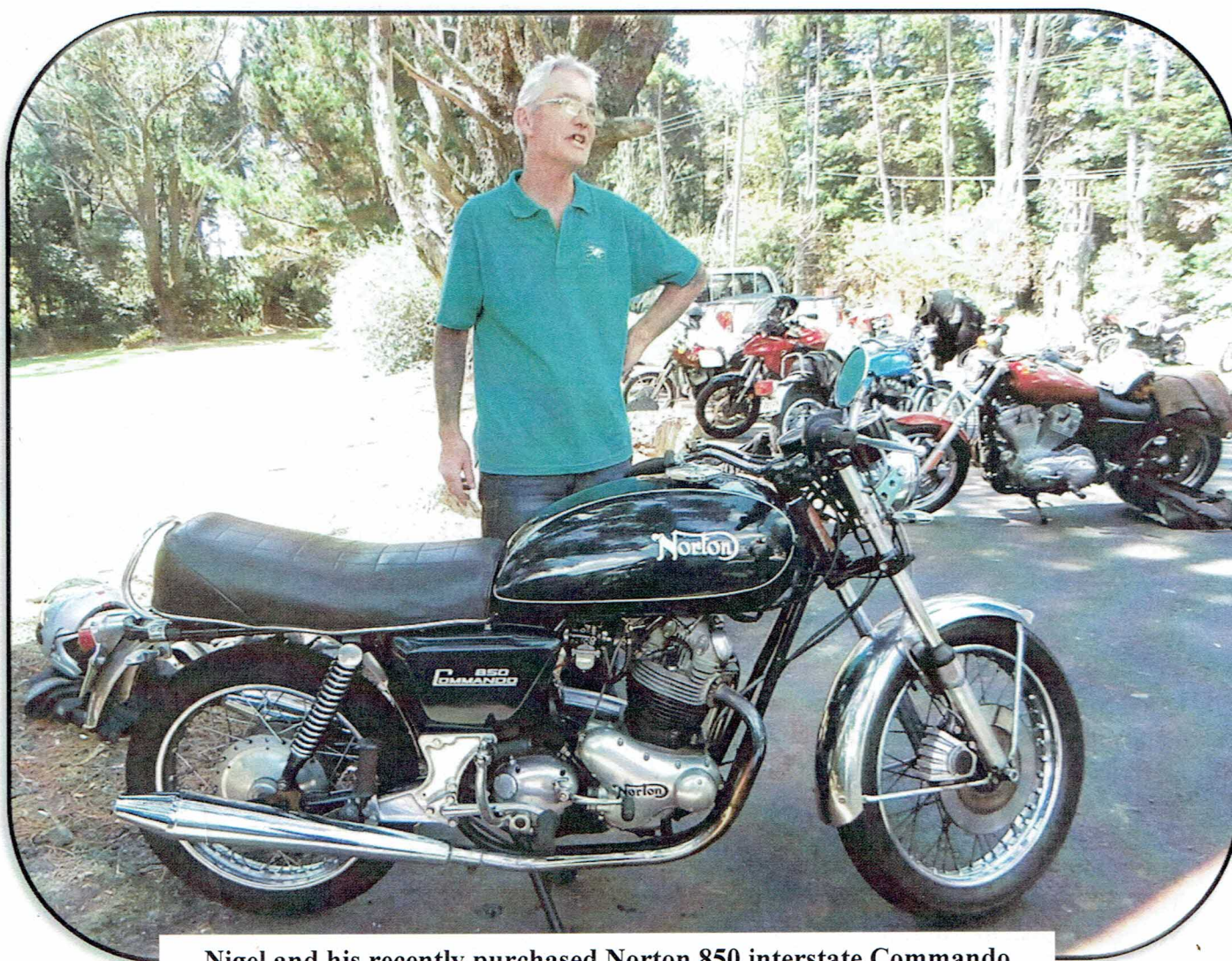


The Flywheel



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

Now on line@ WWW.cccmcc.nsw/home



Nigel and his recently purchased Norton 850 interstate Commando

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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MEETINGS: Held on the 4th Tuesday each month (except December) at Ourimbah-Lisarow RSL Club, Ourimbah commencing at 7.30 p.m. Visitors welcome.

MEMBERSHIP: By nomination only, open to persons with an interest in preservation, restoration and use of Veteran, Vintage and Classic motorcycles.

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President's Report

CENTRAL COAST CLASSIC MCC

PRESIDENT'S ANNUAL REPORT - 2015

The club had another successful year with a great variety of events for members to participate in. The highlight was, again, our annual Pelican Rally which was held for the first time at Camp Chapman Guide Camp, Somersby. The weather wasn't co-operative, but we can't control that.

There were a few minor problems associated with the new venue, but nothing that can't be sorted before our rally next year. The numbers attending were down on 2014 which was disappointing and we hope to have more participate next year.

At the start of the year we had a total of 129 members which grew during the year to 143. Sadly, we lost a few of our long-time members during the year, Norm Neill in April, Bill Kernan in May, Maurie Amos in June and Vern Whatmough in September. Also, a number of our members are not enjoying good health and we wish them a speedy recovery.

Your committee worked tirelessly throughout the year to ensure that our club operates smoothly and I thank them all for their efforts. I'd also like to thank all members who contributed to the smooth running of the club throughout the year whether it's picking up the catering trailer, helping at the hub runs or the rally, or just helping other members sort out problems with their bikes. Thank you one and all.

The new 60-day Log Book Trial, introduced by Roads Minister Duncan Gay, opened up new opportunities for people with historic vehicles to get out and about. Your club joined up for the trial period and your committee decided to resurrect our 4-ride rule, which had fallen into disuse over the past few years. In order for a member to have their historic registration renewed through our club, the member will need to attend a minimum of four designated events throughout the year. Designated events will be listed in *The Flywheel* and will include the monthly hub runs, the Pelican Rally dinner and the Christmas Party. Other events may be included from time to time as the committee decides.

Your committee will also be looking at a point's scheme as a reward to those who bring their older motorcycles along to a dedicated event. Prizes will be awarded in each category with a special prize for the member with the highest number of points gained during the year.

Finally, I hope you and your families had a safe, happy and healthy Christmas and New Year and I look forward to seeing you all in 2016.

Mark Gattenhof

President

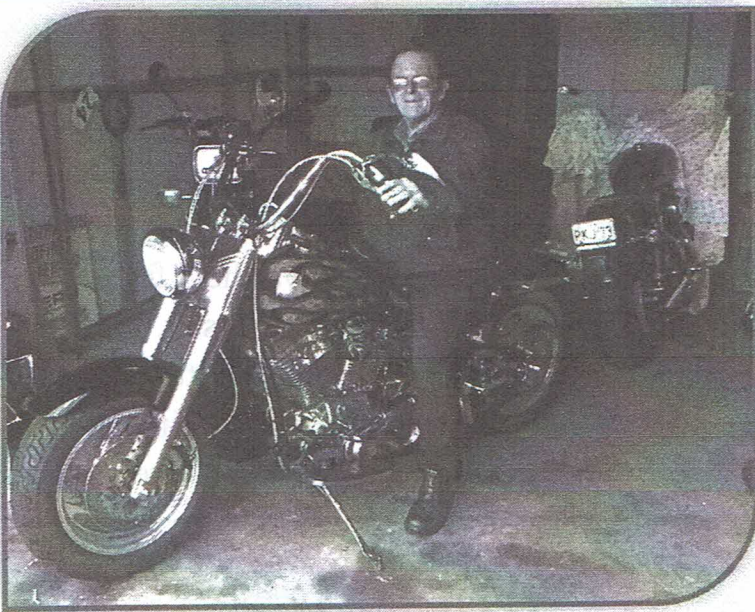
CCCMCC

The above may seem like old news to some of you but as far as rallies and other similar events go over the Xmas/ New Year period there were few to none so Mark asked me to publish this. Of course if any of you did do anything interesting classic bike wise you would have let us know. *Editor*

EDITOR'S REPORT

Happy New year one and all!

This first of the year issue generally has less club info and more general stuff, of course that could change if only a few members thought to send in a few paragraphs or a photo; thanks to those who did last year. I even forgot to get pictures of the Christmas Party; it was a good sit down lunch the photos probably wouldn't have been that exciting even though my table which included Bruce and



Edna won the trivia contest in a nail biting tie breaker, us holding aloft a smallish box of Cadbury Selections would have looked a bit lame.

Ride days over the past two months have been a bit sporadic for me as I only recently began riding again after my (major) hernia operation. I rode the outfit to Jerry's via Wollombi for a Sunday club ride but it was wet when I got there and only Col turned up..... The Cessnock/ Wollombi/ Kulnura road is a real torture test for my XS1100-DJP combo. This time the left side cover fell off not to be found making it three parts that have rattled off on that road, the tab at the bottom was dodgy but twice as many wheel tracks and side to side as well as up and down jolting was a major factor. I've ridden the Sportster to Jerry's on a Sunday when the weather was fine, the number and quality of bikes there was fantastic; original Indians, Meriden Triumphs, BSAs as well as modern bikes. Two weeks ago I went to Freemans Waterhole for the Sunday ride, it was wet again so nobody from the club was there but the Guzzi Club of NSW was, thirty plus Guzzis old and new plus a young British guy on a modern Enfield 500 Bullet outfit slowly on his way back from Narrabri. Last week got the flying anvil out (AKA S&S custom) after three months of sitting. Two problems reared up; as I was changing the oil sparks were coming off my allen key from parts so I disconnected the battery and finished the job. It turned out that the oil tank/ battery carrier unit was sitting on the starter motor positive terminal- the ride along Thunderbolt's Way with over stiff springs would have closed the minimal gap. Also the front head gasket was weeping. Apparently "they all do that" according to Bob Orr but will come good quickly which proved to be the case, I insulated the starter terminal and had a good test ride to Freemans Waterhole, problems solved.

Since I was about to get the magazine completed it struck me as a good idea to have a few stories about mechanical problems/breakdowns contributed by club members, we've all had such events which in hindsight can be amusing and above all educational so any contributions along those lines would make good reading.

Keep the wheels turning in 2016- Clint.

HUB BUNS AND DAY RIDES



1947 1200 side valve Harley 29th Nov



One of the 30 or so Moto Guzzi's that turned up at Freemans Waterhole on Sunday 17th Jan'



Bob's new Lightning at Kulnura this one is all BSA



Andrew's recent acquisition; a Vincent comet.



Adrian arriving at Woodberry Park on his well restored BMW 250

THE CURIOUS LIFE OF MIKE DUFF

Mike Duff was the first North American and only Canadian to win a world championship grand prix, of which he won three: the 250 Belgian GP in 1964, with lap and race records, the 125 Dutch TT in 1965 and the 250 Finnish GP, also in 1965.

He was the first person to lap Spa Francorchamps circuit at over 190 kph on a 250, the first North American to lap the Isle of Man at over 100 mph. He finished third in the 1964 350 cc world championship, and in the same year placed fourth in the 500 cc world championship and fifth in the 250 cc world championship. In 1965 he finished second in the 250 cc world road racing championship as Phil Read's team mate. His disposition was such that he allowed Read to overtake him in some races in order that Read, the number one rider would win the title.

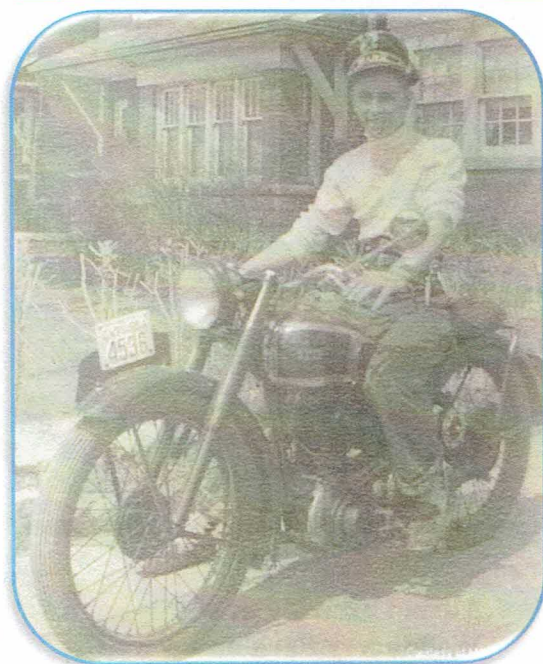
In 1965 while testing at Suzuka, he crashed into an Armco barrier feet first. The impact drove his left femur three inches through his pelvis. Surgeons replaced his ruined hip socket with a steel cup but from then on his career as an active racer went into a rapid decline. Up until the mid-eighties push starting was the way riders began each race so he was always going to be close to the last rider away in every race.

1967 was Canada's Centennial and for once, Mike had a 'home' Grand Prix at Mosport, near Toronto. The printed program hardly mentioned him, even though he was far and away the country's most successful racer. In the 500 race, Agostini (MV Augusta) and Hailwood (Honda) streaked away on vastly superior machinery; Duff, on an Arter Matchless, lapped the rest of the field to finish third.

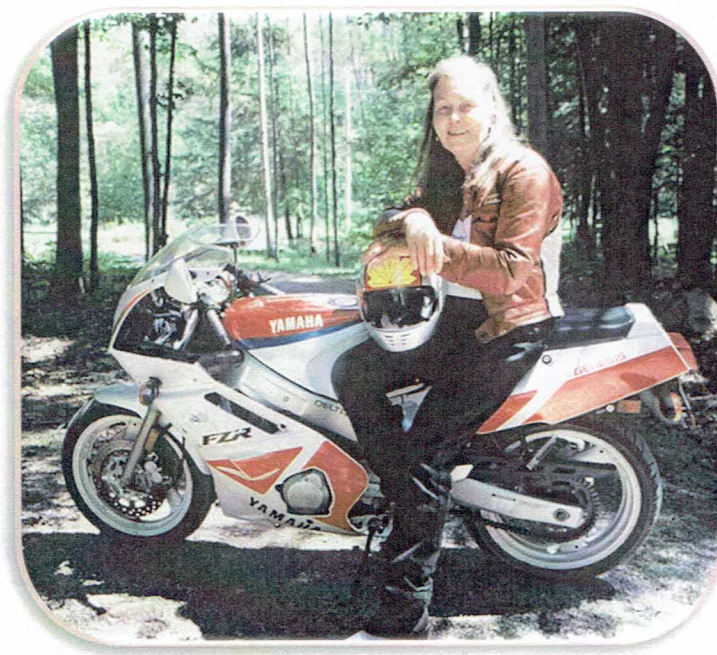
Mike decided to retire after this race. He had contested 47 Grands Prix, and scored top-three finishes in more than half of them. It would be ten years before another North American did as well.

Mike married a Finnish woman in 1963 and had a son with her the same year, and daughter two years later. In 1967 he stopped professional racing, separated from his wife, and moved to California to become an associate editor of *Cycle World*. He still did some racing, and in 1969 won the Eastern Canadian Championship. From 1970-78 he ran a Yamaha dealership. He also remarried and had another son. From 1978-84 he worked doing specialized machine-shop work in the Greater Toronto area. However, after years of feeling that he was trapped in a man's body, Mike decided to accept the idea that he was a psychologically woman. In 1984 Michael became Michelle. She separated from her wife, moved to down-town Toronto to start living as a woman. By 1987 she had completed the transition and was living as a woman. She published her autobiography "Make Haste Slowly", in 1999, and in 2000 moved to an isolated cottage in central Ontario. In 1998, Yamaha painstakingly built an exact replica of Mike Duff's RD56. It was sent from Japan in the care of Mike Duff's old mechanic, Kaneyoshi Suzuki. The Centennial Classic TT was to be the largest gathering of old Grand Prix bikes and riders in history. Michelle worried about how she would be received by her racing peers, until Giacomo Agostini walked into the Yamaha pit and asked, "Where's Michelle Duff?" Ago grinned, hugged her, and said, "It's nice to see you again."

<http://www.motorcycle-usa.com/2015/03/article/backmarker-meeting-michelle-duff/>

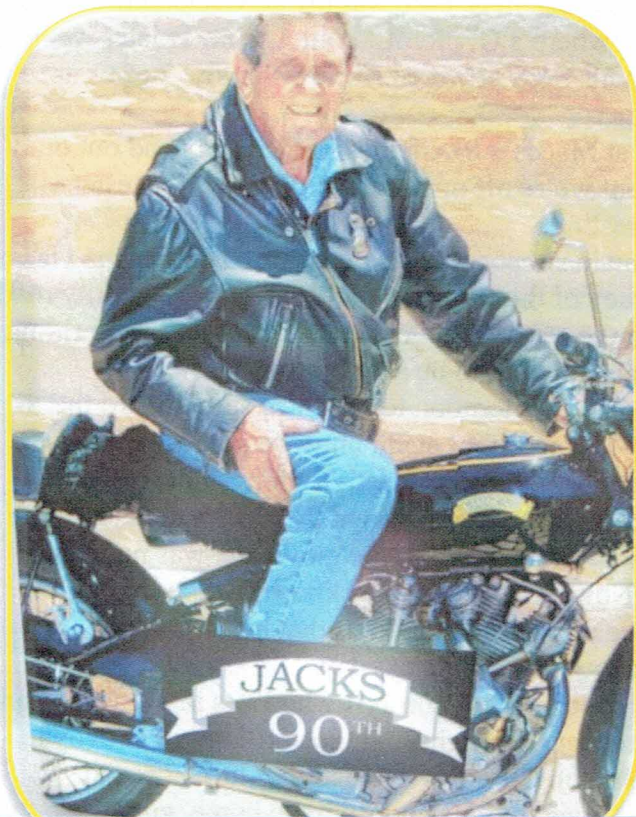


Before: Mike aged 15 in Toronto



After: Michele in early 2000

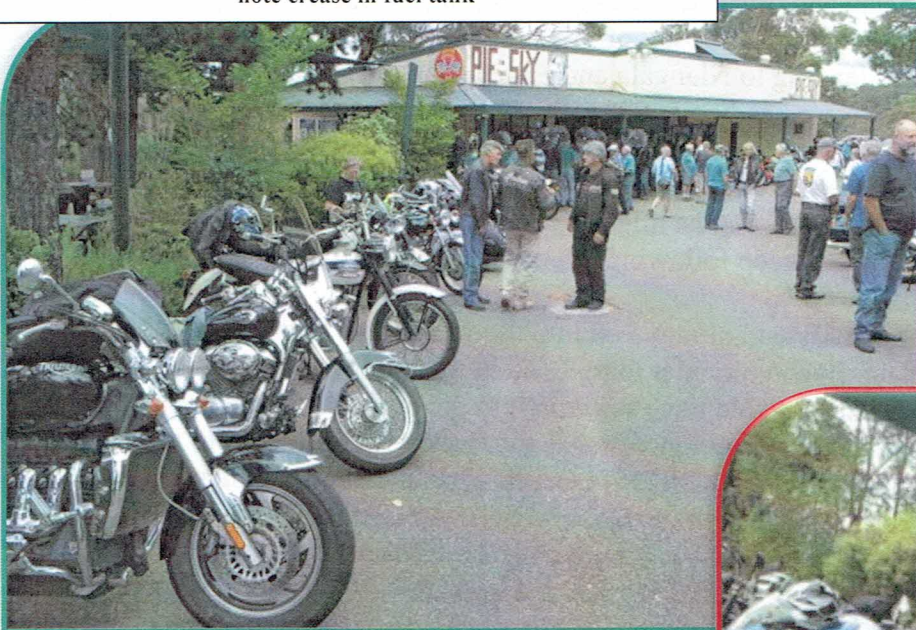
JACK TAYLOR 90 YEARS YOUNG



A photo of a photo from the display dedicated to Jack, note crease in fuel tank



JACK AND JUNE



Friday December 4th 2015 saw a good turnout at Pie in the Sky to wish Jack Taylor all the best for racking up 90 years. It's a real inspiration to us all to see him still riding a machine such as the Ducati 750 F1.

Thanks go to Allen Munro for these photos



The Dungowan Dam Dilemma (aka The Bendemeer Weekend)

Saturday 3rd October, 9:00 a.m. Bruce & Edna, Don, Eddie, Marilyn & I are waiting at McDonald's Tuggerah and looking forward to our annual trip north – but where's Clinton? About 5 minutes later we hear a loud roaring noise and Clint pulls into the parking area on his S&S powered Harley. So now 7 of us are ready for the off.

We agree to travel at our own pace to the morning tea stop at Macca's Raymond Terrace and head out onto the M1 for a boring trip. After a suitable rest and refreshment we're off onto the next leg to Gloucester via the Buckets Way and now the road is more scenic and interesting.

We re-group at Gloucester for lunch at the pie shop in the main street and plan the next leg to Walcha via Thunderbolt's Way which is probably the most scenic journey of the whole trip with lots a windy, hilly road to traverse. Great if you're on two wheels and not so bad in the car either. Only Eddie and Clint were riding and the air-con in the Astra wasn't working so Marilyn and I found it to be a warm trip.

Three cars and one bike found their way to the café at Walcha for afternoon tea and I'm sure I heard the Harley go through the main street some time later but we didn't see Clint again until we got to Bendemeer. After booking in at the hotel we settled in to our rooms and then planned our activity for Sunday. Bruce suggests that we go to Dungowan Dam and waxed on lyrically about how he went there with the kids some years previously (btw, Bruce's kids are now adults). A look at a map I had in the glove box was no help when I asked Bruce just where Dungowan Dam might be. Now, anyone who has known Bruce for any length of time will tell you that geography is NOT his strong point! He assured us that he thought he remembered where it was. With reluctance we agreed to follow Bruce the next day.

Sunday 4th October – my 70th birthday. Marilyn and I had contacted our son Jeff who lives in Tamworth and made arrangements to meet him and our three granddaughters at Nemingha and then proceed in convoy to the dam (btw, Jeff had no idea where Dungowan Dam might be). Clint had decided to return home to Cessnock and arrangements were made for Don to go with Bruce & Edna and Eddie to come with us, so that reduced the convoy to two cars. We found Jeff parked by the side of the Nundle Road and pulled in behind him with a thought that we might say g'day and organise the rest of the journey but Bruce shot to the lead and disappeared into the distance. Jeff got the hint and took off after Bruce and we followed Jeff.

On reaching Dungowan we took the road leading to Niangala and Bruce soon disappeared out of sight. Jeff by now was beginning to doubt where we were heading and slowed down until he found a safe place to pull over and ask us where we were on the right road. Now, what you need to know is that when we spoke with him the night before we told him there would be three cars and one bike and he'd only seen two cars and one of those he didn't recognise, so he was a bit worried that he might have made a mistake. We told him that we had no idea where we were heading but to just keep following Bruce (who you will remember had long since disappeared out of sight).

I now took over the lead of our two-car convoy and plunged on into the wilderness hoping to sight the little white buzz-box with the BC number plate. Eventually at a sharp bend in the road which was sign-posted "Walcha" we found Bruce patiently waiting on a side track heading into the bush. After driving along a dirt track for what seemed ages we arrived at a chain-wire fence across the track with locked gates and signs indicating that it was indeed Dungowan Dam and NO ENTRY! Great! Thanks Bruce. He then confessed that it would have been at least 10 years since he was last there. Oh, great! Thanks Bruce.

Edna suggested that we retrace our steps to where she had spotted a grassy area next to the creek where we could have our picnic, and as no one had any better ideas we decided to do that. We pulled over and proceeded to unpack blankets and stuff to set up for a picnic. On the other side of the creek was a farm house and the farmer came up to the fence and shouted to us that we couldn't stop there. After some heated discussion in which he informed us that people before us had left rubbish all over the place we decided to ignore him and set up camp as he stormed off back to the house. We felt sure that he would soon return with his dog and a shot gun but he left us in peace and we had an enjoyable afternoon beside the creek. The lack of any toilet facilities caused some concern from our granddaughters. There may have been some facilities at the dam but we'll never know.

Monday 5th October. After breakfast on the hotel veranda we each make our individual plans for returning home. Bruce & Edna are heading home in the buzz-box, Eddie heading home on the Triumph, Don going to Coonabarabran to see his son and Marilyn & I going back to Tamworth to catch up with Jeff and the girls. Life with Bruce is never dull and Edna is destined for Sainthood I'm sure.

Mark Gattenhof

PS The ride there and back was enjoyable. Clint.

DUNGOWAN DAM AND OTHER DANGEROUS PLACES



This photo is of the locked gates to Dungowan Dam with Mark and Bruce's cars (which would otherwise not be in this magazine.) The signs read Warning Keep out, Danger, two other different Warning signs and the main sign confirming Dungowan dam does lie beyond the gates.

If you like watching Road Racing in the comfort and safety of your favourite lounge chair this discounted DVD is for you. It features Aussie riders battling the odds on the world's most demanding race track. You will be also supporting Brian Dyer former Flywheel editor and club member as he climbs the slippery slope to media success.

Hogslayer

THE UNAPPROACHABLE LEGEND

In the 1970s Tom Christenson and his twin engined Norton drag bike ruled the roost easily seeing of bigger Harley based racers so the name Hogslayer was coined to rub salt into the wounded pride of the Milwaukee faithful

T.C. Christenson first made Kenosha, Wisconsin (and international), headlines by setting off a chemistry-set bomb in front of the Kenosha Police

station. that made a bit more of an impact than he'd intended. Later, T.C. turned his considerable talent for manufacturing excitement to racing motorcycles around town, where he met John Gregory, a laid-off-and-on-again American Motors employee and aspiring engineer who'd finally had enough of the assembly line and opened Sunset Motors in 1959.

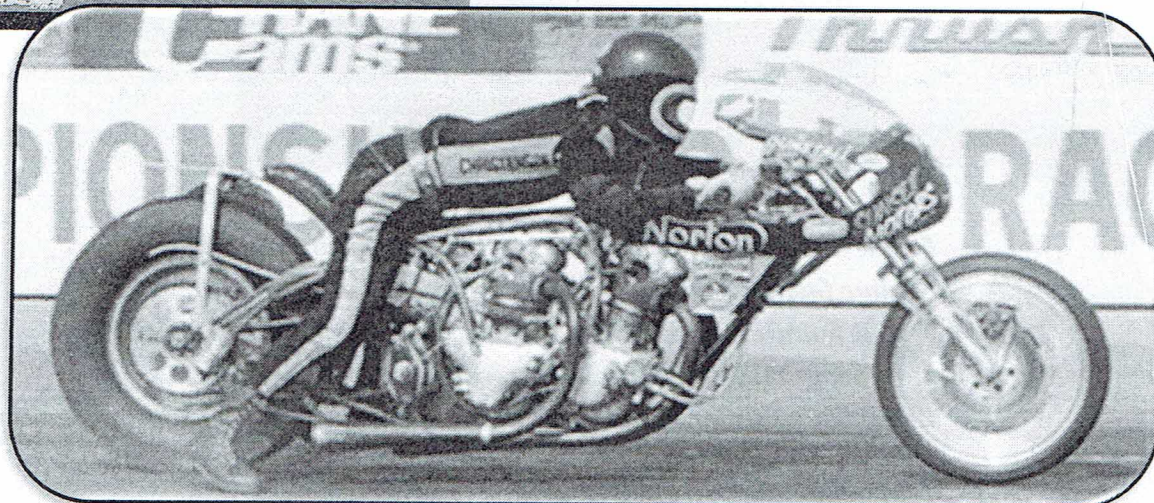
By 1963, the Gregory-Christenson Racing Team had swung into action at Great Lakes Speedway, and by 1972 (after witnessing Boris Murray's twin-engine Triumph in action at Bowling Green, Kentucky), their Norton-powered "Hogslayer" was ready to roll, complete with custom Hilborn fuel injection, a two-speed transmission Gregory built from a Borg-Warner overdrive unit, and a custom 8-inch slick. "Kenosha was the perfect place to build racing motors," Christenson said. "It was a factory town with machine shops everywhere and it seemed like the whole town got behind us and pitched in to help build our double-engine bikes."

With the 300-plus horsepower in the 1,620cc nitro-burning Hogslayer, Christenson ultimately ran in the mid-7s at 180 mph and for most of the early-to-mid-1970s he was the fastest drag racer on the planet. In 1972, he won the NHRA U.S. Nationals in the first year Fuel Bikes were part of the program. In 1973, he lost only once and set the A/Fuel Bike elapsed time record with a 7.83-second run en route to his Top Fuel win at the NHRA National Motorcycle Record Championships in Bowling Green, Kentucky. He set numerous world records and was featured in many motorcycle magazines. Christenson won the official NHRA Fuel Bike National Championship in Indianapolis in 1976.

Numerous other dual engine dragsters entered the fray, from Triumphs to the factory backed Harleys. But

it was the **triple-engined Honda** piloted by Russ Collins that really stood out, primarily because it was Collins who would steal some of 'Hogslayer's' thunder when it became the first motorcycle to break into the sevens in the quarter-mile, but TC matched the feat a couple of runs later. Some consolation is Collins reportedly only beat the 'Hogslayer' once in a National race.

The biggest blow to Christenson's racing career was when Norton ceased production in 1975. The sales of Nortons in his motorcycle dealership subsidized the tremendous expense of keeping Hogslayer running and when that source dried up, Christenson's racing career began to wind down. By the early 1980s, he was only making limited exhibition and reunion runs with the bike. He also was forced to scrap a side-by-side twin.



GARY NIXON AN AMERICAN LEGEND

Gary Nixon (25/1/1941 –5/8/ 2011) was an American professional motorcycle racer who most notably won the A.M.A. Grand National Championship in 1967 and 1968 as a member of the Triumph factory racing team racing 500cc twins on dirt and tar. He was also the winner of the 1967 Daytona 200 motorcycle race on a 500cc Triumph Daytona which gained its name from having won the race in 1966.

He later competed in the 1976 Formula 750 world championship, laying claim to the Formula 750 crown on an Erv Kanemoto tuned Kawasaki KR750 until the points gained from a disputed win in Venezuela were dropped due to protests by Steve Baker's Yamaha team who contested the lap count of their rider.

(Kanemoto later worked with Freddie Spencer and Wayne Gardner among other GP champions) Nixon also raced for Suzuki in 1974 and 75 but badly broken wrists from a testing crash in Japan ruled him out of competing in 500 Grand Prix as Barry Sheene's team mate. Sheene and Nixon were great friends and Barry always wore a Gary Nixon Enterprises T shirt under his leathers as a superstitious good luck charm.

Nixon began his professional racing career in 1958 and at Grand National level in 1960. He won his first AMA national in convincing fashion on August 4, 1963, at the road race in Windber, Pennsylvania.

The 1967 racing season turned out to be the best of his career. He started the season with a hard-fought victory in the Daytona 200. By the end of the '67 season Nixon had five victories and had earned his first national championship. He followed up in 1968 with another title, this time in a close battle with Fred Nix that came down to the final race. Nixon's national wins in 1968 came at the season opener at the Houston Astrodome riding a modified 250 Triumph and in Columbus, Ohio on the 500 dirt tracker.

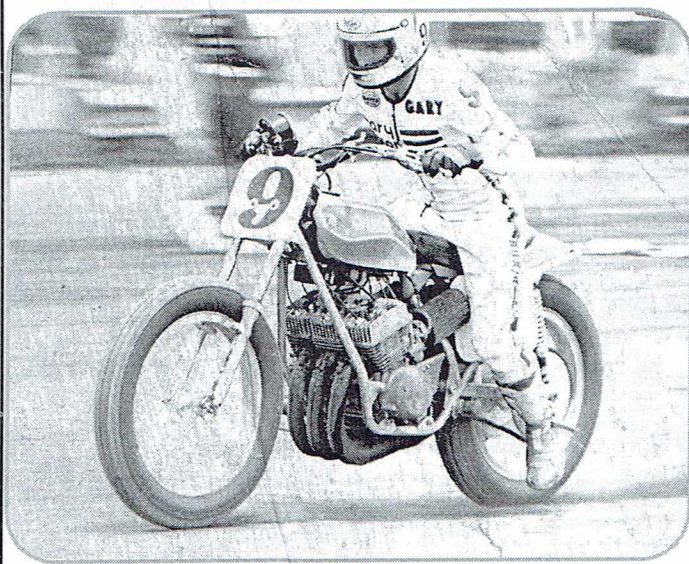
Nixon's renowned toughness became clear in the late 1960s and early 1970s. A series of injuries that would have kept most people bed-ridden didn't even keep Nixon off the track. At one point, he raced for three years with an 18-inch stainless steel rod holding his left leg together. While that prevented him from winning another Grand National title, Nixon was the top scoring road racer in 1973 on a H2R Kawasaki and became known as one of the world's best pavement racers often beating riders of the calibre of Kenny Roberts. He

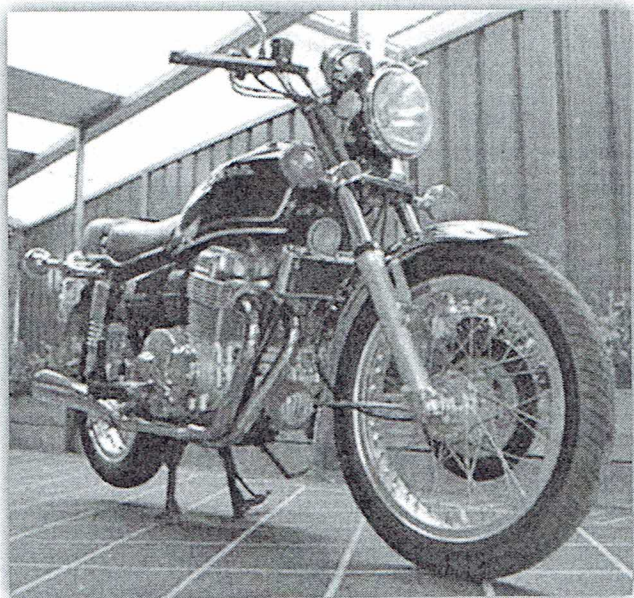
represented the United States several times in the famous series of British-American match races in the 1970s at first riding factory Triumph Tridents and in 1976 was top scorer on his KR750.

Nixon hung up his racing leathers in 1979. During his 22 years of pro racing, Nixon earned 19 AMA National victories and amassed over 150 Grand National finishes. His career spanned three decades and he competed as a factory rider and privateer for Triumph, Kawasaki, Suzuki and Yamaha.

Clinton Williams

Left; power sliding a Triumph 500, Below racing a Kwaka in a dirt track frame until the 2 strokes were banned for being too dangerous to ride on the dirt. At Daytona in 1974 with the Suzuki factory team; Dave Aldana, Paul Smart, Cliff Carr, Nixon and Barry Sheene- Nixon's bike broke while leading Agostini who won the race.





HONDA CB750A AUTOMATIC

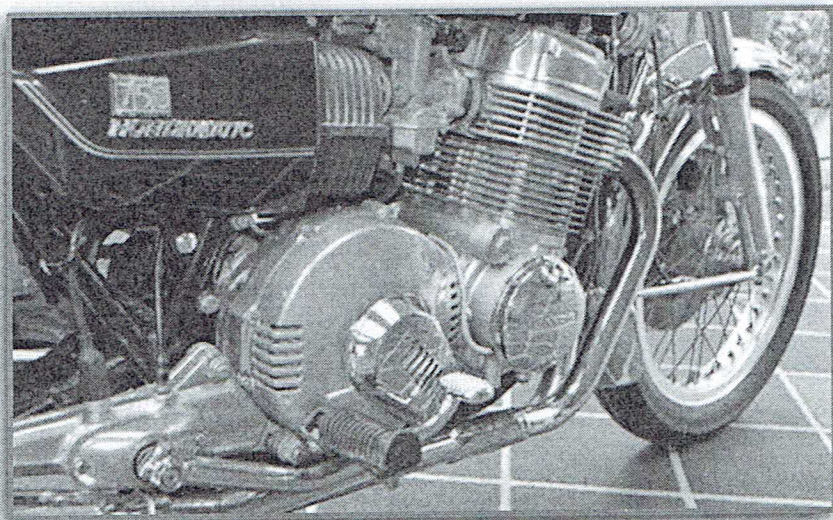
In the late 1970's and early 80's Honda attempted offering automatic motorcycles to the Australian bike riding fraternity. Ultimately, the automatic motorcycle craze did not take off. The CB750A was classed as too heavy for novice riders and too slow for experienced riders. The bulk of the transmission worked against both classes of riders, leaving the over-engineered CB750A without a demographic to sell to, thus prompting its demise in 1978.

The bike in these photos is a relic from this era, a California-spec CB750A brought to Australia for testing in the local conditions. Although Honda Australia decided against selling the model here, the bike stayed, and has found its way into safe hands.

At the start of 1977, Honda was producing two automatic motorcycle models: The CB400A, known in the

U.S. as the Hawk, and the CB750A, a reworking of the CB750F. These bikes were conceived as a way for learner riders to get comfortable riding motorcycles without fear of stalling or changing gears constantly. Hondamatic motorcycles were not automatic in the true sense of the word. A shift lever in the same position as a gear lever on a manual Honda allowed the rider to shift between neutral, low and drive. The ability to manually shift between high and low made sure the bike wouldn't shift gears through a corner, throwing a rider off balance. Also built into the automatic models was a linkage from the kickstand to the gear lever, so when the kickstand was operated, the bike would put itself into neutral. This would stop the bike from starting in gear, something someone new to riding might overlook.

In an engineering sense, the CB750A wasn't just a CB750 with an automatic transmission fitted. Much work went into this model to make it stand apart from its CB750 stable mates. The engine gained different rocker covers and crankcases to suit the different engine/transmission combo. The engines were changed from dry sump to wet sump, the same oil going from the torque convertor through the engine. The torque convertor is of the same design as the Civic cars of the time, and the Guzzi V1000.



In early 1977 Bennett & Woods, brought in two California-spec CB750As for evaluation in regard to selling them in the Australian market. These bikes were given to local motoring journalists for a full review of the automatic motorcycle. This was all for naught, as in the end Honda Japan decided that it would be a waste of money to specify such a small batch of bikes to sell on the Australian market, and the two test bikes were the only CB750A bikes brought into the country by Honda.

After Honda Australia gave up on the idea of importing CB750As into the

country the test bikes were sold to Jim Airey's dealership in Sydney. One of the test bikes found its way into the hands of the current owner, who after 35 years is still happy with the purchase. Modifications include oil cooler, lower handlebars, and the original exhaust pipes put away for safekeeping. This remnant of an attempt to produce a whole new class of motorcycle is in good hands, the owner showing it is possible to have a rare bike and not hide it away in the garage under a cover.

. <http://www.motorcycleclassics.com/mc-dispatch/honda-cb750a-automatic-honda.aspx>

BMW R60/2

The **R60** and **R60/2** 600 cc boxer-twins were manufactured from 1956 to 1969 in Munich, Germany, by BMW. Some 20,133 of these 600 cc shaft-drive, opposed twins were built. These bikes which included the more powerful R69S and R50 500cc models, were designed primarily as rugged motorcycles to pull sidecars and had duplex tubular steel frames notably oval in cross section to maximize strength when aligned fore and aft. At the time BMW believed 600cc was the optimum capacity for this type of engine.

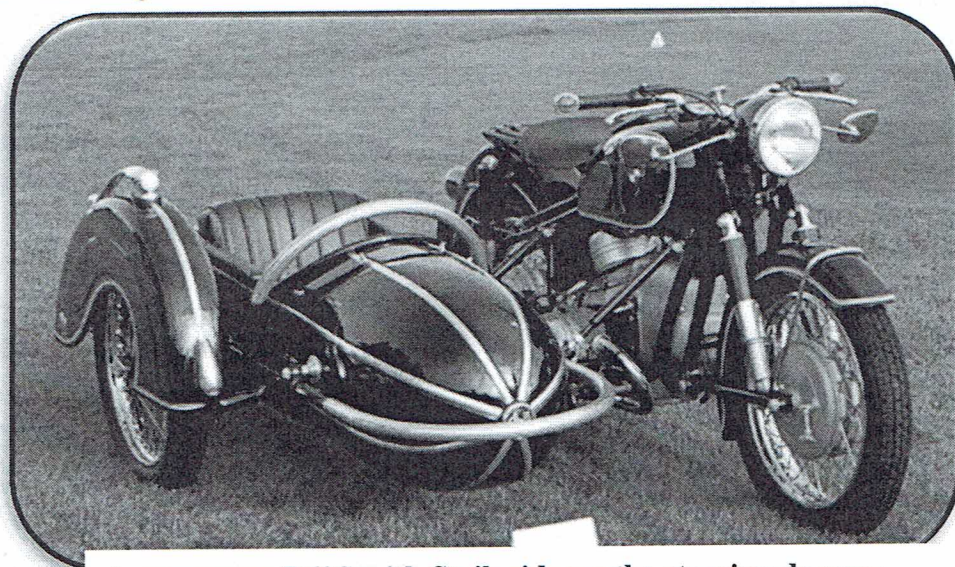
Perhaps the most famous BMW rider of the 1960s was Danny Liska, rode an R60 model from Alaska to Tierra del Fuego in one trip and from Europe's North Cape to South Africa's Cape of Good Hope in a second journey. His book about the first trip, *Two Wheels to Adventure (Alaska to Argentina by Motorcycle)*, was published in 1989 with a second edition published in 2004. In the book "Zen and the Art of Motorcycle Maintenance", John and Sylvia accompany Robert Pirsig, the author, and his son Chris, on a 1968 road trip from Minnesota to San Francisco, riding a BMW R60. Throughout the book Pirsig contrasts his passion and care in maintaining his bike to John's fear of technology: "The BMW is famous for not giving mechanical problems on the road and that's what he is counting on."

Though BMW used oil-damped telescopic front forks in the 1930s, they used *Earles* forks on these models. The triangulated Earles fork, named after its designer, Englishman Ernest Earles, precluded any front-end dive during heavy front braking, which is common with telescopic front forks. They also worked very well in sidecar duty in conjunction with the adjustable hydraulic steering damper concealed under the tank. Though heavy and ponderous in turning, the Earles fork gave the Beemer a steady and reassuring ride.

In 1968, BMW introduced telescopic forks on the US market slash-2 models, and they were continued into the 1969 model year. Modified, they became the front forks on the slash-5 models introduced for the 1970 model year. During the 1960s, very few motorcycles were available with shaft final drive. BMW's were the most common. The driveshaft rode in an enclosed oil bath within the right swingarm, unlike BMW's previous models, and drove the rear wheel through an internally splined cup that meshed with a coupler crown gear keyed to the drive pinion. Because the clutch was dry, there were seals at the rear of the crankshaft, at both ends of the transmission, at the rear of the driveshaft, and at the front and rear of the rear drive unit. The front brakes were double leading shoes, and the rear had a single leading shoe. By contemporary standards, they were good brakes that resisted fade well. Tires, front and rear, were interchangeable in 3.50 inch by 18 inch size they were also interchangeable with the Steib sidecar wheel which had a hydraulic brake operated from the foot pedal with a ratio that cut the chance of locking up the sidecar wheel under brakes. The sidecar was designed for the R60 so is arguably the best production outfit combination ever made especially when fitted to the more powerful the R69S.

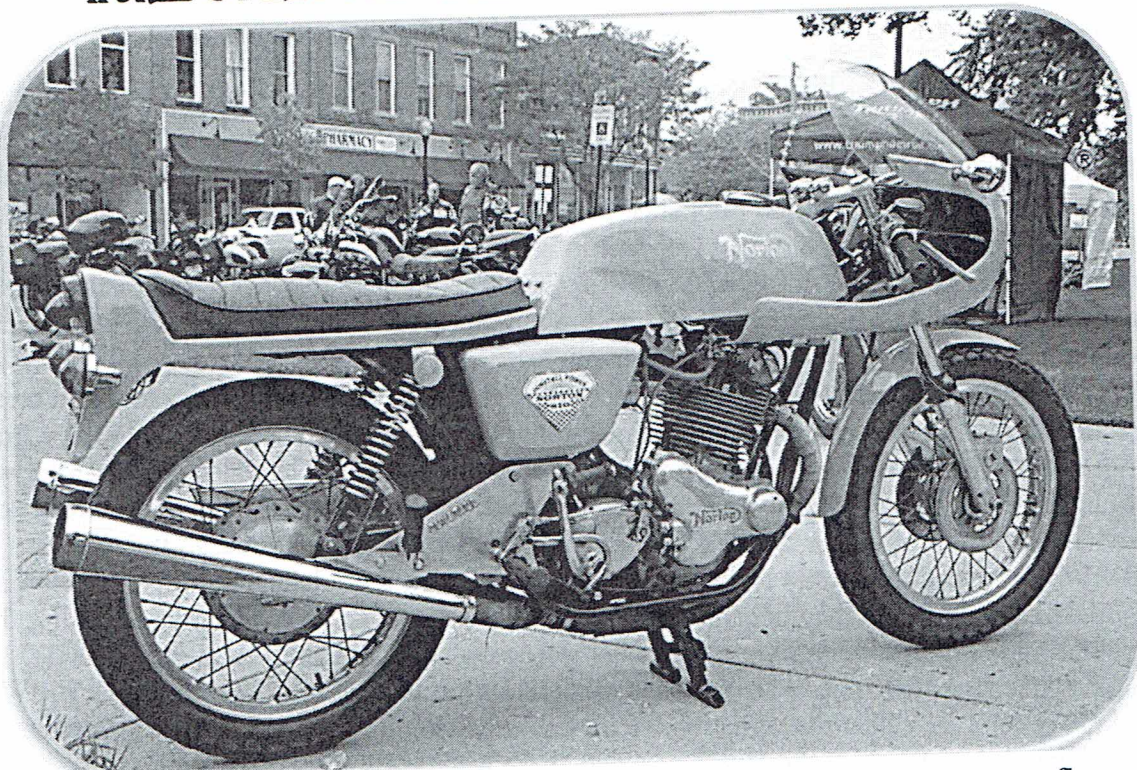
The /2 series marked a high point in terms of precision manufacturing and engineering from 1970 BMW began to modernize their motorcycles making them lighter and more powerful. The new range had the camshaft under the alloy barrels and it was driven by a chain rather than gears. Many enthusiasts consider that quality and durability was lost compared to the /2 models, the depth and durability of the paintwork also suffered and the frames were not as strong as they were no longer designed to fit sidecars although people sometimes did and wheel alignment tends to suffer.

Clinton Williams



A concourse R69S with Steib sidecar the steering damper adjuster can be seen in the centre of the top triple clamp.

THE 1971 DUNSTALL NORTON 810
WORLD'S FIRST SUB 12 SECOND 1/4 MILE PRODUCTION BIKE



The MK1 Dunstall Commando was capable of 130mph off the showroom floor

In 1971 Paul Dunstall the well-established manufacturer of Norton accessories produced a complete motorcycle based on the 750 Commando to sell to the general public. Apart from what can be seen above the engine had 11.1 compression 806 cc pistons, 1/8 inch larger valves, ported heads and hotter cams as well as alloy barrels. The result was a 107.88 mph /11.9 second ¼ mile as tested by Cycle world magazine. The Dunstall 810 was not bettered until the advent of the Yamaha XS1100 in 1978 which clocked 11.78.

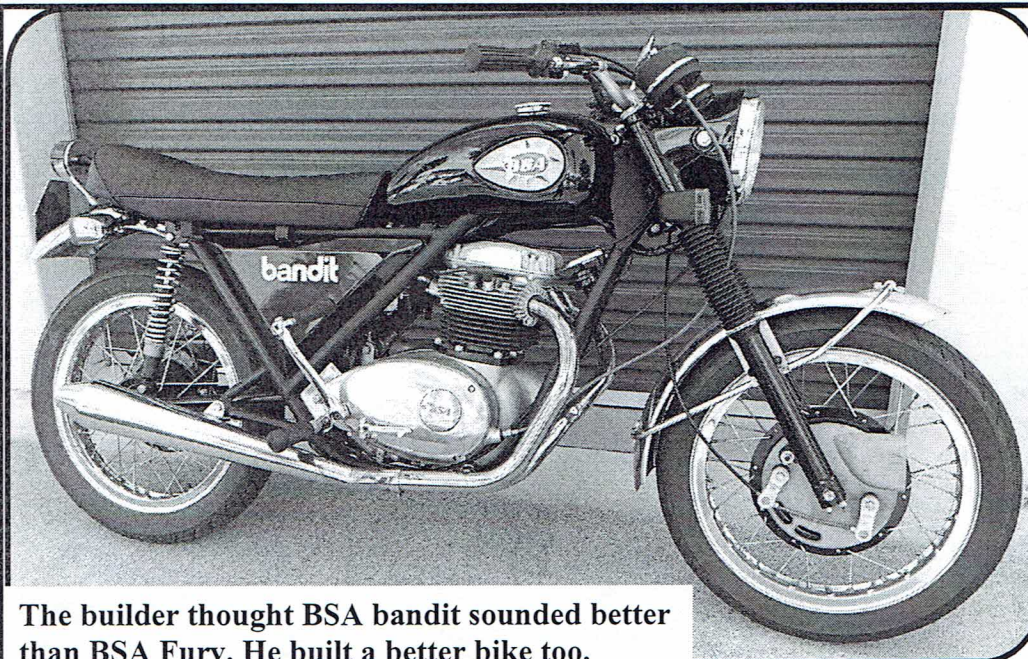
At their peak, over 500 complete machines were built in one year. Dunstall worked closely with Dr Gordon Blair of Queens University Belfast, Ireland to design the exhaust system which improved power while still meeting USA noise regulations. The barrels looked cool but needed careful assembly and for longevity lower compression. The mufflers were very popular on many bikes and well-designed but the ported heads were the biggest contributor to performance on the 810. Also available were 6 speed gearboxes which enabled a 133mph top speed.

From 1970 Paul Dunstall began to create accessories for Japanese bikes; I put a complete 2 into one into 2 system on my Yamaha 650 in 1974; the bike was smoother, lighter, more tractable and sounded great.

Paul Dunstall's name was made in the 60's racing, tuning and then producing Norton Dominator based twins. The website below gives an historical account of Paul Dunstall who was the originator of Domi racer; a firm still producing quality parts for Nortons. Dunstall exhaust systems are still produced for the current air cooled Bonneville's under the Dunstall brand name.

Clinton Williams.

<http://www.woodgate.org/dunstall/history.html>



BSA: WHAT COULD HAVE BEEN.....

The bike on the left could have been built by BSA in 1970. It is a combination of the BSA 350 Fury frame and a BSA A65 motor with full Devimead 750cc conversion.

The BSA 'Fury' (and Triumph 'Bandit') was the 'un-released' 350cc twin that BSA/Triumph designed to compete

The builder thought BSA bandit sounded better than BSA Fury. He built a better bike too.

with the Japanese invasion of English markets - there were about 120 frames made, and about five motors assembled. This frame has the conical hubs, and forks, from the post-1971 BSA range, and a petrol tank from the export Rocket 3 model. The front brake is fitted with extended actuating arms, and works as well as a disc brake (that would be a Triumph disc brake of that period).

Devimead was an English specialist company that produced a range of performance parts, it was taken over by SRM - DEVIMEAD is an anagram derived from **DE**velopments **I**n **M**otorcycle **E**ngineering **A**nd **D**esign SRM have continued with this as a mission statement.

This BSA hybrid was crafted, along with a 'sister' used purely for racing, in 1971 by a friend of mine. He toured on the Bandit for a few seasons, and then sold it to another friend of mine. I always fancied it so I wore him down, and purchased it. I therefore have a very full and complete record of this machine, and know exactly how it came into being. Provenance is extensive.

When I got time to re-finish the Bandit, the motor was given over to SRM, the premier A65 specialists located in Wales; they stripped it for a complete overhaul, and blueprinted the motor with all modern internals where practical. Balanced crank, flowed head, single Keihin carb, timing side roller bearing, uprated oil pump, -a complete re-manufacture with full records. The combination of this beautiful frame, and a lazy torque monster engine, makes the Bandit a joy to ride it is fully road registered, and has BMW headlamp and switchgear, handlebar levers, indicators and much more, sourced from a BMW/6 series project I was working on at the same time.

The bike is in New Zealand and can be yours for \$20,000 (AUD).

The above information about this bike has been adapted from a recent ad on ebay. It is a shame that the bike was not made by BSA even though most of the components were. It would have been a much greater success than the 1970 A65. Most of the design flaws have been eliminated including electrics the styling is an improvement on the slab sided 1970 model as well. Had BSA produced this machine the company may have lasted at least as long as the Meriden Triumph co-operative did.

Without the cache of being produced by BSA or even one of a limited production run from Devimead the asking price is rather high, as it stands the bike is a very good custom and it would probably perform as well as the owner claims something interesting for BSA enthusiasts.

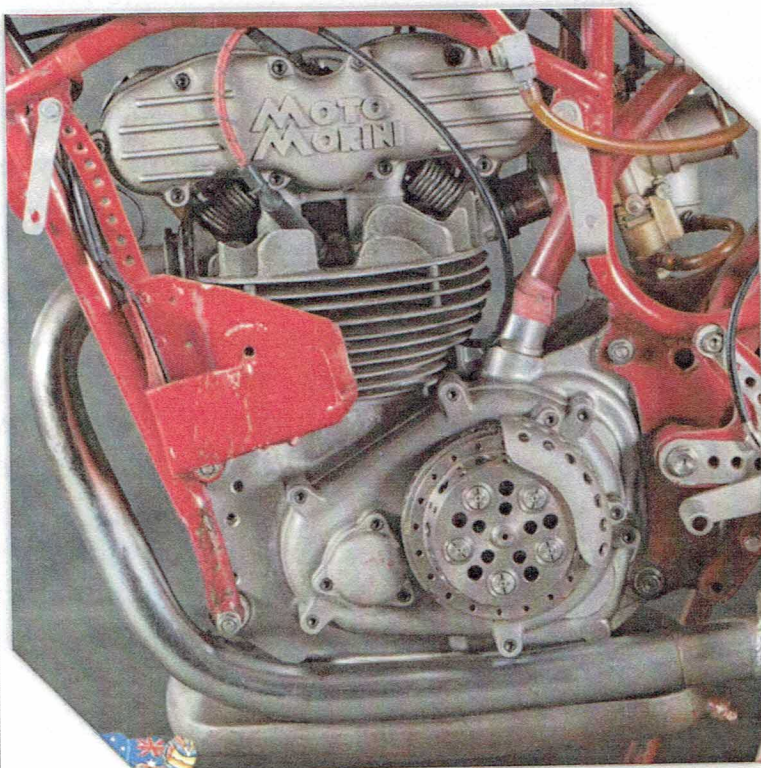
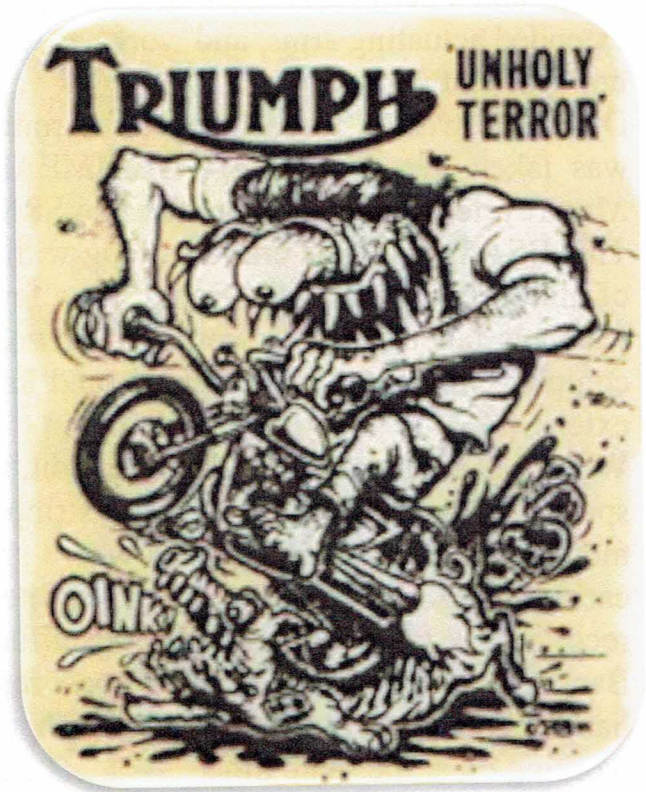
Clinton Williams

MISCELLANY

If you missed the recent TV program this is British comedian Gayson Perry on his custom built Knucklehead Harely. As an artistic statement he rode this vehicle through Germany in this costume with his childhood teddy bear in the encased throne behind him. It takes all kinds and Gayson is miles ahead of first place in the individuality stakes. Despite his name and appearance he is not gay.



Right: 1950's art usually associated with drag racing hot rods in this case the subject is a Triumph making a mess of an alligator.



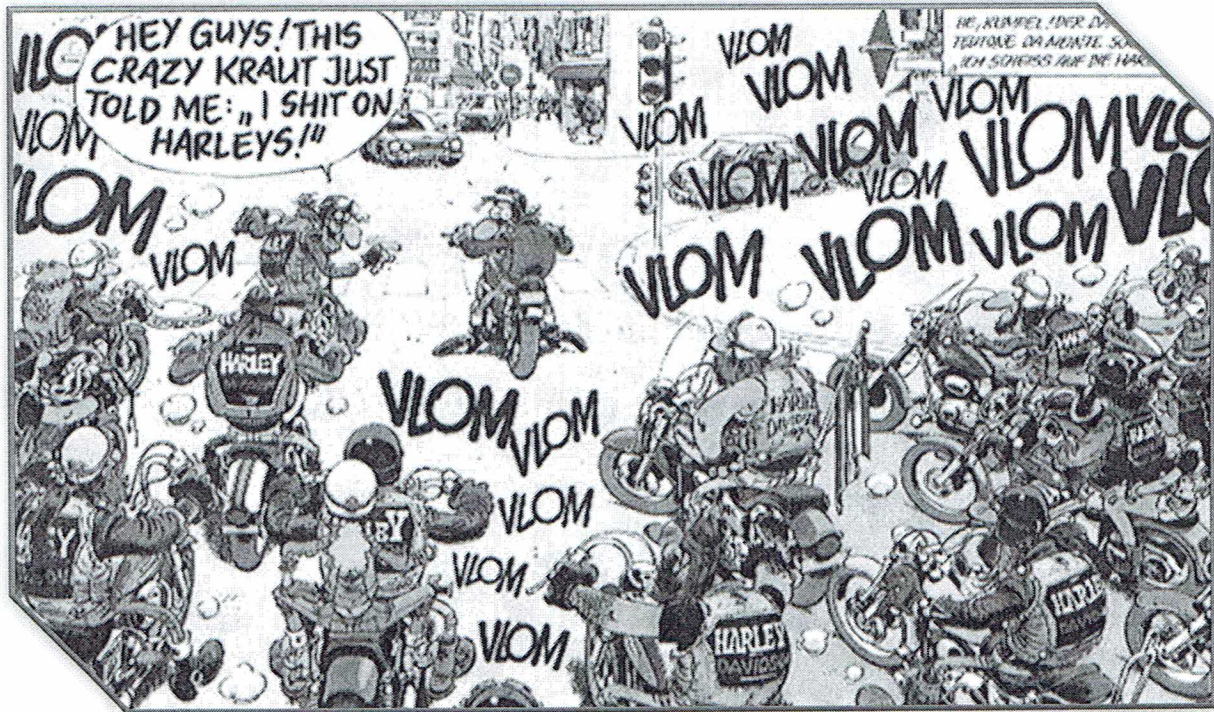
Left; a view of the Moto Morini Bialbero engine that came close to beating Jim Redman and the 250 Honda 4 in 1963. The Italians sure know how to build engines that go and look like a piece of art, this is a race bike minus the fairing so the brackets detract from the appearance slightly.

JOKES PAGE

WHEN I WAS YOUNG I DECIDED I WANTED TO BE A DOCTOR SO I TOOK THE ENTRANCE EXAM TO GO TO MEDICAL SCHOOL.

ONE OF THE QUESTIONS ASKED US TO REARRANGE THE LETTERS "PNEIS" INTO THE NAME OF AN IMPORTANT HUMAN BODY PART WHICH IS MOST USEFUL WHEN ERECT.

THOSE WHO ANSWERED "SPINE" ARE DOCTORS TODAY.



With all these various gender types being recognised I wonder if there is a bloke who had a sex change procedure in order to become a lesbian?

A store that sells new husbands has opened in Melbourne, where a woman may go to choose a husband. Among the instructions at the entrance is a description of how the store operates: You may visit this store **ONLY ONCE!** There are six floors and the value of the products increases as the shopper ascends the flights. The shopper may choose any item from a particular floor, or may choose to go up to the next floor, but you cannot go back down except to exit the building! So, a woman goes to the Husband Store to find a husband. On the first floor the sign on the door reads:

Floor 1 - These men Have Jobs

She is intrigued, but continues to the second floor, where the sign reads:

Floor 2 - These men Have Jobs and Love Kids. 'That's nice,' she thinks, 'but I want more.' So she continues upward. The third floor sign reads:

Floor 3 - These men have Jobs, love Kids, and are extremely Good Looking. Wow,' she thinks, but feels compelled to keep going. She goes to the fourth floor and the sign reads:

Floor 4 - These men have Jobs, Love Kids, are Drop-dead Good Looking and Help With Housework. 'OH, mercy me!' she exclaims, 'I can hardly stand it! Still, she goes to the fifth floor and the sign reads:

Floor 5 - These men have Jobs, Love Kids, are Drop-dead Gorgeous, Help with Housework, and Have a Strong Romantic Streak. She is so tempted to stay, but she goes to the sixth floor, where the sign reads:

Floor 6 - You are visitor 31,456,012 to this floor. There are no men on this floor. This floor exists solely as proof that women are impossible to please. Thank you for shopping at the Husband Store.

PLEASE NOTE: To avoid gender bias charges, the store's owner opened a New Wives store just across the street.

The first floor has wives that love sex.

The second floor has wives that love sex, have money and like beer.

The third, fourth, fifth and sixth floors have never been visited.

Up and coming Rallies

Orange Rally	20th & 21st February 2016,	Contact Brian Corey 63614386
Taree Rally	4 th March 5 th March	Contact Ken 0409903957 or email club at tdvcmc@outlook.com
VINTAGE JAPANESE MOTORCYCLE CLUB NATIONAL MUSEUM .CANBERRA	4-6th March	Contact 0433569591 or e mail enquiry@vjmc-rally.info www.vjmc-rally.info

Up and coming swap meets 2016

Goulburn Swap Sunday 3rd. April 2016

13-16th March - Inverell Antique Motor Club Swap Meet. Inverell Showgrounds.

Contact Doug Green 0427708730

Guide only check internet for further details

CCCMCC REGALIA

Metal badges	\$15
Cloth patches	\$ 5
Safety Vests	\$15
Sloppy Joes	\$10 New to order \$25
Key Rings	\$ 5
Safety vests	\$15
Pelican badges 2010 to 2013	\$5
T shirts	\$35

For regalia orders phone Allan Hawkins 43 902 068; 0404 867 846

Wanted: left side plastic side cover for XS1100 Yamaha 1978 model but later model is ok as long as dimension are the same- Contact Clint 0422059995

CLUB RIDE DAYS

Sun 31st Jan'

Hub Run -Woodbury Park Wyong

FEBRUARY

- Wed 3rd Road Warriors morning tea-Berowra Ferry-Galston Gorge then Pie in the Sky
Sun 7th Swansea via Rutley's road- Budgiewoi Fish and Chips via Elizabeth Bay
Wed 10th Jerry's morning tea-Weston Workers Club for lunch via Wollombi
Sun 14th Road Warriors Café- Pie in the Sky for lunch
Wed 17th Freemans Waterhole morning tea-Medowie Pub lunch via Kurri Kurri, East Maitland, Raymond Terrace road around Graham Dam
Sun 21st Freemans Waterhole- rider's choice Wangi Club or Weston Worker's lunch
Wed 24th Jerry's morning tea- Pie in the Sky for lunch
Sun 28th Hub Run- Woodbury Park

MARCH

- Wed 2 Spencer for morning tea – Wisemans Ferry Hotel for lunch
Sun 6th Jerry's for morning tea- Woy Woy Fish and Chips or Pub for lunch
Wed 9th Jerry's for morning tea- Weston Worker's Club for lunch
Sun 13th Spencer for morning tea- Jerry's for lunch
Wed 16th Freemans Waterhole- Lemon Tree Passage via Salt Ash for Lunch
Sun 20th Road Warriors Café-Patonga waterfront for lunch
Wed 23rd Jerry's for morning tea – Pie in the Sky for lunch
Sun 27th Hub Run – Woodbury Park Wyong
Wed 30th Freemans Waterhole for morning tea- Jerry's via Wollombi for lunch

Please note; Club members are welcome to suggest alternative rides at the club meeting or by contacting Col Graham or Barry Alertz- phone contact on inside cover.

*Sunday and Wednesday rides depart from McDonald's Tuggerah at 10.00am unless otherwise stated. Every Friday ride is from your place to Jerry's
If you are riding a club plated bike to an away rally, please notify the Club Registrar of your proposed ride.*

The FLYWHEEL
The magazine of: -
Central Coast Classic MCC Inc.
P.O. Box 9006
Wyoming NSW 2250



Please notify the club of any change to your address