

The

Issue # 182 May 2019

Flywheel



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



I'd like a
BSA
Rocket
Three
just like
Bob's

I'd like
an R90S
just like
Mick's

Such a
beautiful
bike

My first trophy
I'm so stoked!

*A quiet Friday at Jerry's-
Beezer Bill, Bob Orr and
Mick Golsby partially
hidden behind his gleaming
R90S BMW formerly owned
by the late Doctor Mick R I P
which won a trophy for best
non British at the Denman
Norton rally*

**INSIDE: MORE CELEBRITIES ON MOTORCYCLES- HI CAM SUNBEAM- NORTON/BSA GATHERING
PLUS THE WORLD'S FASTEST SHED. MARCO LUCCINELLI PROFILE WITH SHOCKING PICTURES**

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

March Hub Run



Plenty of British iron at the Hub run.

Top; Frank Dyer's 1933 W6-Peter's immaculate Metrala Mk2 also from behind- Mick Goldsby's recently purchased café'd 1970 Triumph Trophy in front of Dean's customised Ducati Darma and an electric start Commando ridden by Stuart Avery

PRESIDENT'S REPORT – MAY 2019



A bit of a rushed report as I've been busy doin' other stuff. Slack – I know. But there you go.

Hub Runs have been well attended and it's good to see some of the wives joining us. It is a family day – not just a “blokes” day.

Some of you have been heard to ask why it's necessary to complete a renewal form each year. The reason is that we need to keep our records up to date and have no way of doing so unless you complete the form which is then processed by the Treasurer prior to updating (if necessary) the database. This year we have had no less than four changes of address as well as changes to email addresses and phone numbers. We then process new membership cards from the renewal forms. If you haven't received a current membership card, then we probably didn't get a form from you. We also need to know whether you need a printed copy of The Flywheel (a section of the form which many of you haven't indicated whether you do or not).

There may be some changes to how we register our bikes on Conditional rego soon, so we'll let you know when we get all the details. In the meantime, those of you with access to the internet should have a close look at the RMS web site and the requirements for Historic and Classic vehicles

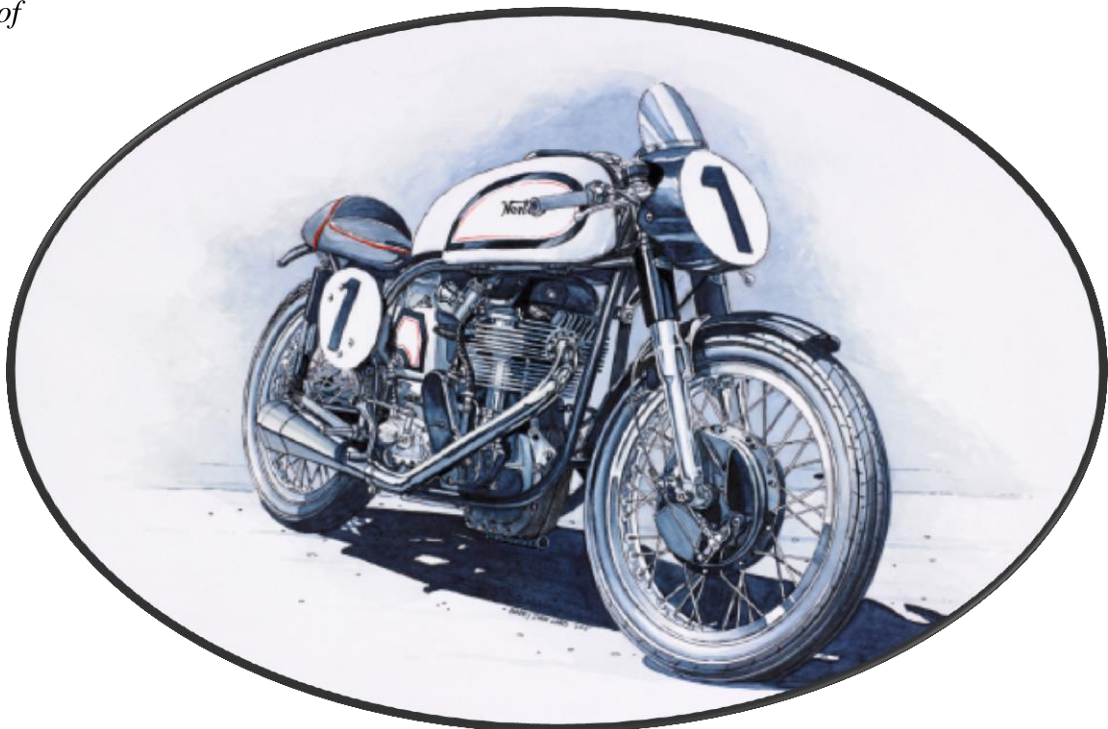
<https://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/historic-vehicles/index.html> and

<https://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/classic-vehicles/index.html>

Ride safely,

Mark Gattenhof

President



<http://mattbornclassics.com/motorcycle-art/>



EDITOR'S REPORT

A slightly new style this issue as stated on the cover; some pictures and information may shock some readers but don't worry censorship has been applied. We have another story from Spike Cherie a non-instructional tale of which I'm sure we all have many {send them in-use a pen name if you are embarrassed}. Thanks go to Bob Orr, Jim Hamilton, Spike Cherie and Adrian Kuiters, as well as Mark and Rob Clarson for their contributions which improve the magazine and make it a real club mag.

My Harley FXR is now leak free I had replaced the gearbox and crankshaft seals last year but that was only half the leaks gone and after nearly losing a finger on last year's Pelican rally I parked it for

six months.

Upon starting it up- easily- I rode out my gates. When I went back to lock up there was a big snail trail of oil through the shed- wet sumping and a worn check valve ball and spring being the main cause along with a worn o ring in the primary case shift shaft tube. I was thinking this was the Oil Glide model but now it is oil tight.

I recently travelled to Brisbane; Springwood south of the city to be exact. I looked at two bikes a 1988 Harley Low Rider and an '87 Super Glide; the Super Glide was easily the better of the two and had none of the problems of my '86 model mentioned above it has a lower seat height, redesigned gearbox, indicators that stay on until you switch them off, a comfortable seat plus a short sissy bar and an oil cooler, all with less than 14,000 kms on the clock. It was at a small shop in an industrial bay called Centrepont Wholesale which you may like to read more about further on in this issue. They picked me up at Logan Lee train station, helped me find a motel and organised a travel permit so I could ride the bike home. As things turned out I got as far as 55kms North of Taree where a faulty rectifier caused a break down for the second time nonetheless it was an enjoyable odyssey where I met many interesting people two of whom helped me in my hour of need; first at Tayagarah then on the second breakdown where I was able to safely leave the bike on a bloke's property he also gave me a lift to the nearby train station. The culprit responsible for the two breakdowns was a faulty stator and rectifier; Centrepont Wholesale sent me a new replacement battery so the bike is running well now.

Mullumbimby 5 kms inland from the first breakdown was a real scene with people from all walks of life from the rich to the homeless, new age to traditionalists, travellers and residents etcetera. The middle hotel was extremely bare bones accommodation; not even any tea or coffee for \$80 a night and beer at \$7.20 a schooner! It is a very expensive area being so close to the trendite capital of NSW; Byron Bay. Next stop was the Ocean View Hotel at Urunga on the mouth of the Bellingen River a beautiful spot. The hotel is old style and very well maintained and true to its name you can see the ocean from the balcony right outside my room, all that and a continental breakfast for just \$50 a night well worth a visit if you are looking for accommodation up that way.

My Kawasaki 1300 outfit is gone I sold it to Sean Kelly who owns SRK engineering at Bathurst and also runs the sidecar rally at O'Connell just this side of Bathurst I'm a bit sad to see it go but it's time to move on and I know the outfit will be in good hands. He said at last year's rally that if I wanted to sell it to call him first so I did as I'm now planning to turn the 1986 model Harley FXR into a trike. This will take some time as I will have to buy the parts. I'll do as much as I can myself but ultimately it will probably need an engineer's certificate if so I'll pay one to finish the job- now I'm just at the planning stage although I will soon have a complete trike back end minus a box coming up from Melbourne.

If you are wondering why I bought another FXR it's because they are around 50kg lighter than the models from '94 onwards- very important for me- they also handle much better although for the way I ride this is not very important- lol.

Safe and happy riding to everyone *Clinton Williams*

Further adventures on my XT 500.

HOW TO BEND A REAR SHOCK ABSORBER

This is not an instructional reference!

Sometime in the late seventies, I was riding my trusty XT 500 in a Westerly direction along the Main St in Branxton (New England Hwy) when I noticed the front right wheel of a LJ Torana begin to turn.

A message was sent to the brain box and a reply quickly returned which had me move over toward the centre line preparing to overtake this rampant little Torana however to my surprise this errant little bastard was not heading west. It was, indeed, preparing to do a U-turn and head East so now another message was sent to the brain box and the corresponding reply had me move over again toward the right shoulder.

The little Torana is now heading my way and a third message was sent to the brain box and the reply had me lifting my left leg high above the tank just as the corner of the Torana's front bumper came in contact with my left rear shock absorber thus bending it. A bit of a wobble however no real problem for an experienced rider such as my good self.

I knew the owner of the Torana so I followed her home and surprised the tripe out of her when I detailed the past few moments particularly when I pointed out the "golf ball" size dint in the front left corner of her bumper and the corresponding "dog leg" shockie.

A new pair of after-market shocks were paid for and fitted.

Spike Cherrie March 22 2019.



*Bikes and people on the Norton Rally held 18th to 19th May
Photo submitted by Bob Orr*



Plenty of MHR Ducatis to choose from in Springwood Qld

More Celebrities on Motorcycles: By popular demand



What happened to: "You meet the nicest people on a Honda?!?"
Grace Jones elbowing away a depraved fan of indeterminate sexual persuasion (some censorship for those easily offended)

Richard Hammond ex of Top Gear once rode a Vincent in a commuter race: bike v car v train and won. Seen correctly attired in boots, jacket tough jeans with helmet

Brad Pitt and Angie snapped being totally uncool on a scooter while they were baby shopping in Vietnam in 2006.



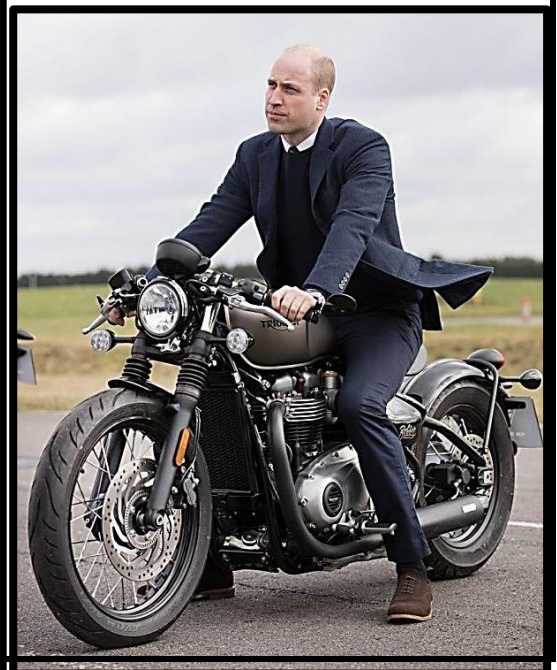
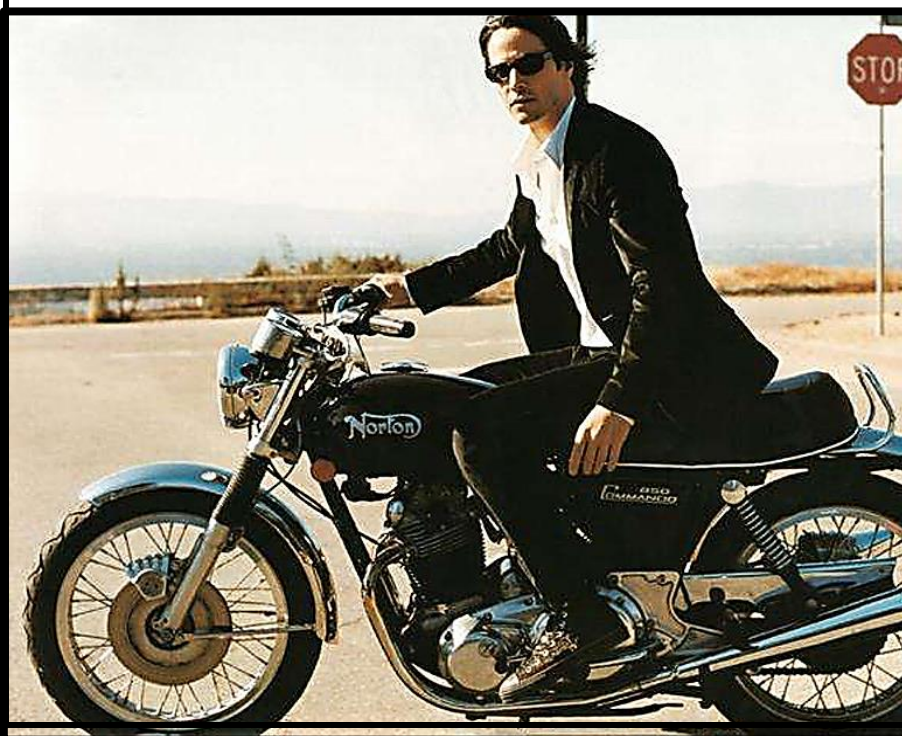
!!!

**THONG
NONG**

Top marks go to Keenu Reeves; he not only rides bikes he owns a company that builds them too. You Tube video recommended

<https://www.youtube.com/watch?v=O4iGNXsgghs&feature=youtu.be&fbclid=IwAR1f6lb0ZNWexaoC7CewEHJFvSVNPM1D7GAPkausi35CwvF8d9xsLvm6EVY>

There has to be a Royal; Prince William on British iron supporting British workers but why so glum, problems with Kate perhaps?



SUNBEAM HI CAM

The founder of Sunbeam John Marson first started making bicycles in 1888, they were of very high quality and expensive. He was the first to pattern the "little oil bath" for the enclosed chain.

In 1911 the first Sunbeam motorcycle was manufactured also being of very high quality and expensive. John Marson died in 1918 and the company was sold to ICI who continued to produce high quality motorcycles, having some good results in racing winning the senior TT four times in the 1920's.

In 1937 the company was sold to AMC who mainly wanted the very profitable bicycle side of the business, but got the motorcycle side as well. AMC decided a new range of motorcycle was needed as the range had not been changed in over 15 years. The range would be a redeveloped Sunbeam frame with strengthening to accommodate the rather heavy new engine. The front end being a Matchless girder with a new 8 inch front brake, a larger oil tank with filter the engine would be an entirely new design for AMC, with the cylinder barrel sunk deep into the crankcases allowing a high positioned camshaft with short pushrods. The cam was driven by a single chain with a Weller tensioner and dampener, also driving the magdyno (something very different for AMC)

The cylinder head had an enclosed rocker box and was cast in one piece. Hair pin valve springs with full internal lubrication to rockers and valve guides, the inlet side being adjustable the only external oil pipes being to the oil tank and oil pressure gauge.

The so called Hi-Cam Sunbeams were available in 250, 350 & 500 in sports & standard with a 600 in standard only. The model did have some success with Geoff Godber-Ford topping the first 5 trials entered in 1939. Unfortunately World War 2 ended production of the Hi-Cam with AMC building WD Matchless G3's then selling the Sunbeam Company to BSA in 1943. It is believed that less than 600 Hi-Cams were produced.

Submitted by Jim Hamilton (currently restoring a 500 Sports hi-cam)



A beautiful pre-war Hi cam Sunbeam single, let's hope Jim's restoration turns out well

NORTON/BSA DAY AT JERRY'S SUNDAY 8TH APRIL

Photos courtesy of Bob Orr and Adrian Kuiters

The annual Norton BSA event was a success for our club with Bob Orr taking away best BSA with his Rocket 3 and Tim Corlett winning best Norton for his Gus Kuhn Commando -can't do better than that!



Oldest bike at the show a 1911 3 1/2 Norton Photo submitted by Adrian Kuiters



ALMOST BEYOND THE BLACK STUMP

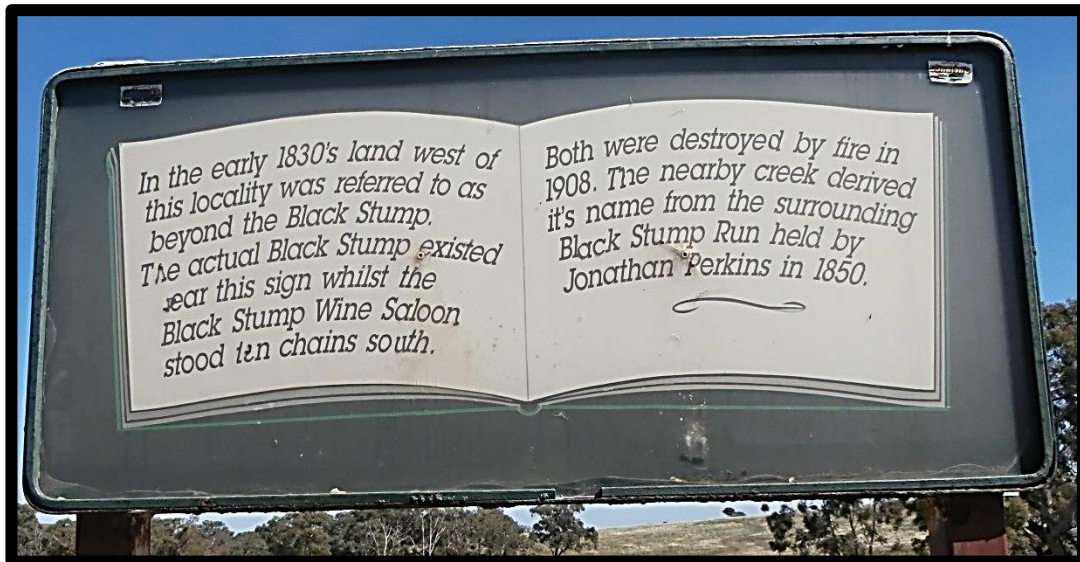
We've all heard the expression "beyond the black stump" meaning somewhere very far away so I decided to see for myself the point where true wilderness begins. It's about 7 Kilometres outside the town of Coolah which is home to the Black Stump Inn run by local legendary bike collector The Greek.

Coolah is a small town off the beaten track-obviously. It boasts two pubs one top and the other two blocks away at the bottom of the town they both offer tidy old style accommodation for \$50 and \$40 a night respectively this works out about the same as the top pub offers a free beer when you order food it also has a T V room just in case you were missing your favourite TV show- or the Moto GP if you were there on a Sunday night and both offer basic breakfast of cereal toast tea and coffee.

I rode the 256kms up the Golden Highway in five hours keeping in mind it was a double demerit weekend, Coolah is on the right just after the Mudgee turnoff and up about 40kms of winding country road with some scenic views as the road passes by some national parks. The town is worth a visit if you are up that way; the people are friendly and the food and beer is good at Harley's Bistro although Greek doesn't own a Harley he ripped off the heavily trademarked name to attract extra custom unfortunately I was the only bike rider in town that weekend but there was plenty of locals at the bottom pub on Good Friday as the top one was shut and as usual no take away grog on Good Friday- some wag thought Shariah law was being introduced even 6 packs won in the raffle had to be picked up the next day.

So another box ticked as regards places to go- maybe I'll venture beyond the Black Stump one day.


Clinton Williams



The sign above explains how this spot came into our lexicon

The stump stands about 2 metres in height

Blast from the past




The image shows a man with long hair, wearing a black leather jacket over a white shirt and blue jeans, sitting on a custom-built motorcycle. The motorcycle has a large, multi-cylinder engine and a rear section with multiple exhaust pipes protruding outwards. The background is a dark, textured wall.

Is your engine overtaking your tyres?

Every year, the designers develop better engines to shave seconds off the 0-100mph acceleration.
They develop better frames and suspension to take even tighter lines through corners.
Yet, if your tyres can't cope, all the acceleration of a space-rocket and the frame of a Miss World won't save you.
So stay ahead of your engine with Dunlop tyres. They're the tyres that have kept ahead of engines ever since motorbiking began.
This advanced design is the result of our worldwide testing and research, based in Britain, that develop the right tyres for road bikers and racers alike.
And they prove themselves on the world's tracks over and over again.
Only Dunlop tyres compete, let alone win, across such a wide range of events, from trials to Grands Prix.

So, whatever bike you choose, whatever modifications you make, you know there's a set of Dunlop tyres to give you peak performance.
Ask your Dunlop dealer.
He's enough of an enthusiast to be interested in what you are trying to do.
Ride on Dunlop tyres and you'll stay ahead of your engine. You'll stay on top of it as well.

 **DUNLOP**

This is not a photo shop job; the bike is made from "12 1000cc V twin engines in a W format"- it runs but does not ride and is from a 1970s tyre Ad. It may be running a bit rich going by the soot on the wall behind the exhaust pipes (I used the clearest image of Joe and bike on top of the ad as it appeared in magazines) an oldie but a goodie that many readers have probably seen back in the day. The rider's name is Joe Rocket; I have problems with my legs imagine Joe's matchstick legs if he had to ride this beast surprisingly Joe branched out into race leathers. Clint

One for the Velocette fans

This bike really puts the V into Velocette-Allan Millyard has just built a Velo V twin; where does he find the time? What a terrific job he has done building this beauty. <https://twitter.com/allenmillyard>



Peter and former club member Eddie with Peter's Royal Jubilee Bonneville at Kulnura on Friday May 10th.

Below: some club members on their ride half way around Australia.

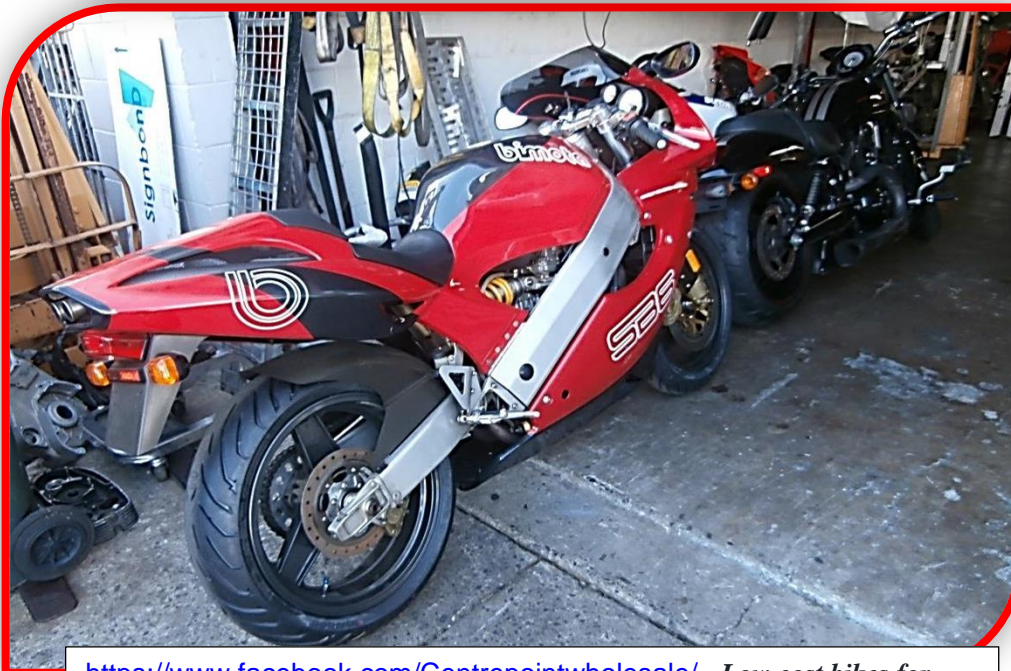
Photo submitted by Bob Orr





SPRINGWOOD QLD BIKE SHOPS

The 1987FXR Super Glide which I bought in front of Centrepont motorcycles; small shop with low rent means low prices



This paint damaged '94 Bimota Suzuki 1100 sold for \$3000 with <4000kms on the clock at Centrepont Wholesale .

<https://www.facebook.com/Centrepontwholesale/> *Low cost bikes for sale. Good very helpful staff. Shop below next door*



More bikes in same industrial estate a fraction of what they have- all classic bikes this shop has at least one of just about any classic bike from the '60s onwards. A Zundap 600 bottom right three Benelli 750 sei (six cylinders) A CBX1000 plus..

The above two shops and one specialising in Ducatis are in Allgas street Springwood Qld

MARCO LUCCHINELLI WORLD CHAMPION AND BAD BOY OF GP RACING



Marco began his road racing career in 1975 on a Laverda in endurance racing. His riding impressed the Yamaha factory enough to earn him a sponsored bike in the Italian National Championship as well as a ride in the 1975 Nations Grand Prix in the 350 class.

In 1976 he rode a Suzuki in the 500cc World Championship earning fourth place in the championship with two second-place finishes along with a third and a fourth place. He earned the nickname *Crazy Horse* for his wild riding style that attracted many fans but Lucky also suited him and was on most of his race bikes. His fearless riding style also meant that he crashed quite often. In the 1977 season, he would drop to 11th place in the 500 World Championship on a Yamaha.

Lucchinelli returned to Suzuki for the 1978 season and

in 1980, he won his first 500cc Grand Prix at the German Grand Prix at the Nürburgring. He would finish the season in third place behind Kenny Roberts and Randy Mamola.

Lucchinelli had his best year in 1981. He began the year with a victory over Kenny Roberts in the prestigious Imola 200 non-championship race in Italy. He then took 5 Grand Prix victories aboard the Roberto Gallina backed Suzuki, battling Randy Mamola to the final race of the season before winning the 500cc World Championship. For 1982, Lucchinelli accepted a job offer from Honda to race their new three-cylinder NS500 alongside Freddie Spencer and Takazumi Katayama. While Spencer and Katayama each won a GP Marco would have a lacklustre season in which Franco Uncini would win the championship for the Roberto Gallina-Suzuki team for which Lucchinelli had won the title the previous year.

After another underperforming season with Honda in 1983, he joined the Cagiva team for the 1984 and 1985 seasons which featured a slew of retirements and one 15th place finish he retired from Grand Prix racing in 1986.

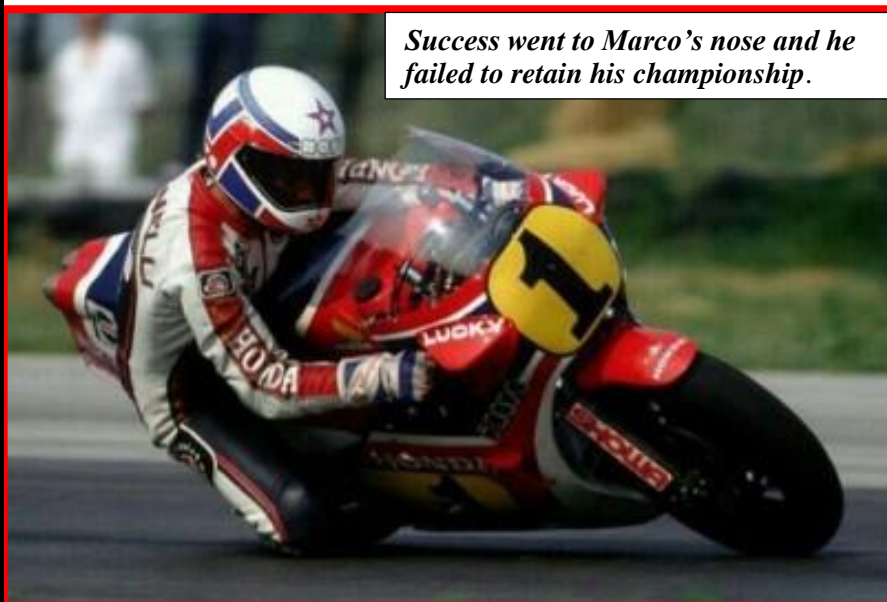
Marco next tried his hand at auto racing, competing in the Italian round of the 1986 Formula 3000 season in a Lola-Ford. Lucchinelli and raced a Ducati 851 to a very popular win at the 1987 Daytona Battle of the Twins race. In 1988 he joined the Ducati in the Superbike World Championship where he won two races during the year. Marco had raced in Australia and New Zealand in the 1977 Marlboro series so it is really surprising that Ducati did not send him to the final two rounds of the first (1988) World Superbike championship as he was well in contention to win the series. He then took on the role of Ducati's team manager.

On 6 December 1991 he was arrested for drug possession. He spent some time in jail, during which he successfully fought against drug addiction. After retiring, Lucchinelli became a television commentator for the Eurosport network's motorcycle race coverage. He retired with 6 Grand Prix victories. However, he briefly returned from retirement in 1998, entering the 1000 km Monza, and the opening race of the International Sports Racing Series (ISRS), driving for Centenari; he didn't start the 1000 km Monza, and finished sixth

overall (second in the CN class) in the opening round of the ISRS. Marco Lucchinelli was the closest thing to a rock star that motorcycle racing has ever had. The long hair, the excesses of drink and drugs, the beautiful women and fast cars, he even played at Italy's massive San Remo Song Festival and cut several singles in the early 1980s.



Marco on the Galina RG500 at the apex of its development



Success went to Marco's nose and he failed to retain his championship.

His nickname of Crazy Horse was well deserved but, even so, the motorcycling world was shocked to hear the news that, on December 6, 1991, Lucchinelli had been arrested on suspicion of running an international drug ring. This wasn't a club racer after all; Lucchinelli was a former 500cc champion of the world, the highest accolade in motorcycle racing. He was still in Ducati's employ when he was arrested on drugs charges along with four other Italian men and six Peruvians. It was alleged that Lucchinelli and the others had been smuggling cocaine into Bologna by a most ingenious method, transforming the narcotics into invisible

films that were hidden in the courier's suitcases.

Lucchinelli had been with two of the Peruvians in a flat he owned in Bologna when they supplied him with 200g of cocaine. The prosecution took this as evidence that the former GP star was involved in the trafficking trade but Lucchinelli insisted he was only being supplied with drugs, not dealing in them. "I am a cocaine addict," he admitted to judge Michele Massari, "but not a drug dealer. Lucchinelli had started taking cocaine during his later years as a rider and quickly became addicted to the substance, eventually becoming an 'extreme' user in the months prior to his arrest. Facing a possible 30-year sentence on trafficking charges, he managed to persuade the court that he had not been involved in the operation itself and had only been in the flat with the other men to collect 200g of cocaine.

He was handed a much lesser sentence of five years and four months for possession but only served three months in Dozza prison before spending a further five months under house arrest at his luxury home in Imola where he lived with his wife Paola and children Cristiano and Rebecca. The shamed champ later spoke surprisingly positively about his time in Dozza saying, "The prison was useful to me. I wish I had gone there before so as to get rid of this damned slavery (cocaine addiction) long ago."

Lucchinelli was also ordered to attend a weekly detox programme in hospital as part of his sentence. He returned to Ducati's employ in 1992 and still has links with clothing manufacturer Dainese, attending various events as a special guest. He continues to play with his band and can be found singing his heart out on YouTube. So the story has a happy ending proving there is no such thing as bad publicity.

Compiled by Clinton Williams



The first big win for Ducati's new generation 851 Superbike at Daytona- Aussie Paul Lewis second on the British Quantel water-cooled parallel twin who won at Daytona another year on a Honda.

Norton Club Rally at Denman



The photos show before during and after the recent Norton Rally held at Denman only 100kms from sunny Cessnock. Middle photo submitted by Bob Orr shown in the top photo at Kulnura on the way to Denman.

I missed the ride but attended the presentation night and had a good time and a good meal at the Denman Hotel. I stayed at the Van Park supposedly a ten minute walk from the pub but the van park owner said some people had ended up in the creek going via the ten minute short cut so I rode my Sportster and stayed under the limit.

Peter the fisherman rode despite a gouged ankle from an incident involving a Norton duct tape did the job of running repairs.

So Sunday dawned with Australia being the same country it was the day before most classic bike enthusiasts don't like things to change too quickly.

There was no Sunday ride as Denman is too far away from most riders' homes but was a good place for the rally to start as the roads are open and traffic mostly light.

Clinton Williams



KEN KAVANAUGH AUSTRALIA'S FIRST GRAND PRIX WINNER

As a teenager Ken Kavanagh was thrown out of home by his father for getting a job working on motorcycles. Later his wife left him in Europe which apparently was no great loss to him as he was single minded in his pursuit of Grand Prix racing glory.

In 1951 Ken Kavanagh sailed to England as part of Australia's Isle of Man motorcycle road race team and the start of a pioneering journey into the history books.

Combining his talent with an indomitable spirit, Kavanagh set the benchmark for future generations of Australian riders chasing grand prix glory in Europe. As a factory-backed Norton rider, Kavanagh was the first Australian to win a world championship 500cc Grand Prix with a famous victory the 1953 Ulster GP. Kavanagh finished fourth in that year's 500cc championship.

Three years later as a star member of Moto Guzzi's factory squad, Kavanagh won the 350cc Junior TT hitting the headlines as the first Australian to win at the Isle of Man.

He won three 350cc G Ps and one 500cc event with the 500 win and a 350 win on Norton singles before being invited to race for Moto Guzzi. He felt very angry with Norton when they insulted him upon his departure saying "he was like all colonial rats deserting a sinking ship"- Moto Guzzi had offered him 3,000 pounds plus expenses and a company car to be their number two rider- Ken insisted he must win at the TT.

Kavanagh's fame in the 1950's extended to him having a permanent reservation for a hotel suite in Bergamo. The northern Italian city near Moto Guzzi's headquarters later became his permanent home. He felt Italy was far better than Birmingham and it seems Australia too.

Kavanagh remains one of the few riders to have raced one of the most terrifying grand prix bikes ever built – Moto Guzzi's innovative, V8-engined 500cc streamliner.

In 1958 Kavanagh briefly dabbled in Formula One with a Maserati 250F in South American and European F1 events.

A trail blazer not only as a grand prix winner but as a factory rider with Norton, Moto Guzzi and MV Agusta, Ken Kavanagh was an inductee into the Motor Sport Hall of Fame.

Ken's last race was in 1960 on a 125 Ducati at the Isle of Man. He raced and won in a time when many were killed and lived to tell the tale.

Clinton Williams

Sourced from <https://www.speedcafe.com/hall-of-fame-inductees/ken-kavanagh/>
<https://www.youtube.com/watch?v=m2JX2iinzxQ>



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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.

Jokes and curiosities

An American on holiday in Ireland walks into a small country hotel and has a few beers. After a while he needs to visit the men's; this he does then returns to the bar and says to the barman;

"The toilets are clean enough but there are no locks on the doors"

The barman looks a bit put out he replies, "We have no need for locks on the doors. In all the time I have run this pub nobody yet has tried to steal a single turd!"

EVERYDAY, THOUSANDS OF INNOCENT PLANTS ARE KILLED



**BY VEGETARIANS
HELP END THE VIOLENCE.**

Possible social impacts of global vegetarianism

WORLD
ECONOMIC
FORUM

Loss of livelihoods
Loss of homelands
Diet of poorest hit hardest
Loss of cultural traditions

Image: REUTERS/Daniel Munoz

In India cows are accidentally killed by cars when they could be humanely slaughtered and eaten by the millions of starving people.

FOR MEN'S SHED MEMBERS-WORLD'S FASTEST SHED!

British gardener Kevin Nicks has smashed through his official record for the **world's fastest shed** - by reaching a top speed of 96.8mph. Aug 22, 2017 <https://www.bbc.com/news/uk-england-oxfordshire-41013427>



Meanwhile still in Britain a man purchased a second hand Tuk Tuk on e bay and spent over \$35,000 modifying it to attempt to break the Tuk Tuk land speed record. For those unfamiliar with this form of transport it is a three wheeled monstrosity powered by a Diahatsu two stroke motor and is basically a poor obsolete substitute for a taxi. If you are ever in Bangkok you may be tempted to ride in one once but bear in mind you will be exposed to pollution both air and noise and as a foreigner you'll pay over the odds for a short cramped and bumpy trip- stick to air con metered Taxis which are far better value.

I Pity anyone called John; his name is used to describe a toilet, a solicitor of prostitutes and even a dead body as in John Doe however in America a John Hancock is a signature which is okay as he was a wealthy man whose signature is on the USA declaration of independence.

CCCMCC EVENTS CALENDAR - 2019

JUNE

Date	Event	Remarks
Sunday 2 nd	Hub Run	Woodbury Park
Sunday 16 th	Sunday Ride	Patonga ride meet at McDonald's Woy Woy
Sunday 16 th	Gosford Swap Meet	Gosford Showground
Tuesday 18 th	Committee Meeting – 7.30p.m.	Ourimbah RSL
Sunday 23 rd	Nora head lighthouse	Meet at McDonald's West Gosford
Tuesday 25 th	General Meeting – 7.30 p.m.	Ourimbah RSL
Sunday 30 th	Hub Run	Woodbury Park

JULY

Date	Event	Remarks
Sunday 7 th	Spencer coffee shop	
Sunday 14 th	Wisemans Ferry run.	Meet at Somersby general store. At the crossroads
Tuesday 16 th	Committee Meeting – 7.30 p.m.	Ourimbah RSL
Sunday 21 st	Sunday Ride	. Meet at Mangrove Mountain general store
Tuesday 23 rd	General Meeting – 7.30 p.m.	Ourimbah RSL
27 th / 28 th	Macquarie Towns Rally at Pitt Town	Invitation Event – Contact Events for Entry form
Sunday 28 th	Hub Run	Woodbury Park
TBC	Nabiac Swap Meet	National Motorcycle Museum

Further Rallies

June 7-8-9 Alpine Rally

July 19-20-21 Apollo Rally, anniversary 50 years of landing on the moon Honeysuckle Creek Campground, ACT hosted by the BMW club ACT

Friday's ride to Jerry's café Kulnura can be taken on club plated bikes if you go directly there and back otherwise use your log book



<https://fineartamerica.com/art/indian+chief+motorcycle>

The FLYWHEEL

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