust, alloy rims and Triumph forks, the location is most likely South Africa which along with Rhodesia had a thriving motorcycle scene at the time. Nick has related stories to me of his days riding BSAs, Triumphs and Velocettes, local animals such as wart hogs were as problematic as they are in the countryside here. The last photo shows a much younger Nick with his Velocette on tour in Southern Africa. Clint.



BIKES FOR SALE

Selling Glen Shipway's bikes on behalf of his wife Christine, I have more photos, don't be afraid to make an offer, call or email Neil for details.

neilcrocker@yahoo.com.au (placed 9th December 2020)

Honda GB500 TT just 29,900 km, rides great, needs some TLC, good tyres. \$5,500. Make an offer.

Honda GB400 TT: Just 15,000 km, very nice original bike, starter motor issue. \$4,990. Make an offer.
Neil 0418233196



Bike Trailer for Sale: at 0407085646 or <helgaandgeorge@gmail.com

I'm reluctantly putting my trailer up for sale as it is just 'in the way' and I'm getting a box trailer professionally modified to take a bike. Comes complete with alloy ramp with fittings, new spare tyre, jockey wheel and security devices. There is some rust which needs some work, but I will supply the paint. Rego until July 2021 \$425 or VNO



Honda Blackbird 97 mod 150000klm

Yoshimura exhaust, tyres have plenty of tread

It runs great and is not an oil burner

No rego, have inspection certificate ready for rego \$2950

call Michael 0418652245

Jokes Page

Disclaimer: These jokes are not guaranteed to make everybody laugh.



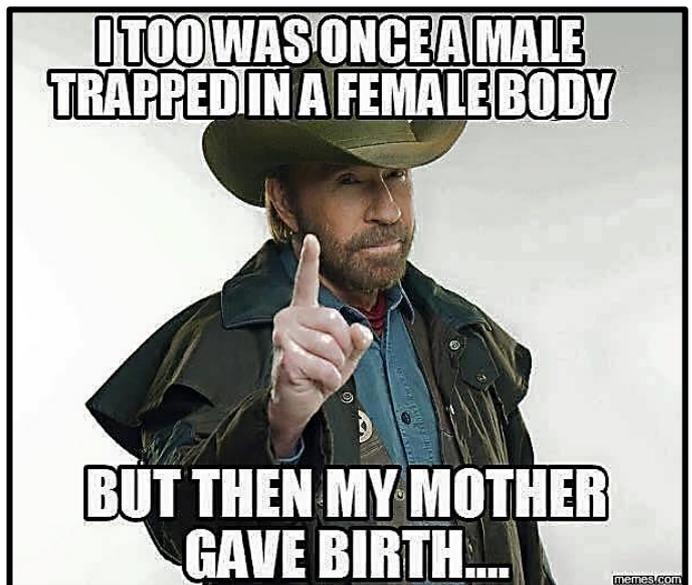
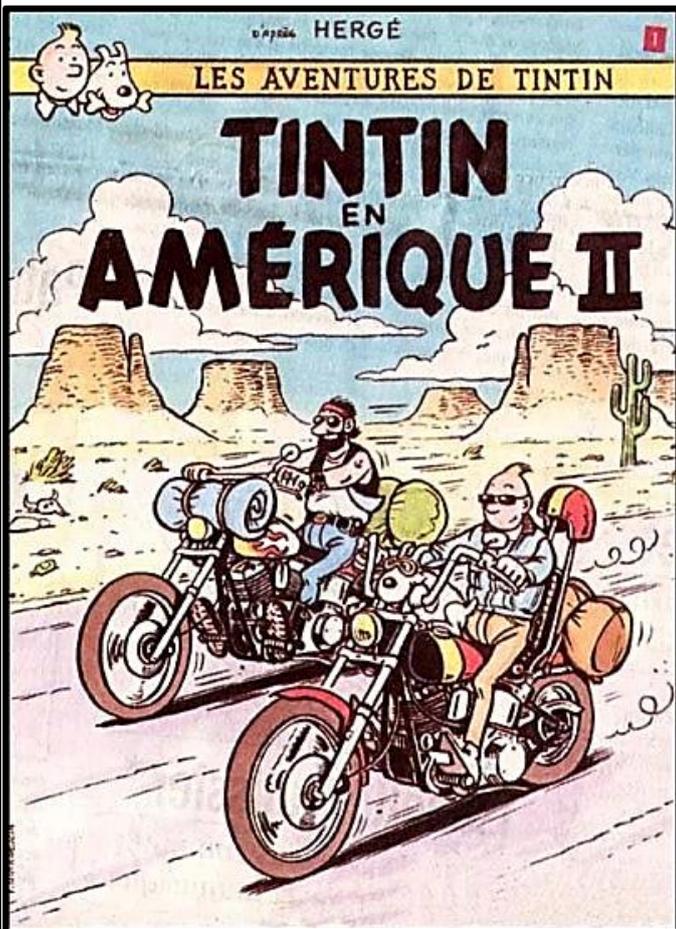
*How much wood could a Wood Chuck chuck if a Wood Chuck could Chuck Norris?
Chuck Norris put the laughter into manslaughter.*

In These Covid / climate change dominated times there are three types of people:

- 1. The wildly optimistic types say; Things can only get better*
- 2. The 'realists' say; Things will get worse before they get better*
- 3. The fully committed pessimists say; Things will remain bad before they get worse.....*

Wife to husband; Did you just fart? Husbands reply "Did someone say KFC?"

I ordered Fried Chicken at KFC the other day. The nice young lady asked if I wanted fries with that. She seemed a bit offended when I replied; "Shut up and take my money." (I think I must be watching too much commercial television.)



Recently a Tin Tin comic fanatic paid \$4,000,000 U S for a rare cover of the popular French/Belgian magazine. Some people have more money than sense.

You can view this cover for free in the Flywheel.

Here we see Tin Tin in America. It seems he is on his second trip to America. Maybe he'll have better luck than Peter Fonda and Dennis Hopper did. At least his bike has a sensible set of forks equipped with a front brake and a bigger fuel tank.

Another Jokes Page

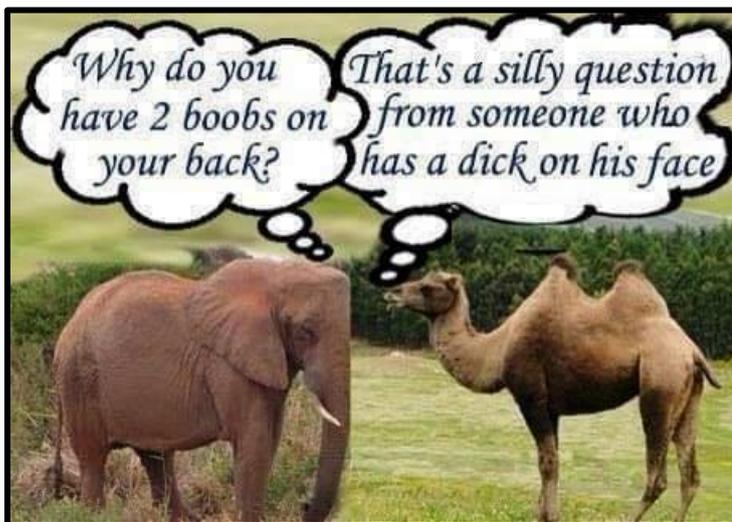
BSA Returns with Electric Motorcycle in 2021, with Mahindra Group's Millions

Everyone loves a good comeback story *unfortunately* this isn't one. BSA's may soon be produced in India. Billionaire Anand Mahindra, chairman of Mahindra Group, bought the company four years ago and he's been telling The Guardian in a recent interview that said comeback would take place as early as next year with a planned electric motorcycle. *The choice of an electric motor was made in order to produce a BSA with no oil leaks.* (This is mostly correct bar the text in italics)

<https://www.autoevolution.com/news/bsa-returns-with-electric-motorcycle-in-2021-with-mahindra-groups-millions-151789.html>



2020s least popular party starters



Thief tastes bitter failure

AUCKLAND: The offender has yet to be found but the punishment admirably fitted the crime, police believe.

An elderly couple camping in a mobile home at an East Coast camping ground were awakened by a noise outside.

Thinking nothing of it, they went back to sleep.

The next morning it was apparent a potential petrol thief had tried to take their fuel.

But as the police magazine *Ten One* reported, the thief got more than he or she bargained for.

On the ground by one of the mobile home's tanks was a pool of vomit and a syphon hose.

Also lying on the ground was not the cap from the fuel tank, but the cap from the mobile home's sewage holding tank.