

The

Issue # 178 September 2018

Flywheel

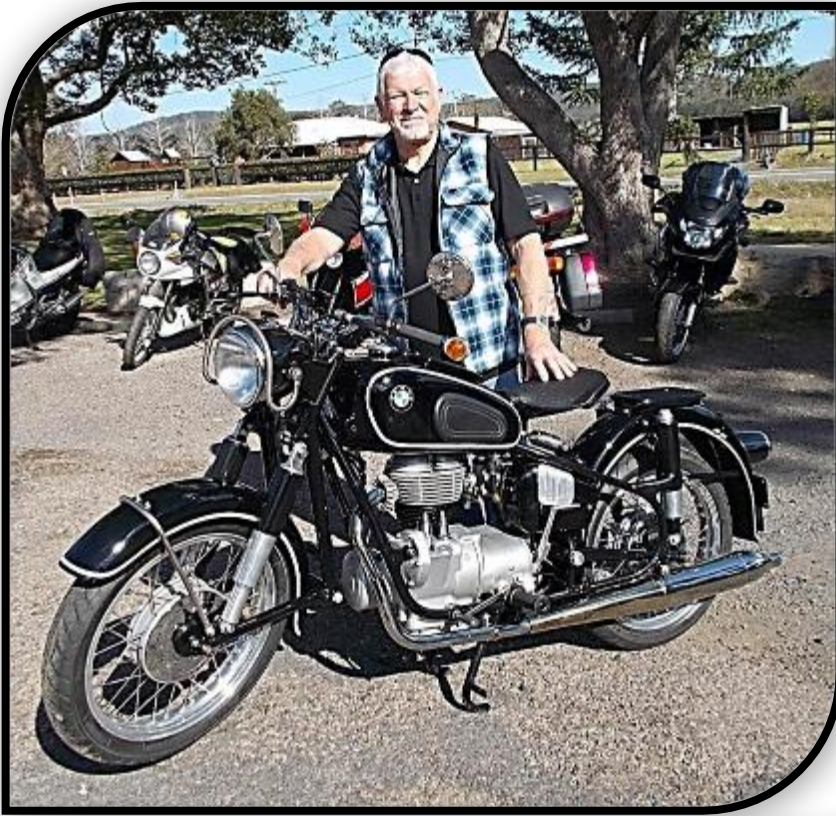


Special guest Jerry and the Café crew, Dean Col and Mark enjoy pre dinner drinks by the barbie. Below; Ben's Trophy winning Ducati 750S my bike and others on the morning of the rally.



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

Hub Runs



Two award winning bikes- Trevor's 250 BMW and Steve's highly polished T160 Triumph. Above Keith and Nigel regular Hub run attendees and below a varied selection of old and late model machinery. Photos courtesy of Mark Gattenhof



President's Report – September 2018



It is with great sadness that we report the recent passing of two of our long-time members. Alan Ernest Monaghan from Long Jetty who joined the club on 25 August 1998 (Member No, 72) and passed away at Blacktown Hospital on 4th September; Robert Sidney (Bob) Rose (brother-in-law of Ian McDonald) from Picnic Point, joined the club on 22 July 2003 (Member No. 138) and passed away at Bankstown Hospital on 4th August. Our sympathy goes out to both families.

The Pelican Rally is now over and thanks must go to the many members who made it such a success. A separate report appears elsewhere in the magazine.



ROSE
Robert Sidney (Bob)
4th August 2018
Late of Picnic Point
formerly of Carlton.

Dearly loved husband of Maria (dec). Much loved father of Brooke and father-in-law of her partner Chris. Much adored Poppy of Taylah and Jorja. Loved son of Betty & Carl (dec) and brother of Hazel (dec), Janice, John (dec) and Wayne. Bob will be sadly missed by his loving family and friends.

Aged 73 years
Reunited with his
loving wife Maria.

BOB's family and friends are kindly invited to attend his funeral service in the South Chapel of Woronora Memorial Gardens, Linden Street Sutherland on Friday 10th August 2018 at 3pm.

G. W. KELLY FAMILY FUNERALS
Australian Family Owned
REVESBY 9773-0637
MACQUARIE FIELDS 9829-5725

On Sunday 4th November, the Sons of ANZAC Motorcycle Club will be conducting their second Hamper Run in aid of Brisbane Water Legacy. Your committee has decided that our club should support this event and there will be no other ride on the day. We will have Guest Speakers from Brisbane Water Legacy and Sons of ANZAC MC attending our October meeting and they will be informing our members of what it's all about. There will also be a short video presentation on the night.

As most of you are aware, none of our members want to be on the Events Committee to help organise events for the club, so the proposed club display at the Australian Spirit event at Gosford Racecourse on Saturday 10th November will not take place. Only two members showed an interest in participating in a club display, and two bikes is NOT a display. There is also a question mark over whether we are having a club Christmas Party this year or not.

Ride safely,

Mark Gattenhof President

EDITOR'S REPORT

Spring is upon us at last and great weather was the order of the day at Camp Chapman on our annual Pelican rally a big thanks to Bob and Mark for their organisational skills and of course Merrilyn, Col and all who assisted for the excellent food provided. I especially have Mark to thank for saving my fingers which suffered at the handlebars of my hog (pictured left) I may have been permanently disfigured but for Mark's first aid and paramedic driving skills getting me to and from Gosford hospital so I should make an excellent recovery. I reckon Mark rigged the raffle in my favour as I won a



much needed new pair of gloves, a jar of very rare pure Mandalong Bush Honey and courtesy of Jerry a \$100 gift voucher redeemable at Noel's Gosford Motorcycles.

The numbers were down this year but the quality of bikes and attendees was very high as the pictures show. A few weeks earlier I attended the Newcastle Rally at Stockton beach and the previous 3 Clubs ride and Stuart sent in a report from Tamworth with many of our club riding there. There was a good level of contribution for this issue which is good as I am making a few typos as the bandages snag on some keys. Modifications have continued apace on the FXR it has been lowered a bit -but apparently not enough- I added Roland Sands Laser cut grips which make the bike look -and feel sharp I also bought new mirrors for my Sportster and put the Sportster mirrors on the FXR and fixed most of the oil leaks. Below I included some info on interesting websites for those with the time to surf the 'net.

Clinton Williams

If you want to check out a website with thousands of fascinating motorcycles on it try bike-urious; most of the bikes featured are or were for sale mostly in America on e bay and Craigslist some of the prices seem pretty low except for exotica like genuine GP bikes and out dated Superbikes such as a stash of 60 Foggy Petronas Triples that can be street registered I even spotted Tim Corlett's Gus Kuhn Norton still on there. There are very few Harleys for those of you who lack curiosity about them. If you are looking for really cheap odds and ends try wish.com I got a good pair of handgrips for \$16 and there are plenty of other knick knacks that are good value.

https://www.wish.com/feed/tabbed_feed_latest/product/57beb32ed883d96214422cf6

www.bike-urious.com/video-intermission-revzillas-how-to-buy-a-used-motorcycle/

THE 6TH LUSKINTYRE TO VACY 3 CLUBS RIDE



A Fine day for the 3 Clubs ride with a turnout of about 100 bikes 1970s Japanese bikes had a good representation but this beautiful 1938 Triumph 650 twin and the rare Ducati GT 750 were among the many that varied the mix



THE RIDE

The roads on the way to Vacy were quite rough in places but we all made it to the fire station (except for Liddsy) where we had an excellent all you could eat lunch with profits going to the Westpac Helicopter Rescue fund. The Mark IV BSA Spitfire pictured was a standout and I liked the mid-80s iron head Sportsters. This year there were no Indians as in the past- I was told one of the keen enthusiasts had passed away. The Newcastle Club riders I met earlier in the week came on the ride the MK3 Ducati with its twin

filler cap tank being very well maintained; below is the fire brigade shed the Suzuki white GR 650 outfit I featured in an earlier issue can be seen in the middle. Bruce Cruckshank rode his electric start Vincent Rapide and I rode my Z13000 outfit unfortunately no other CCCMC members came on the ride. *Clinton Williams*



1956 ZUNDAPP K601

A desirable alternative to the early BMW the dual seat swing arm model being produced in 1956 note the kick start goes backwards unlike BMW. The switch to black paint and chrome tank made it look less military and more like the BMWs of that era.



Zündapp began motorcycle production in 1921, in 1949 preliminary design work began on an entirely new version of the KS500 military model.

This new design had telescopic fork as opposed to the traditional Zündapp parallel four link fork, and plunger rear suspension as a major improvement, from no rear suspension at all. In late 1949 the first prototype emerged, painted black, with a beefed up chassis to handle the larger motor which led to the introduction of the Zündapp KS 600. In early 1950 a second prototype was completed its engine differed from the original KS600 in many respects the bike was christened the KS601.

To further distinguish it, not only from BMW but also previous Zündapps, the black frame now sported fenders, tool box, fuel tank, fork cover, and head light housing appointed in the famous Zundapp lime green.

The newly designed 592 cc motor, with two Bing carburetors, produced 28 Hp at 4700 Rpm with peak torque of 33.6 Ft. Lbs at 4000 Rpm.

This was more powerful, than the Volkswagens of the time, and made the Zündapp KS601 an immediate hit with enthusiasts; the motorcycle's appearance and its new engine earned it the nick name of 'Green Elephant.'

Power was transmitted from the engine via a two disc dry clutch driving the peculiar but extremely smooth shifting and reliable duplex chain drive transmission, through a heavy flywheel the shaft then delivered power through a spiral bevel final drive pinion to the spiral bevel ring gear, the tapered final drive spline and, finally, the wheel hub interestingly, the Zündapp KS601 wheels were designed to interchange front and rear. Both have the final drive spline in the hub to accommodate frequent rotation to distribute tire wear.

This newest Zündapp received enthusiastic reviews from the various motoring magazines of the time and it proved to be popular not only with the motor sports crowd, but also with average owners who quickly came to appreciate its rugged dependability. Zündapps being widely viewed as heavy duty sidecar machines.

Despite handling that was superior to BMW's they just couldn't shake that reputation with the solo riders and the last 601 was produced in 1958 from then on the company produced small 2 strokes and scooters notably they won the 1973 and 74 125 motocross world title with André Malherbe r.

Zundapp went bankrupt in 1984 and were subsequently bought by a Chinese concern which still produces small Honda powered motorcycles under the Zundapp name.

Adapted from the website http://www.zundappks601.com/ZunKS601_2.htm

35TH ANNUAL PELICAN RALLY



Top: Col Graham's Douglas fore and aft 1929 twin on display only in the hall at Camp Chapman



Neil reaches for his wallet while looking for Col Campbell the owner of the neat original model Kawasaki Z1 at Lisarow School during morning tea



The last BSA 500 Gold Star seemingly all original misappropriating the name from the famous clubman racer for the last scramblers they made in the early 1970s seen here at the start of the rally a bike designed to get up the exit road no problems.

There was a blue Goldstar on a trailer but due to the light I couldn't get a decent photo

Tamworth Rally

The Tamworth Rally was held on the weekend of the 20, 21 and 22nd of July and was attended by 13 members who travelled from the coast.

I travelled over to Tamworth with my wife Pauline on the Thursday in dreadfully cold conditions and with the heater going I spared some thought for those members that would be riding over. As we would all have heard in the news about the drought seeing was believing, as we travelled closer to Tamworth not only was the grass and vegetation brown and dying off in most areas it was non-existent.

Friday morning arrived with temperatures not far from zero with a cold wind to add to the chill. During the morning I could see dust storms ripping through to the south.

Peter Anderson later told me that the team he rode over with consisting of Peter Donaldson, Trevor Davis, Rob Orr and Mick Golsby were riding head on to those winds.

Nigel Smith and Steve Cooper also rode over in icy conditions with Ian McDonald also travelling with them by car.

The rally was also attended by Kim and Cheryl Carothers and last but not least Don Gledhill.

Saturday morning met us with a below zero start and caused issues with the starting of a number of bikes my Commando included. After I got mine started Pauline told me I better go and help Kim Carothers with his. I looked out the window from my cabin and I could see Cheryl attempting to push Kim down the road on his Ariel Square four. I went to assist them and due to Kim's gammy knee he is a bit restricted in his kicking ability. After a battery change we were able to get Kim's Square four up and running.

The rally kicked off at 9.30am and the ride proceeded to Nemingha then across to Loomberah, then to Dungowan with a quick stop at Chaffey Dam. We then travelled to Nundle and Wallabadah for morning tea.

After morning tea we then travelled to Quirindi, then towards Gunnedah and turned off to Quipolly then Werris Creek and finally to Currabubula where we had lunch and the cycles were judged.

After lunch we travelled back to Tamworth on the Werris Creek Road covering approximately 200 km.

The presentation dinner was about to start and a phone call had to be made to Peter Donaldson to remind his crew of the time. (You can't blame a man for having a beer or ten after a long day in the saddle) Dinner was served and then the raffles were held. Our table

received an ample share of raffle prizes and Michael Golsby won and auction for a motorcycle stand. I must say I did have trouble keeping my raffle tickets in order as I had Steve and Nigel trying to blow my tickets across the table from one angle and Peter Anderson trying the same from another angle Peter Anderson won that competition blowing Steve Coopers tickets off the table right at the time one of his tickets were drawn.

The Presentations were made and I was surprised to receive a trophy for my 1974 Norton Commando which happened to be the only trophy won by the Central Coast Club.

All in all a great rally with good people and no rain.

Stuart Avery



Tamworth Rally Bikes



Hard to know who owns which Daytona Orange BMW R90S I'm pretty sure the rider with the sheepskin cover knows his bike but they all look and go well



More BMWs at Lake Chaffey and below a very nice looking Triumph 500 under an amazingly blue sky.

Photos Courtesy of Stuart Avery



NEWCASTLE CLUB BIKES & RIDERS AT FREEMANS WATERHOLE



Left Lids on his freshly restored Honda CB1100R sadly the big Honda dropped its cam chain on the Newcastle rally and currently needs some work before it will run again-



BSA Goldstar-



Ducati 1968 MK3 350



A Triumph Bonneville 750 and Honda XL250



Kim and Cheryl outside Stockton beach van Park where the rally started

NEWCASTLE RALLY STOCKTON AUGUST 16-18



A Newcastle club member fuelling up his spotless AJS CS 500 with the "plain jane" Matchless G50 behind



Linda Drinkwater with the 1970 Triumph she has owned for many years still going strong



Another Triumph with a space age sidecar reputedly made from an aircraft drop fuel tank it is suspended in a frame with two shock absorbers supporting it at the back

ODDS AND ENDS

From last issue's quiz- the other answers you would know or could find out on the 'net

That the photo is of someone riding a Triumph is bad enough. It speaks poorly of whoever picked it, and of the H-D executives that approved it. But it gets worse. For those of you that aren't students of dirt track history, the name Gary Scott probably doesn't mean much. According to the record books he was a hard-charging rider and member of the 1974/1975 Harley-Davidson race team who won the 1975 AMA Grand National Championship, and accompanying number one plate. What the record books don't tell you is that he hated riding for Harley, didn't get along with the other members of the team, and quit the team shortly after winning the title. He then forbade them to use his name or photo in any of their advertising. To say that the relationship between Gary Scott and H-D was adversarial would be a gross understatement, one he'd later underscore by engaging in physical altercation with his former tuner, and all around Harley good guy, Bill Werner.

In short, the image is something of a slap in the face to the Harley faithful, and their dealers. It also displays a lack of knowledge about the factory's history, history which is well documented. Of course Harley has always had a little trouble separating myth from their reality, so perhaps this isn't such an unusual thing after all.

Below right: Honda's Monkey bike built between '87 and '88 now having a kind of resurgence in the Grom, Honda built a RT variant which was only available in Japan. According to a seller, approximately 40 of those RT bikes were converted to these adorable little replicas of the Bimota DB1 called the BiMonkey it is not actually stated by the seller that the "replica" was built by Bimota.

Also from Bike-urious A Mitchel 50cc Four from Sammy Millers British Museum each cylinder is 12cc peak power said to be 5hp, developed in 1959 before expansion chambers revolutionised the 2 stroke engine

<https://www.bike-urious.com>



Lewis Smith sent me in this photo of he and his dad Nigel on a Kwaka Mach IV Nigel owned back in the 1970s the drop bars were a sensible fitment to help keep the front wheel down under acceleration

35th Annual Pelican Rally

14-16 September 2018

Well, it's finally over and all those who worked so hard to make it happen can take a well-needed rest. The planning started 12 months ago and involved many things. For those of you who don't bother to think about how such an event comes together, here is a partial list of what takes place:

- ☐ A Rally Committee is formed;
- ☐ The venue has to be decided and booked;
- ☐ Suitable routes have to be looked at and the number of marshals decided;
- ☐ Meals have to be planned and numbers for each meal - tickets for meals included in rally packs;
- ☐ Judging – how, when and where;
- ☐ Judging Category signage;
- ☐ Prizes for best in class;
- ☐ Raffle prizes;
- ☐ Ordering of numbers for participants bikes;
- ☐ Ordering of badges and/or shirts (this year we decided not to order badges as the minimum order is 100 and we have far too many left over and at a value of \$5 each, that's a lot of money wasted. This year we only had 58 entrants.);
- ☐ Rally notice and entry forms emailed to members, previous participants and other clubs;
- ☐ Printing and mailing of entry forms to other clubs;
- ☐ Setting up of the site at the start on Friday and placing out direction signage;
- ☐ Cleaning up of the site at the end on Sunday and recovering direction signage;
- ☐ And a host of other things that crop up as we get closer to the big day.

This year the main team consisted of: Bob de Vries (Rally Secretary) ably assisted by his better half, Eunice; Marilyn Gattenhof & Col Graham (Catering); John Mills (Chief Marshal); Peter Anderson (Direction signage and fire monitor); and Neil Crocker (Liaison for shirts and caps). There were many other members (too many to mention by name as I may forget someone) who assisted over the weekend and fetched, carried and helped with the setting up and cleaning up. A big thanks to all involved.

It was a big disappointment to the Rally Committee that only 41 of our own members could be bothered to enter the rally. This is less than one-third of our total members. We know that some of you are no longer well and fit and we understand that – but what about the rest of you? It was heartening to see Ray Spence join us at the morning tea stop having cadged a lift with a mate of his. Well done Ray!

Thanks to the following members who donated raffle prizes: Bryan Ratcliffe; Erl & Gil Mould and Derek Van Der Vyver.

Also, a very special thanks to our major sponsors:

- ☐ Jerry's Café, Kulnura;
- ☐ Gosford Motorcycles;
- ☐ Grange Hotel, Wyoming

We ask that you support these businesses when you can.

SEPTEMBER 2ND HUB RUN

Not so many members turned up on Father's day and although there were only a few spits the rain held off; Peter brought out his high pipe Norton Commando here set against Keith's more complicated Honda V4.



Not sure who owns this tidy plunger framed BSA single but it's in good shape



Steve's well-polished T160 Triumph Trident Steve fitted with after-market mufflers but the carbs don't like them so it will be back to standard for the upcoming Pelican Rally

JOKES PAGE

How many Australian men does it take to change a light bulb? None. It's a woman's job.

Q: *What's the difference between Amy Winehouse and Captain Morgan?*

A: *Captain Morgan comes alive when you add coke!*

Q: *You know what's fun about being sober?* A: *Nothing.*

Why does beer go through your system so fast? Because it does not have to stop to change colour

***You say alcoholic, I'll say
alcohol enthusiast***

Hotels rarely have a room number 13. Usually it is called 12a or 14 the same with floors of buildings and the elevators without a #13 button. Highways sometimes will skip exit 13 altogether also.

A man bought a new Mercedes to celebrate his wife leaving him and was out on the interstate for a nice evening drive. The top was down, the breeze was blowing through what was left of his hair and he decided to open her up. As the needle jumped up to 80 mph, he suddenly saw flashing red and blue lights behind him. "There's no way they

can catch a Mercedes," he thought to himself and opened her up further. The needle hit 90, 100.....Then the reality of the situation hit him. "What am I doing?" he thought and pulled over. The cop came up to him, took his license without a word and examined it and the car. "It's been a long hard day, this is the end of my shift and it's Friday the 13th. I don't feel like more paperwork, I don't need the frustration or the overtime, so if you can give me a really good excuse for your driving that I haven't heard before, you can go." The guy thinks about it for a second and says, "Last week my nagging wife ran off with a cop. I was afraid you were trying to give her back!" "Have a nice weekend," said the officer.

Knock Knock Who's there? Dubai! Dubai who? I know your Muslim, but would you allow me Dubai you a drink?

Wise Teacher One Zen Buddhist student said, "My teacher is the best. He can go days without eating." The second said, "My teacher has so much self-control, he can go days without sleep." The third said, "My teacher is so wise that he eats when he's hungry and sleeps when he's tired."

A Catholic boy and a Buddhist boy were talking and the Catholic boy said, "My priest knows more than your Buddha." The Buddhist boy said, "Of course he does, you tell him everything."



CCCMCC OFFICE BEARERS 2018

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	Robert Orr	0414 692 018
	Barry Allertz	0425 286 201
	Vacant	0413 857 162
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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 Cruckshank, Edna Cruckshank, Col Graham, Jack Taylor (*Deceased)

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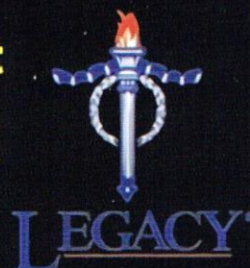
Magazine Distribution: Ian McDonald

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.



Central Coast **HAMPER RIDE**



All proceeds to Brisbane Water (NSW) Legacy

4th NOVEMBER 2018

COST IS \$20 PER BIKE
STARTING AT EAT STREET CAFE (GOSFORD
WATERFRONT) REGISTRATION FROM 8AM
LEAVING AT 10AM FINISHING AT DOYLO RSL
FOR LUNCH & RAFFLES

Lunch can be purchased at the Doylo &
Raffles will be drawn, with some great
prizes on offer.

For Further Information please contact Rod on
0434 529 921

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CCCMCC EVENTS CALENDAR

October 2018

Date	Event	Remarks
Sunday 7 th	Sunday Ride	Meet at Macca's Tuggerah
Sunday 14 th	Sunday Ride	Macca's Tuggerah; Freemans Waterhole; Wollombi
Sunday 14 th	BSA & Norton Gathering – Stanwell Park	Invitation Event – Contact Secretary for Details
Tuesday 16 th	Committee Meeting – 7.30 p.m.	Ourimbah RSL
Sunday 21 st	Sunday Ride	Macca's Tuggerah; Freemans Waterhole; Wangi Workers
Tuesday 23 rd	General Meeting – 7.30 p.m.	Ourimbah RSL
Sunday 28 th	Hub Run	Woodbury Park

November 2018

Date	Event	Remarks
Sunday 4 th	Central Coast Hamper Ride. Departs 10.00 a.m. Eat Street Café (Gosford Waterfront)	\$20 per bike – all proceeds to Brisbane Water (NSW) Legacy – Contact Secretary for Details
Sunday 11 th	Sunday Ride	Macca's Tuggerah; Freemans Waterhole; Cessnock RSL
Sunday 18 th	Sunday Ride	Macca's Tuggerah; Corrugated Café; Pie in the Sky
Tuesday 20 th	Committee Meeting – 7.30 p.m.	Ourimbah RSL
Sunday 25 th	Sunday Ride	Macca's Tuggerah; Freemans Waterhole; Weston Pub
Tuesday 28 th	AGM – 7.30 p.m.	Ourimbah RSL

December 2018

Date	Event	Remarks
Sunday 2 nd	Hub Run	Woodbury Park
Sunday 9th	Christmas Party	TBC
Sunday 16 th	Sunday Ride	TBA
Sunday 23 rd	Sunday Ride	TBA
Sunday 30 th	Sunday Ride	TBA

Notes:

1. Every Wednesday & Friday morning we meet at Jerry's Café at Kulnura. Wednesday Lunch ride is Riders Choice.
2. If you are riding a "Club Plated" bike to any event other than those listed above you must either fill in your Log Book or notify the Registrar, Ian McDonald, of your intentions.

The FLYWHEEL

The magazine of: -

The Central Coast Classic Motor Cycle Club Inc.

P.O. Box 9006

WYOMING NSW 2250