

The

Issue # 180 January 2019

Flywheel



A happy Ian Mohr about to ride the Velocete he's owned for 49 years at Freemans Waterhole on Saturday December 15th.

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

DECEMBER HUB RUN 2018



*A couple of Flathead Harley's
Left is Gus's 750 WLA and below
is a nicely restored 1949 model
1200 with its owner who turned
up to have a look.*



PRESIDENT'S ANNUAL REPORT – 2018



Welcome to another year of Classic Motorcycling.

2018 ended with a couple of dramas as well as a couple of highs. At the Hub Run held on Sunday 4th December, Glenn hit a patch of gravel on the ride back from Yarramalong and managed to lose it, winding up off the road against a fence. True to form he said that he was OK and didn't need any medical attention. A quick call back to base resulted in the arrival of Les with the trailer. One of the smarter ideas we've had was to have provision on the

Catering Trailer for a bike.

While waiting for Les to arrive we couldn't help noticing that right opposite to where Glenn had his stack there was a sign for Yarramalong Cemetery! Maybe there are other motorcyclists resting there? On return to Woodbury Park we finally convinced Glenn that a trip to Wyong Hospital would be a good idea and an ambulance was called for. The end result was a broken ankle, but even that didn't deter Glenn as he was back at Jerry's the following Friday with his personal chauffeur, Jim Elderfield.

The same night I received a phone call from Michael Ryan advising me that Boyd de Meyer had hit a car at Green Point on the way home and was in Gosford District Hospital in Intensive Care. A few days later I was finally able to contact his wife, Belinda, and she informed me that he was then in the Orthopaedic Ward and would be there for 6-8 weeks, requiring further operations for various fractures to his left-hand side.

On the bright side, our annual Christmas Party was a success with 62 members and guests present. Thanks to Neil for organising that event and thanks also to Col for the hams, Peter for the prawns, Derek & Dianne for the games and Marilyn for the yummy desserts and lucky door prizes.

It was a pleasure to award the Clubman of the Year trophy to John Mills who has been an invaluable help to many members (including myself) with his engineering skills. John has also been the man behind the rally routes and marshalling. Well done John!

Another highlight was the awarding of Life Membership to Nick Vassilopoulos on the occasion of his 80th birthday. Nick has been a long-time member of the club and was also a member of our previous club, the Central Coast Branch of the Classic & Enthusiasts MCC.

A warm welcome to new members: Fabian Mensitieri (Davistown) and Alison Short (Wyoming)

Ride safely,

Mark Gattenhof President

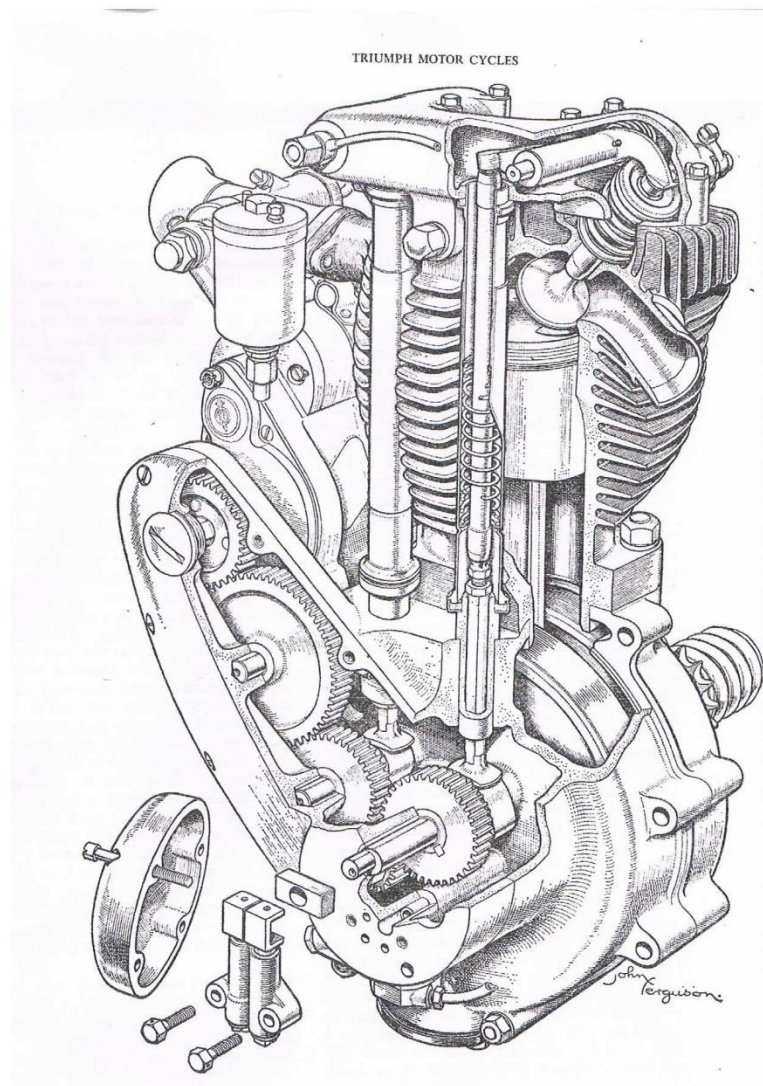
EDITOR'S REPORT

By now you all should have paid your \$30 club fees for this year ensuring your club plated bikes are still legally on the road. When you get something that more than pays for itself you know you're ahead of the game. The club fees and attending at least four club rides or functions mean a saving of around \$400 per club plated bike rego' and any other classic plated bikes cost the basic RMS fee and are covered for sixty days riding plus any club rides and no restriction on the number of Club plated bikes you can own. There is also the monthly Hub Run BBQ for a piffling \$3.00-another bonus we all can enjoy courtesy of Col, Merrilyn and the club members who provide the food and back up trailer at the end of each month. I trust you are all looking forward to being a part of the Central Coast Classic Motorcycle Club in 2019.

Rally type weather will soon be upon us I hope you all have at least one Classic bike fit to do 200kms which is the average rally length. If you haven't been on a rally yet-maybe feeling a bit shy of strangers- then the upcoming Orange Rally is on mid- February pretty soon we will have more Central Coast riders attending than at our own Pelican Rally.

I managed to fill the magazine again with some contributions from Spike Cherie and a few others- all much appreciated.

Happy riding all. Clinton Williams



An exploded view of a Triumph Tiger engine.

Sent in by Allan Munro

VIEW FROM THE KITCHEN



Our last event for 2018 was the Christmas Party held at Woy Woy Bowling Club again and what a fun day it was.

Peter and Col organised individual bags of prawns for each person and spring rolls and dim sims were delivered to each table, followed by a delicious self-serve Chinese banquet. Dessert was cheesecakes and those sitting at Nick's table shared a cream sponge for his 80th birthday.

There was a boy's and girl's lucky door prize won by Clinton and Cheryl respectfully. The ham raffles were

won by Mark and Les (not rigged I assure you!!).

Dianne, Derek and Jean organised games to entertain us – Pass the parcel, pin the “tail” on the motorbike, count the nuts and trivia.

During the day Nick Vassilopoulos was presented with a Life Membership badge, and John Mills with the Clubman of the Year trophy.

Good to see “Hoppy” Glenn – what some people will do to get out of cleaning the BBQ after the Hub Run.

Thanks Neil for organising the day and Tony for the theatre tickets to see the “Queen” movie.

At the end of the day I was presented with a beautiful bouquet of roses – thanks George and Helga.

As a footnote, John Mills and I attended the most Hub Runs in 2018 – how about that!!

Now already into 2019 and I hope it will be a happy and safe riding one.

Cheers, Merrilyn



KENNY ROBERTS TWICE AMA AND TIME WORLD CHAMPION

Kenny Roberts will certainly go down in history as one of motorcycle racing's all-time greats in. Roberts was born in Modesto, Calif., on December 31, 1951, and made his name racing on the dirt ovals and road racing circuits of the United States during the 1970s. He won the AMA Grand National Championship in 1973 and 1974 riding for Yamaha. He accomplished that feat despite the fact that his XS650 based Yamaha was down on power on the half mile and mile dirt tracks to the "Sportster" based Harley-Davidsons. Roberts made up for the power difference with some of the most spectacular riding ever seen on the dirt ovals of America.

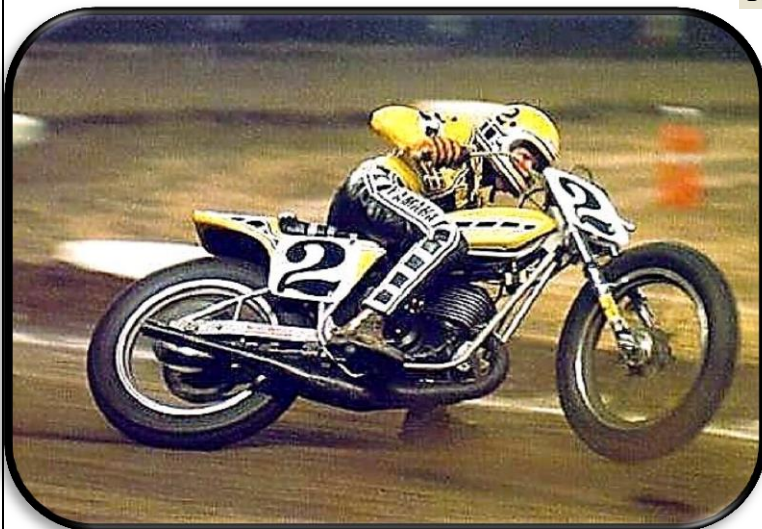
As an AMA expert rookie in 1972, Roberts became one of the few riders to win their first pro race by riding to victory at the Grand National short-track race in the Houston Astrodome on January 29. Roberts went on to win 47 AMA Nationals in all of the major disciplines of the time - tourist trophy, short track, half mile, mile and road race. His most notable wins in the USA came at the Daytona 200, which he won three times.

One ride that has become part of AMA Grand National lore happened in August 1975 at the Indy Mile when Yamaha, in a desperate attempt to find a faster dirt track bike, stuffed a TZ750 four-cylinder two-stroke road racing engine into a dirt track frame and asked Roberts to race it. The awesome, but peaky power of the big two-stroke engine was nearly impossible to control on a dirt track, but somehow Roberts managed to wrangle the beast and broadside wildly out of the final turn to pass an amazed Jay Springsteen and Corky Kenner to win the race. Roberts admitted that the TZ750 dirt-tracker was intimidating even for him; calling it the wildest ride in his career, and the AMA banned the road racing motor from dirt track competition.

Roberts became the top road racer in the country; in 1977 he won six of the seven AMA Formula One races, which at the time were also part of the Grand National Series. Roberts then stormed into the (FIM) World 500cc Grand Prix Championship Series. In 1978 he garnered world-wide respect and stirred the pride of U.S. riders and fans by becoming the first American to win a World 500 Grand Prix title. In the following years Roberts dominated the World Grand Prix circuit, and by 1980, he had captured three consecutive World 500 Grand Prix titles.

Retiring from full-time racing at the end of the 1983 season, he formed his own World 500 Grand Prix team. In 1990, Team Roberts' rider Wayne Rainey won the World 500 Grand Prix title, and teammate John Kocinski took the World 250 Championship - bringing the team a rare 500 and 250 championship season. By the end of the 1993 season, Rainey had matched Roberts' earlier accomplishment, securing three successive World 500 crowns for Marlboro Team Roberts.

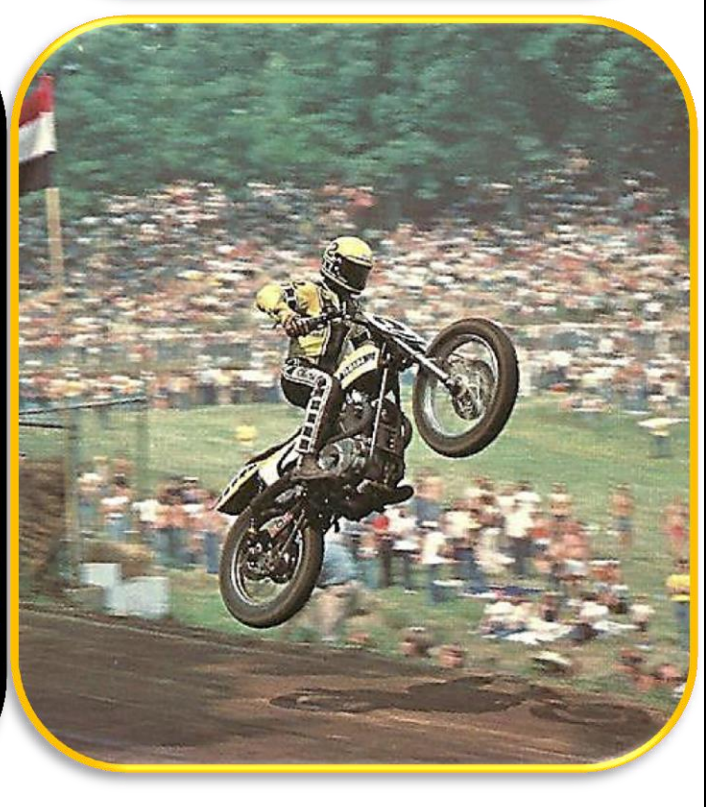
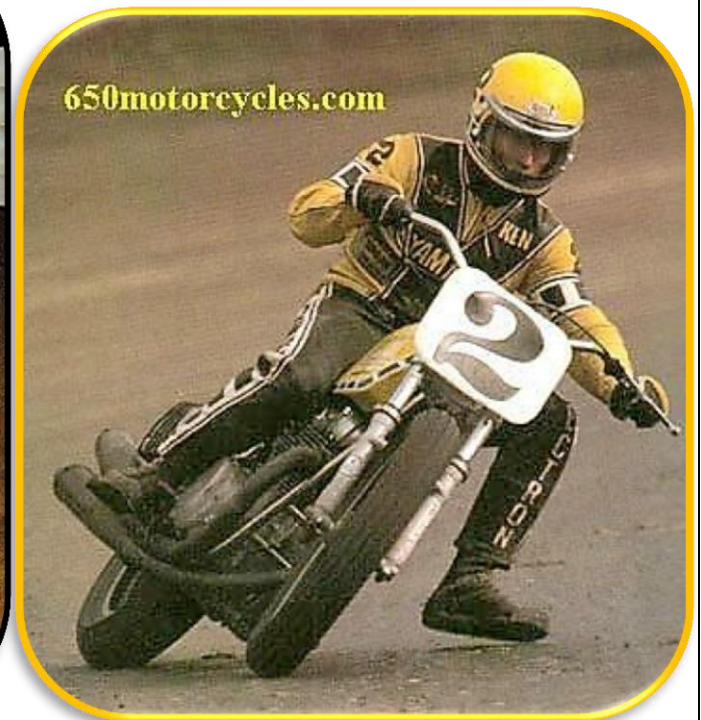
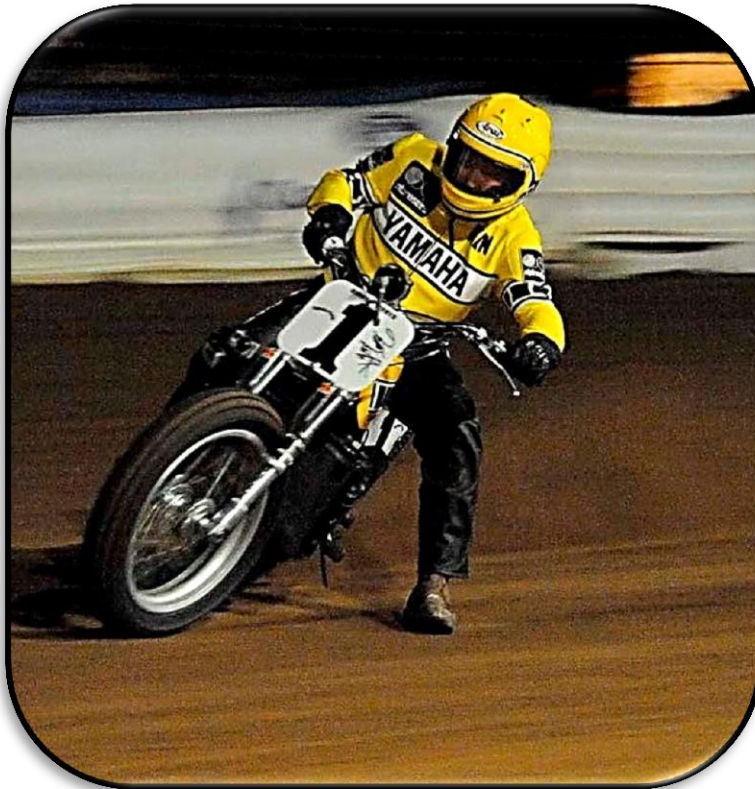
In 1996 Roberts embarked on a different challenge. Believing that motorcycle racing needed its own engineering infrastructure, he took it upon himself to build and develop a model engine program for use by World 500 Grand Prix teams. In 1997, Roberts partnered with Malaysian motorcycle manufacturer Modenas, and created his own Grand Prix machine - the Modenas KR3 as he was impressed by the Honda RS500 that Freddie Spencer rode to beat him in 1983. The arrival of the Modenas was significant not only because the bike was one of the few to challenge the traditional equipment sources for Grand Prix racing, but also because it signalled a new potential for the sport.



Roberts' sons, Kenny Jr. and Kurtis, continued in their father's footsteps. Kenny Jr. competed in World 500cc Grand Prix, and Kurtis contested the 250cc Grand Prix and 600cc SuperSport series of the AMA Superbike Tour in the late 1990s, both winning their respective championships in 2000.

A man of talent, courage and vision, Kenny Roberts has had great influence on the shape of motorcycle racing, both at home and around the globe. As a rider and then as a team owner, the American legend has always had the ability to see to the next level.

The versatility of Kenny Roberts



The five disciplines of AMA racing up until the mid-eighties- Short track, Mile ovals, Half mile ovals, Road racing and TT which had jumps. Kenny Roberts is one of only four riders to have won races in all five and the only rider to have done so in one season. Kenny's GP championships came after but there are only two pages available and his GP efforts are more recent and better known.

BARRY'S ORIGINAL JAWA350 TWIN+ RETROS

Barry Alertz rode this two tone blue Jawa 350 to Woodberry Park in early December even the wheels are blue with gold pinstripes this is basically two 175 singles put together. It looks to have very long front forks a result of the 16 inch front wheel and the bike being on its centre stand. This bike is an original Czechoslovakian Jawa but identical bikes were made in India until 2006.



The latest from India is a new retro styled 4 stroke Jawa styled to look like a 2 stroke (pictured below middle) this is one of the best retro lookalikes soon to be on the market especially considering it is a 4 stroke designed to look like a 2 stroke and is water-cooled. How would Kawasaki make a retro Mach 3?

Things get a bit confusing when there is also a Czech made Jawa 350 4 stroke- pictured bottom. Jawas have been manufactured in India since 1960 (sometimes branded as Yezdi) so there has been parallel production of bikes bearing the Jawa name and sometimes CZ as the two companies have merged. The newer Indian made model looks more sophisticated than the Czech model which has an air-cooled Rotax engine.

Clinton Williams



Note:

In the early 1960s, Jawa invented an automatic clutch for motorcycles; the first in the world. The centrifugal clutch was designed for Jawa 250s and 350s. The clutch has been patented worldwide by Jawa and was copied in Honda 50 Cub motorcycle, Honda had to retreat, pay a fine and pay a license fees for each motorcycle sold.

Wikipedia

POPPA'S GOT A BRAND NEW BAG

When I was looking at Victory motorcycles I first priced the bagger models; they were at least \$4,000 more expensive than the model I bought-the Judge- and they had ape hanger handlebars and other aspects that didn't suit me however I still wanted saddle bags for long trips which would involve some camping. The upcoming Phillip Island Superbikes being just such a trip; camping is the only way unless you book a year in advance.

I looked at various options and was keen on the Viking line of bags however being a multi-national company they would not sell me the Judge bags from the USA as they don't pay GST and the Australian distributor claimed they could not sell me a set that would fit..... I came across Bibble bags a local company in Brisbane which were able to supply me with a high quality set of bags with adaptable brackets that meant the bags would fit many models, mine included- it surprises me that Viking had not come up with this simple idea. I ended up with the "Heritage" bags which are the "premium" bags made of top grade leather not Leathertec which the Viking bags are made from; as you can see they look a lot like the late model Indian Chief bags tassels and all. They are just the right size to fit on the muffler side of the Judge which gives me as large a storage area as possible. It seems Heritage is not a trademarked Harley word as far as saddle bags go. So although the bags and brackets were expensive at \$840 plus \$43 postage I have a Victory bagger for several thousand dollars less than the stock Victory baggers. Joe Downen also included a bottle of Leather Balm and a wallet. The Balm contains neatsfoot oil, lanoline and beeswax a 250ml bottle costs \$35 and Joe claims it is superior to Dubbin. The 100ml bottle was enough to treat both bags which I did after these photos were taken

I wrote this article as the Bibble bags can be adapted to fit earlier bikes for those who wish to carry wet weather gear, tools etc. on rallies- Dean Faber has a similar older set on one of his Triumphs.



The bags as fitted with Victory logo. They are made of a sturdy plastic inside and have a zip up top under the fold over flap- expensive but value for money

https://www.bibblebar.com.au/luggage?gclid=Cj0KCQiAvKzhBRC1ARIsANEXdgzi0WHUk1Bwjy6WkL_ej3BpRA6ruBPulo4rrPeu0tRWPlSA3q6XWsaAj2-EALw_wcB
<https://www.youtube.com/watch?v=lqYzIi34kYY&feature=youtu.be>

ODDS AND ENDS FROM 2018



Mark warming up the Christmas party crowd with a soft shoe shuffle



Outfits at last year's Orange rally with Bob from our club centre.

BSA Bill at the start of last year's Singleton rally.

CLUB XMAS PARTY @ WOY WOY BOWLO'



Everybody had a good time on Sunday December 9th 2018. Nick Vasalopolis celebrated his 80th birthday and had 2 big cakes to share a sponge cake for his birthday from the club and a very rich fruit and pecan cake which our table won in the trivia contest.

The first picture shows Mark awarding Nick lifetime membership of our club while Peter the fisherman looks on thanks go to Peter for supplying the prawns, below Jack Taylor and Col Graham relax, bottom Ducati Deano, Peter and Barry check out the awards. This year John Mills received the Club Member of the Year perpetual trophy for his behind the scenes work for the club.

Some fat stumpy bastard gets another prize for something or other.





BIKES SPOTTED OUT AND ABOUT

*An AJS 500/550 at
Freemans waterhole*

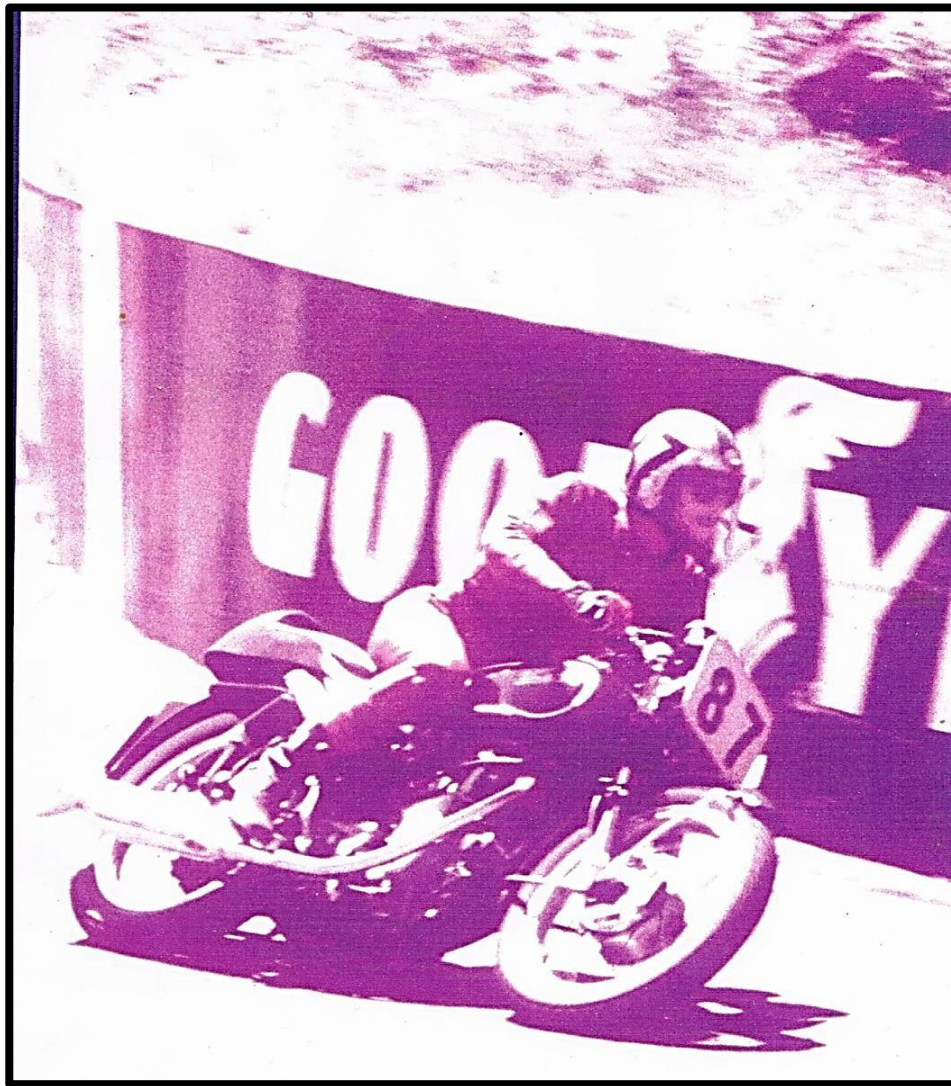
*Peter Donaldson leaving
Jerry's on January 4th*

*Bottom a very tidy electric
start conversion to a Norton
850 seen at Jerry's*



A BLAST FROM THE PAST

*Club member and Velocette fanatic Allan Morris cranks over his Velo' at Amaroo Park
late 1970s*



The above would make a great T shirt- no intended connection to Allan Morris

Jokes page

Fleetwood Mac are doing a reworked version of their big hit; It will be called *On The Edge of Seventy*.

Bob Dylan is going to release an album under his birth name self-titled *The Zimmerman*.

The Rolling Stones are reworking their Chuck Berry cover-*Sweet Little Sixty*

Alice Cooper is also revamping his early Hit- *I'm Eighty*.

Doctor Hook are doing a remake of the old Sam Cook song- *Only Sixty*

The Beatles once said "*Don't trust anyone over 30*"- Now it's *don't trust anyone under 30*.

The three peice Supergroup from the sixties Cream are releasing a retrospective album entitled "*Wheelchairs of Fire*"

It's rumoured Doctor Hook and the Medicine Show will be doing an *Aged Care Home* tour of the Central Coast- *Pill testing and taking is mandatory*.

In Australia we have Men's Sheds for older men. In Nepal they have Menstrual Sheds for younger women. Unfortunately this is not a joke.

Isn't it weird how when a cop drives by you feel paranoid instead of protected?

A police officer pulled over two nuns riding on a motorcycle, and said to the rider, 'Ma'am, you're driving much too slowly, could you please drive faster?'"

And the nun says, 'Oh, I saw the sign with the "21" and assumed the speed limit was 21 km/h'"

The officer explains: 'No ma'am, the speed limit is 80. The highway number is Interstate 21.'"

Then the police officer look at the passenger and see the other nun shaking like a leaf.

"Excuse me sister, but what's wrong with your passenger?"

"Oh, that's probably because we just got off Highway 205."

A rookie police officer pulled a biker over for speeding and had the following exchange:

- Officer: May I see your driver's license?
- Biker: I don't have one. I had it suspended when I got my 5th DUI.
- Officer: May I see the owner's card for this vehicle?
- Biker: It's not my bike. I stole it.
- Officer: The motorcycle is stolen?
- Biker: That's right. But come to think of it, I think I saw the owner's card in the tool bag when I was putting my gun in there.
- Officer: There's a gun in the tool bag?
- Biker: Yes sir. That's where I put it after I shot and killed the dude who owns this bike and stuffed his dope in the saddle bags.
- Officer: There's drugs in the saddle bags too?!?!?
- Biker: Yes, sir. Hearing this, the rookie immediately called his captain. The biker was quickly surrounded by police, and the captain approached the biker to handle the tense situation:
- Captain: Sir, can I see your license?
- Biker: Sure. Here it is. It was valid.
- Captain: Who's motorcycle is this?
- Biker: It's mine, officer. Here's the registration.
- Captain: Could you slowly open your tool bag so I can see if there's a gun in it?
- Biker: Yes, sir, but there's no gun in it. Sure enough, there was nothing in the tool bag.
- Captain: Would you mind opening your saddle bags? I was told you said there's drugs in them.
- Biker: No problem. The saddle bags were opened; no drugs.
- Captain: I don't understand it. The officer who stopped you said you told him you didn't have a license, stole this motorcycle, had a gun in the tool bag, and that there were drugs in the saddle bags.
- Biker: Yeah, I'll bet he told you I was speeding, too!

More of Spike's Yamaha XT 500 adventures

"Basket ball in Bateau Bay".

In 1978 I was living in Bateau Bay in a big old fibro house divided up into three separate flats or units. Two bank Johnny's lived in the front unit, I was in the middle one and we shared the court yard where I parked my bike. I also had a Holden ute which was parked on the street.

The third flat or unit was around the back and the man who lived there was a keen basket ball player and he'd asked me to join the team he played for and we took turns with the driving. He had mentioned he disliked motorcycles so when it was my next turn to drive I was waiting in the court yard with the motor running of my erstwhile steed and as he rounded the corner I indicated we were to travel to basketball practise on my XT and proceeded to light up the rear wheel.

One of the two bank Johnny's was watching this event from his bathroom window and I sort of mucked up this attempted rubber burning effort and instead of breaking traction I gained traction and shot myself and my bike straight into the fibro wall.

Not only did I break the outside cladding, I must have hit the wall right between the studs, the bike went through the inside cladding as well, right up to the handle bars. The poor little bank Johnny got the shock of his life and as I lay on the ground I looked up at my basket balling friend and he said. "I think we'll go in the car. I'll drive"!

The next day it was a mad rush to fix up the outside cladding, which could quite well have been asbestos, and do a repair job on the inside of the bank Johnny's bathroom and to my knowledge the land lord was none the wiser. No damage to my bike.

I promise those stories are true and without exaggeration.

Spike Cherrie



The XT500 now modified to be more road oriented

RIDE CALENDAR FEBRUARY AND MARCH 2019

FEBRUARY

Sunday 3rd Meet at Macca's Tuggerah. Depart 10am for morning tea at Freemans Waterhole. Lunch at Jerry's via Sandy Creek Road.

Wednesday 6th Breakfast at Jerry's. Lunch: Riders Choice.

Wednesday 13th Breakfast at Jerry's. Lunch: Riders Choice.

Sunday 17th Depart from Macca's 10 am for morning tea at Corrugated Cafe. Road Warriors for lunch.

Tuesday 19th Committee Meeting, 7pm, at Ourimbah RSL

Wednesday 20th Breakfast at Jerry's. Lunch: Riders Choice.

Tuesday 26th General Meeting, 7.30pm, at Ourimbah RSL .

Wednesday 27th Breakfast at Jerry's. Lunch: Riders Choice.

MARCH

Sunday 3rd Hub Run at Woodbury Park

Wednesday 6th Breakfast at Jerry's. Lunch: Riders Choice.

Wednesday 13th Breakfast at Jerry's. Lunch: Riders Choice.

Sunday 17th Depart from Macca's 10 am for morning tea at Freeman's; Budgewoi Fish and Chips for lunch

Tuesday 19th Committee Meeting, 7pm, at Ourimbah RSL

Wednesday 20th Breakfast at Jerry's. Lunch: Riders Choice.

Sunday 24th Depart from Macca's 10 am for Pie in the Sky for lunch.

Tuesday 26th General Meeting, 7.30pm, at Ourimbah RSL .

Wednesday 27th Breakfast at Jerry's. Lunch: Riders Choice.

Sunday 31st Hub Run at Woodbury Park.

- 1. Every Wednesday & Friday morning we meet at Jerry's Café at Kulnura. Wednesday Lunch ride is Riders Choice.**
- 2. Sunday rides (except hub runs) depart McDonald's Tuggerah @ 10.00 a.m.**
- 3. 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, Mick Dallimore, of your intentions.**

CCCMCC OFFICE BEARERS 2019

POSITION	NAME	CONTACT
President	Mark Gattenhof JP	43 284 060; 0419 237 706 email: president@cccmcc.com.au
Vice President	Tony Carter	0415 488 194
Secretary	Bob de Vries	0414 076 842
Treasurer	George Burroughs	43 623 585; 0407 185 646
Public Officer	Mark Gattenhof	
Committee:	Neil Crocker	0418 233 196
	Robert Orr	43 673 055; 0414 692 018
	Barry Allertz	0425 286 201
Events Committee	Rob Clarsen	0418 166 901
	Glenn Shipway	4341 0695; 0413 857 162
	Barry Allertz	0425 286 201
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Rally Secretary	Bob de Vries	0414 076 842
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Machine Registrar	Mick Dallimore	4358 1844; 0413 146 754 email: stinkendog@gmail.com
Property Officer	Tony Carter	43 295 478; 0415 488 194
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ERINA	Robert Orr	43 673 055; 0414 692 018
GOROKAN	Ian McDonald	43 922 151; 0409 522 151
NIAGARA PARK	Tony Carter	0415 488 194
TOUKLEY	Bruce Cruickshank	43 964 647
WYOMING	Col Graham	43 243 259; 0417 203 322

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

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

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

Magazine email: wclinton38@yahoo.com

Magazine Distribution: Steve Cooper

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.

CCCMCC EVENTS CALENDAR

February

Date	Event	Remarks
Sunday 3 rd	Sunday Ride	TBA
Sunday 3 rd	Bathurst Swap Meet	Bathurst Showground
Friday to Sunday 15/17 th	Orange Rally	Mount Canobolis scout Camp
Sunday 17 th	Sunday Ride	Corrugated Café; Pie in the Sky
Tuesday 19 th	Committee Meeting – 7.30 p.m.	Ourimbah RSL
Tuesday 26 th	General Meeting – 7.30 p.m.	Ourimbah RSL

March

Date	Event	Remarks
Sunday 3 rd	Hub Run	Woodbury Park
Saturday 16 th	Corowa Swap Meet	Corowa Showground
Sunday 17 th	Sunday Ride	TBA
Tuesday 19 th	Committee Meeting – 7.30 p.m.	Ourimbah RSL
Tuesday 26 th	General Meeting – 7.30 p.m.	Ourimbah RSL
Sunday 31 st	Hub Run	Woodbury Park

MORE OF NICK



Life member Nick Vasalopolis on his 80th birthday with his late model GP replica (paint job) Honda CB600RRR. This is the paint scheme Valentino Rossi had on his first Honda V5 GP bike in 2000 when Nick was a young man. His reasoning is that to feel young you should ride a young man's bike and not to big; Nick traded down from a Honda CB650 to this as he is an avid fan of the nine time Champion. Other club members in the background are pondering Nick's reasoning

Photo courtesy of Neil Crocker

The FLYWHEEL

The magazine of: -

The Central Coast Classic Motor Cycle Club Inc.

P.O. Box 9006

WYOMING NSW 2250