

The Flywheel



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

Now on line@ WWW.cccmcc.nsw/home



Stuart and his 1938 Royal Enfield J2 500 bullet; the twin ports and girder front forks make it clear that this bike was built in England as the Indian made bikes were based on the 1953 Bullet.

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

CCCMCC OFFICE BEARERS - 2016

POSITION	NAME	CONTACT
President	Mark Gattenhof	43 284 060; 0419 237 706
Vice President	Barry Allertz	0425 286 201
Secretary	Alan Munro	0413 884 810
Treasurer	George Buroughs	43 623 585; 0407 185 646
Public Officer	Mark Gattenhof	43 284 060; 0419 237 706
Committee:	Tony Carter	43 295 478; 0415 488 194
	Neil Crocker	0418 233 196
	Dave Jackson	9985 9150; 0438 859 150
	Allan Hawkins	43 902 068; 0404 867 846
	Robert Orr	43 673 055; 0414 692 018
Events Co-Ordinator	Vacant	
Mid-Week Runs	Barry Allertz	0425 286 201
Sunday Runs	Col Graham	43 243 259; 0417 203 322
Rally Co-Ordinator	Vacant	
Catering	Merrilyn Gattenhof	43 284 060; 0415 867 314
Club Trailer	Eric Soetens	0402 279 208
Editor	Clinton Williams	49 912 844
Library	Bill Worden	43 324 485
Machine Registrar	Ian McDonald	43 922 151; 0409 522 151
Property Officer	Tony Carter	43 295 478; 0415 488 194
Regalia	Allan Hawkins	43 902 068; 0404 867 846
Web Master	Bryan Ratcliffe	43 522 096; 0418 966 751

MACHINE EXAMINERS:

BENSVILLE	Kim Carothers	43 693 097
ERINA	Robert Orr	43 673 055; 0414 692 018
GOROKAN	Ian McDonald (Bikes & Cars)	43 922 151; 0409 522 151
MOONEY MOONEY	Dave Jackson	9985 9150; 0438 859 150
NIAGARA PARK	Tony Carter	43 295 478; 0415 488 194
TOUKLEY	Bruce Cruickshank	43 964 647
WARNERVALE	Ron Smith	43 923 725
WYOMING	Col Graham	43 243 259; 0417 203 322

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

Club Postal Address: P.O. Box 9006, WYOMING NSW 2250

Club e-mail: cccmcc.nsw@gmail.com

Web Site: <http://www.centralcoastclassicmotorcycleclubnsw.com>

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

Magazine email: wclinton38@yahoo.com

Magazine Distribution: Ian McDonald

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.

President's Report



Here we are already into the third month of 2016. Time certainly flies when you're busy eh?

A large number of our members made the journey to *Pie In The Sky* on December 4 to share in Jack Taylor's 90th Birthday Bash where many other of Jack's mates from HAVOC (Historic All Vehicles Owner's Club) and other club's joined in. There was quite a crowd present and congratulations must

go to those who organised the event. Jack was quite taken that so many people were present. It was my privilege to present him with Life Membership of the CCCMCC. Well done Jack!

Club Events are now being organised by Barry Allertz (mid-week) and Col Graham (Sundays). They would welcome members' ideas for any future runs. If you have a good idea for a run and are prepared to organise it then let them know.

The Hub Runs at Woodbury Park (Sunday following the general meeting) have been well attended. Remember, it's a family day so please bring along your better half and other family members if you wish. We need to see more ladies present. The hub runs are designed for the old classic bikes. So get your old bike out, dust off the cobwebs and give it a run. Also don't forget to put your name in the attendance book especially if you are on the RMS Historic Vehicle Scheme (HVS) registration.

It is a club requirement that members with HVS registration attend a minimum of four designated events each year. The hub runs are designated events and other events may be included at the discretion of the committee (e.g. Jack's Birthday, Christmas party and Pelican Rally). At this point 20 members have already completed the minimum of four attendances with a further 10 on 3, so it can't be that hard. As a bonus, points are awarded depending on the age of the bike you bring on the day. The points scheme is on trial at the moment and we'll see how it pans out as the year progresses.

New Members: A warm welcome to Roger Brammall and Nick Pearce.

Ride safely,

Mark Gattenhof

EDITOR'S REPORT



The past two months have produced some good riding weather and a few rallies attended by our club members. Thanks go to Graeme Mculloch, Stuart Avery and Derek Van der vyver for their contributions. This issue has more club related content which is more relevant to a club magazine like this. If you know of a small business that has done a good job for you or you want to review a new motorcycle related product give it a plug in the Flywheel so we can all benefit. Shacko's pin striping article in this issue is an example Also any interesting photographs or stories that you were involved in are welcome even if it is a non-club ride that you went on. This issue has only three pages taken from the internet and I was able to include some photos of bikes at club events in the Moto Guzzi story. Also if you have any rides you would like included in our ride calendar please contact Col Graham or Barry Alertz.

This month there were a few less issues to print which is fine by me, for those who missed out make sure your fees are paid and if you want the mag delivered by post contact Mark as postage costs have risen you may need to pay a bit extra or come to at least every second club meeting remember the ride calendar is in each issue and those days are the only days you can ride on normal historic registration. There are a few new events in the pipeline so read the Rallies/Swap meets page for details and if you can get involved

Enjoy riding your bike *Clinton Williams*

Something that arrived as I was printing the magazine sent to me by Chris Hunt

Multiple Battery Solar trickle charger

Put an end to flat batteries on bikes you don't use every day!

Description

The control unit has four independent outputs for trickle charging of batteries. It is powered by a single solar panel. For classic bike owners each output can be selected to 6 or 12V and it is suitable for both negative and positive earth bikes.

The package includes a fused harness with non-reversible plug for permanent fitting to the motorcycle. Supplied also are 4 x 4m cables to facilitate quick connection of the charger to the bike: "wheel in place, snap on the cable connector and walk away".

How it works

The control unit takes the feed from the solar panel to 4 separate charging regulators.

Each regulator is current limited, so plugging in a half flat battery to one unit cannot rob the charge current from the other batteries on charge. There are led indicators to show "on charge" and "float voltage".

Features and benefits

- Extends battery life by avoiding deep discharge.
- Quick and easy to connect: no alligator clips, no seats or side covers to remove and refit.
- Easy to install harness: if you can change a battery, you can fit the harness.
- Safe to use: fuse protected harness eliminates potential for accidental shorting of terminals and protects the bike in the event the supply cable is damaged.
- Frees up mains power outlets. Robust cable with external sheath for protection from mechanical damage.

For further Information contact: Chris Zoch PH 02 9674 4984 MOB 0424011767

www.zochys-magnetos.com

chris.zoch@bigpond.com

TAREE RALLY 2016

Friday the 4th of March Col Graham and I made the pilgrimage to Taree for the Taree Rally in what can only be described as picture perfect weather. Three cycles were loaded up on the trailer behind us. Col took his immaculately presented red 1961 BSA Super Rocket and little Goldy his as new condition 1971 Honda CB 250 for my cousin Grant to ride. I took one of my favourites a black 1948 AJS 500 single the same cycle I took to Orange Rally a fortnight prior.

On arrival Col and I performed some maintenance on some of Grants increasing fleet of cycles but due to the heat we were forced to consume cold fluids in quantity to prevent dehydration. (I think we had about a half of a carton each.) Whilst Grant cooked a BBQ and his wife Sue made a number of salad dishes.

Saturday turned out to be another great day and the three of us rode out to the Airport Hotel to commence the rally. First stop was at Johns River for morning tea via Lansdowne and Coopernook where like most rallies there was ample food. Next stop was the North Haven Bowling Club where the judging took place whilst lunch was able to be taken if desired. Both Col and Grant had a lot of good quality competition in their categories. I only had four bikes in my category including mine. After Lunch we travelled home via King Lake and the Bago Road. Not too comfortable on a rigid cycle.

6.30pm and off to the Taree West Bowling Club for the nights festivities. My cycle was in the 1940 to 1949 category and I was surprised to receive first prize. Cols category 1960 – 1969 was soon after and Col received the runner up prize. The three of us were looking pretty sharp at this point in time but were let down when Grant failed to get in the trophies on little Goldy in the category. This soon turned to glory when Grant was called up to receive first place for Best Japanese cycle. We were all pretty chuffed after we had all received recognition. This was complemented by a number of wins in the raffles.

Sunday morning and off to Blackhead for the ride where the club put on a display at the markets for the locals to admire. After an hour or so there we made our way back to Taree completing a successful rally.

Stuart Avery.



**Col and Stuart showing off their
awards at Taree Bowling Club**

Orange Rally 19th 20th 21st of February

I rode my Yamaha XS1100 outfit from Cessnock via the Bylong Valley which is a scenic winding route with very little traffic. I had a trouble free ride arriving around 4 o'clock. Mark had caught a lot of mud crabs this year and there was some left when I arrived a good way to start the rally

The ride was to Neville for morning tea via back roads that only the locals would be familiar with. Along the way I had a recurrence of the throttle butterflies sticking open. I stopped by a marshal and took off the seat and tank as that was the only way to get the WD40 into the right spot. With the throttle working properly I was one of the last to arrive at the school for morning tea. The ladies put on a huge variety of sweet and savoury snacks at Neville School which was established in 1865 during the gold rush days, quite a long way from the coast on horseback across the Blue Mountains.

From Neville it was on to Cudall for lunch and judging. My outfit was up against two Harley Sportster outfits one late model 1200 and the second an '81 model 1000 iron head bike with a Swallow sidecar it was well put together and handled the twisty bumpy roads well as I had followed it for a while.

The ride back took us to the scout camp from the west for a total of just over 200 kilometres. Only a few bikes ended up on the breakdown trailer and no accidents were reported a hot but satisfying day for all involved and the proceeds went to the local schools and maintenance of the scout camp.

We collected 4 trophies/prizes; three bikes get awards in each category but only the first in class gets a trophy. Adrian's 250 BMW and Jamie (AKA Les) Graham's Kawasaki Mach IV 750 got best in class while Dean Faber and Col Graham were also awarded for their fine machines. Our table collected a lot of raffle prizes I was lucky last and won a bottle of red from a vineyard in the Orange region, very tasty.

Clinton Williams

Beeza Bill Worden wanted to take his BSA Goldstar out to Orange this year but was a bit worried the Goldie's high first gear would find it a bit difficult to climb up some of the steep cuttings we come across on our usual route on the ride out, especially climbing up the other side from Wisemans Ferry.

So I said I wouldn't mind taking my blue 62 Bonnie for a change and offered to take both bikes out in the back of the ute. Also I thought it would have been much easier on Bill's back and wrists to make the trip in the cab of the ute rather than riding with rear sets and clip ons all that way. On arrival at Bill's place, and with us being fairly new to putting bikes on the back of a ute Bill had gone to a lot of trouble with planks of wood and a special ramp with slats screwed on to safely load his bike, only for me to give all Bills hard work a miss for an old hardwood plank and a milk crate. "I spent all yesterday building that!" he said, but all went well and they fitted on nice.

The trip out was quite pleasant with the weather being excellent and we met up with a few club members at The Pines Café at smoko time for a cup of tea, and arrived at our destination just in time for Col Graham's special lunch of a large mud crab each, thanks to our good mate Mark Kunz and we washed it down with a couple of cold beers, just terrific! (Well most of us had seafood, but I think Bill must have had some chicken that wasn't plucked very well because he was coughing up feathers all weekend.)

Col and Les Graham again went to a lot of trouble to feed us all with beautiful tender steak for dinner and bacon and eggs for breakfast with cheese and salami snacks in between to have with our beers and we really appreciate what they do for us every year.

The first night some blokes got a really good night's sleep, especially the bloke right next to me, it wasn't just a couple of chainsaws starting up it was the whole bloody sawmill! Unfortunately I had forgotten to get some ear plugs that Dr Mick had offered me earlier, but having said that the next night was much better, with earplugs in place.

Saturday dawned a beautiful day and with no humidity it's absolutely gorgeous compared to home, even a bit cool first thing in the morning. The ride was terrific and about 220km with a great morning tea served at a little school in the countryside and lunch and judging of the bikes at another school.

My bike didn't get a look in for a prize and Bill's Goldie failed to proceed about twenty km's into the ride, but in my division Col won 3rd prize for his beautiful Post Office red Norton Dommie and Dean won second prize with his skirted Triumph Thunderbird, both bikes being outvoted to first place by an overly shiny BSA Rocket Gold Star.

While sitting around under a shady tree during the judging, a whirlwind whipped up and headed straight through the bikes, especially where my bike was sitting. It just so happened that morning I chose to remove the air cleaners and give her a run with the original bell mouths on, needless to say she ran a bit erratic on the way back to base.

This would have to be one of our favourite rallies with about twenty or so club members turning up every year, so think about coming along next year.

Graeme McCulloch.

BIKES AND PEOPLE AT ORANGE



Early morning and the arrival of the oldest bike on the rally a 1928 BSA Sloper



This 1965 Electraglide was bought by the owner in 1967 in a very second hand state; he rebuilt it and has ridden it regularly since then often with his wife on the back. This model is the first Harley to be fitted with electric start and the last of the Pan Head models.



Our table; close to a quarter of all at the dinner. Col is being applauded for winning another award this time only 2nd place as an immaculate BSA Rocket Gold Star got 1st

AHEAD OF ITS TIME - THE MATCHLESS SILVER HAWK

At this year's Orange rally the most outstanding bike of the rally was one most rally goers had never seen before- a Matchless Silver Hawk- one of only three in Australia and the only fully restored example of a very rare and interesting motorcycle. Those who heard it run were very impressed by the modern sound of the engine

Released at the same time as the Ariel square Four in 1931 the Silver Hawk's 592 cc design was a development of the [Silver Arrow a 400cc side valve 18 degree V twin manufactured from 1929 to 1933](#) the Silver Hawk shares a similar frame design and cycle parts, but has a 26 degree fore and aft V with a one-piece [OHC](#) head. The single bevel-gear overhead camshaft runs across the cylinder head and four bores with air cooling are housed in two pairs of cylinders. A single carburetor feeds all four induction ports through a cross shaped induction that produces an uneven feed. A dry-sump oil system is supplied from a steel tank at the base of the front-down tube which bolts to the engine's crankcase. The narrow angle of the V makes it hard to tell that the bike is in fact a V four especially as two chromed headers exit on the right, the left side cylinders feed into the exhaust system via cast iron manifolds front and rear.

As can be seen by the photos below the Silver Hawk was intended for the luxury market with a dash that included a clock and amp meter. It was priced five pounds more than the Ariel so this may have been one reason for buyers to prefer the square four, the Great Depression would not have helped either so 1935 was the last year of manufacture for a motorcycle that was unquestionably ahead of its time.

Clinton Williams



The Silver Hawk had cantilevered rear suspension with coil springs and screw adjusted friction damping. The dash compares well with some modern day machines.

DEREK'S EARLY MOTORCYCLING IN THE 60s & '70s



In South Africa in the 1960's I used to ride a Kreidler Florett to school a 50cc moped a small German motorcycle. Later I did trail bike riding and then after that I became serious about road bikes and The Suzuki 250cc Ram Air GT was one of my first serious road bikes.

Derek Van der Vyver



Thanks go to Derek for sending in these snaps of his early motorcycling days in South Africa. Derek does look serious on his Ram Air Suzuki Hustler it is quite a step up from the Kreidler which would have been a fun run about to learn on. He seems to have moved sideways by then going to the GS 250 but it does have some serious bug protection in the form of that windscreen.





SHACKO'S SHED

This month I had some Pin striping done on my "48 Harley" to personalise it and make it look more cohesive as the plain black guards gave it the appearance of not being finished. After hearing Jamie Shacko Shackleton talk a bit about pin striping one club night I contacted him and asked him to flash up the plain black guards in the style of Von Dutch. The job turned out very well and I got some neat pictures of his rather crowded shed. Shacko is big on flathead motors with two V8 motors waiting to be put into a hot rod body and a tastefully modified 750 WLA which has

ported alloy heads. His soon to be daily drive is an original '53 model Dodge Plymouth Flathead six he does have a couple of Triumph Bonneville's, one sat 'mocked up' in his shed the other is a runner which he planned to ride to Gulgong- it was stored somewhere else on the day of my visit- both are rigid framed. Pin striping by hand is far classier than tape so if you want your classic bike's tank or guards to look original Shacko is the man to see and his work is not expensive.
Clinton Williams



How to decorate a beer fridge complete with ornamental pre unit Triumph top piece



shacko_pinstripping
Shack-o Pinstripping
EMAIL shacko.99@bigpond.com

TRADITIONAL HANDPAINTED SIGNS
& KUSTOM LINE WORK



Shacko's modified WLA

SHACKO'S SHED

Right: The photo depicts some old racers lined up; Woody Woodpecker painted by Shacko and the humorous wood saw with chop shop painted on it.

Below: Shacko's pre-unit Triumph custom mocked up Before further modifications and final assembly



Shacko's Von Dutch style treatment on my front guard and the man himself busy on the rear guard



ANGEL NIETO 12+1 TIMES WORLD CHAMPION

Angel Nieto is a former Spanish motorcycle who competed in the smallest classes of Grand Prix racing from 1964 until 1986. He amassed 90 race wins and thirteen world championships on five different makes of twin and single cylinder two strokes; Derbi, Kreidler, Bultaco Minarelli and Garelli. He also raced a Morbidelli 125 for a season and briefly a Yamaha 250. Being superstitious he always preferred to say he won 12+1 championships.

In Europe small capacity motorcycles were very popular due to the narrow heavily congested streets, low purchase/running costs and teenagers were restricted to sub 250 motorcycles but could ride them on the road at a younger age than in Australia, due to this it is no surprise that the 50cc and 125cc classes were hotly contested by factories to promote their brand. Sophisticated race replica tiddlers were all the rage in the 80s; they had cast wheels, disc brakes, trellis frames and screaming water cooled two stroke engines.

With two 50cc titles gained in '69 and '70 Angel beat Barry Sheene who was riding an ex works Suzuki 125 in a close battle for the '71 title. Sheene praised the Spaniard as being a master race tactician.



Nieto rode Spanish Derbis for the first ten years of his career and again in 1985-86. After a 50cc title on a Kreidler in 1975 he won two 50cc titles on Bultacos in '76-'77 then switched to Italian Minarellis winning many 125 races and two titles, then on to Garelli with similar results.

Though he was never successful at the world level racing in the larger displacements, he won Spanish National Championships in the 50 cc, 125 cc, 250 cc, 500 cc and 750 cc classes.

Nieto won three 50cc Championships and two 125cc championships riding Derbis between 1964 and 1974, this bike is a 125.

Clinton Williams



1984: Angel's on the way to winning his last championship. He won six of the seven races he entered in the 125 class. Note the anti-dive set up on the Garelli's front brake, various forms of anti-dive mechanisms were used on street bikes in the mid -1980s. His riding style seems to have changed along with the bikes, tyres and possible influence of other riders.

BOOK REVIEW

YAMAHA-BY TED MACAULEY

Don't be put off by the bland title of this book as it is a fascinating read for those interested in Grand Prix racing. Ted Macauley was Mike Hailwood's manager for ten years so was closely involved in the sport when Yamaha, Honda and Suzuki competed fiercely for world titles in the sixties and beyond. The championships of Phil Read, Giacomo Agostini, Kenny Roberts and others are dealt with in detail. Having known many riders well he quotes them directly. The book can be read from any chapter that interests you. The riders and their personalities are discussed in more detail than the motorcycles; as you can tell from the extract below this book is far from boring. For the technically minded there is a ten page appendix on the development of the two stroke this revised edition was published in 1983 before Yamaha really started to develop their four stroke motorcycles.



Indeed, Redman had one of the most frightening moments of his career at the Belgian Grand Prix. He recalled later: "I'd got off to a flyer of a start down that cresta run of a road in front of the pits. I moved on as quickly as I could, knowing full well that Phil would be after me like a shot out of a gun. I could only sit there, going as fast as I could, waiting for him to arrive and wondering what to do when he passed. In fact, I must have been going good because I got much farther along the course before he caught me—but then he went by me like the wind. As soon as I felt the draught I tucked in on his tail, but slightly to the side of his slip-stream. I knew all about the two-strokes and their terrible habit of seizing in full flight, and I wasn't going to be caught out. I'd seen it happen too often not to worry about the effects it could have—not only on the man on the machine but on the guy right up his exhausts. Just ahead of me Phil was riding in the usual two-stroke man's style, his left hand hooked gently over the clutch ready to squeeze it in at the slightest feel of a seizure.

"I saw a puff of smoke—hardly discernible, but it was there—come out of his exhaust. I knew what had happened and instantly I knew his bike would seize. I started to swing out of his slip-stream just as we entered the Masta-S bend, a full 140 mph swoop. As I swerved, Phil sat up and pulled the clutch in and though the Yamaha swerved and snaked off its line he stayed aboard.

"I was left with no place to go. I threw the bike sideways, out of Phil's way, but I went off the circuit at about 130 miles an hour. In a split second I was on the grass verge, the bike bucking all over the place. A telegraph pole loomed up and I missed it by fractions, then I missed the wall of a house by about a foot. Don't ask me how but I managed to get the bike back under control and onto the track. Then, still swallowing hard and trying to forget the nightmare of it all, I set off after Mike Duff and Alan Shepherd. My stomach was in a knot and though I managed to get past Alan Shepherd I couldn't catch Mike Duff, who won in record time.

"It was some sort of instinct that told me Phil's bike had seized when I saw that tell-tale puff of smoke. I'd never noticed that happen before. If I had waited for Phil to sit up, indicating that he had seized, I would have

It should be of interest to some members that Torakusu Yamaha whom the company was named after underwent a ten year apprenticeship under the guidance of an English clockmaker. As most of you would know the genesis of Yamaha was in building the finest pianos and organs hence the tuning fork emblem but it wasn't until 1955 that the motorcycle division of the company was formed.

Within months of producing their first motorcycle Yamaha entered the highly prestigious Asama Volcano Road Race and won! The rest as they say is history.

Clinton Williams

AVAILABLE FROM OUR CLUB LIBRARY

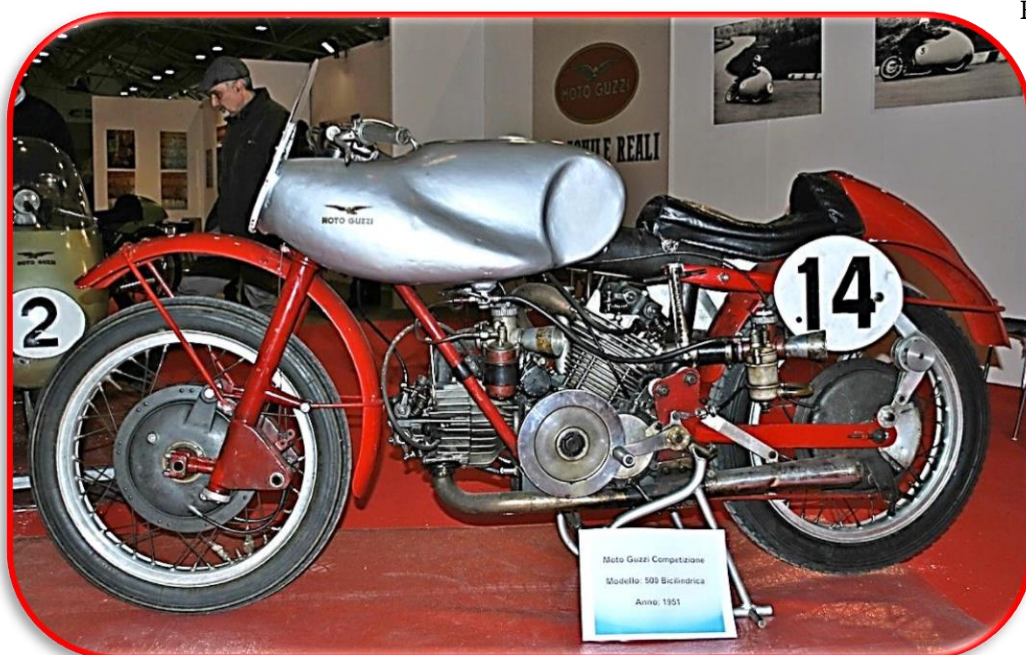


MOTO GUZZI

HISTORY AND ACHIEVEMENTS

The Moto Guzzi Company was founded on March 15 1921, in Genoa. The partners in the company were the renowned ship owner Emanuele Vittorio Parodi, his son Giorgio and his friend Carlo Guzzi. Carlo Guzzi was a former comrade of Giorgio Parodi in the Italian Air Corp. A mutual friend, Giovanni Ravelli, died on a test flight in 1919 and in his memory the wide winged eagle became the logo of the Moto Guzzi brand.

Moto Guzzi quickly established a prominent place in motorcycling including adding the first motorcycle center stand, wind tunnel and later the first eight-cylinder engine motorcycle. Carlo Guzzi's first engine design was a horizontal single that dominated the first 45 years of the company's history in various configurations. Through 1934, each engine bore the signature of the mechanic who built it. As originally envisioned, the company used racing to promote the brand. In the 1935 Isle of Man TT, Moto Guzzi factory rider Stanley Woods performed an impressive double victory with wins in the Lightweight TT as well as the Senior TT. The firm dominated the middleweight classes. The factory won five consecutive 350 cc world championships between 1953 and 1957. By the time of its pull out from Grand Prix racing, Moto Guzzi had won 3,329 official races, 8 World Championships, 6 Constructor's Championships and 11 Isle of Man TT victories. In the premier 500 class Moto Guzzi ran a forward facing V-twin that won many races but was never able to emulate the achievements of the smaller singles.



The final Moto Guzzi 500 V twin from 1949

From 1955 to 1957 Moto Guzzi ran a V8 500, it was water-cooled had double overhead cams and ran to 172 mph. unfortunately the powerful motor was too much for the chassis, suspension and tire technology of the era and mechanical problems also arose although Bill Lomas and Dickie Dale finished first and third in the 1955 Ulster GP that race was not contested by the top line riders. A pair of fourth places by Dickie Dale and a single fifth place by Australian Keith Campbell in 1957 were the

V8's best results in its final year. Much more development was needed but the factory along with Gilera withdrew from competition. Since then the Guzzi V8 has become an almost mythical legend however it was far more successful than Hondas NR 500.



The fabulous V8 with Sammy Miller on board doing some demonstration laps

To cope with its growing success in the 1950s, **Moto Guzzi**'s factory in Mandello del Lario, by Lake Como went vertical. Since it backed onto a range of alpine rocks the company built a three-story final assembly area and a product-validation department. This was a necessary move because land was scarce, , but the bikes were assembled on the third floor, tested on an oval track on the roof, then eased by crane back down to the ground. The irrationality of the Moto Guzzi production cycle would have horrified Henry Ford, but the system was never changed through the years. Then the Piaggio Group took over Moto Guzzi in 2004 and CEO Roberto Colaninno launched a plan to fix things once and for all in 2009.....

One of its most famous models has been the [Le Mans](#). This model was a further development of the V-twin designed in the early 1960s by engineer Giulio Cesare Carcano, designer of the DOHC V8 Grand Prix racer. The air-cooled, longitudinal crankshaft, transverse cylinder, pushrod motor began life with 700 cc displacement and 45 hp– designed to win a competition sponsored by the Italian government for a new police bike. In 1971 the 700 had evolved into the 750 [V7 Sport](#) designed by Guzzi engineer [Lino Tonti](#). The V7 Sport was planned as the first five speed, 200 kg -200 kilometres per hour production motorcycle. It had a more compact frame being made possible by moving the generator, from high between the cylinders and replacing it with an alternator on the end of the crank at the front of the engine. The 750S and 750 S3 followed, but it was the De Tomaso designed 850 Le Mans, with its triple disc brakes and additional displacement, that lived up to the promise of the V7 Sport and really caught the public's imagination. When the Le Mans debuted in 1976 it was among the 5 best performing road bikes available.

Moto Guzzi built a range of goods carrying vehicles similar in application to Harley Davidsons Servi-car between 1928 and 1980 but despite rumors to the contrary none were powered by the 700 V twin.

Although there have been many Guzzis other than the big V twin the long running 500 Falcone has always been a bike with individuality, a few years ago a fully factory restored early model was on display as part of the Inverell Rally unfortunately I lost those photos when my computer's hard drive was destroyed so I included the first and last of the model from the 'net. The early Falcons had an exposed 'bacon slicer' flywheel the last models were more sanitised and used by the Italian Military and police.

Clinton Williams



Dave Jackson's owned from new rare first model Le Mans



From 1950 above to 1974 below Moto Guzzi produced the Falcone a thumping reliable 500 flat single



A Moto Guzzi from the mid-eighties this example which appeared at our February Hub run is a standard no frills version.



HUB RUNS

February; Brian Dyer on his Norton with Frank's BSA side valve single below set against Keith's high tech Honda 1000cc V4 and Lou's earlier 750 Four.



Bruce has been tidying up his recently purchased BMW R65LS. Styling is by Hans Muth who also gave the Suzuki Katana its distinctive look



Sunday 31st January members head off for a ride to Yarramalong

JOKES PAGE



The above photo apparently depicts Hungarian police using an unorthodox method to prevent illegal immigrants from entering Hungary- it seems to be working.

A young man named John received a parrot as a gift. The parrot had a bad attitude and an even worse vocabulary. Every word out of the bird's mouth was rude, obnoxious and laced with profanity. John tried and tried to change the bird's attitude by consistently saying only polite words, playing soft music and anything else he could think of to 'clean up' the bird's vocabulary.

Finally, John was fed up and he yelled at the parrot. The parrot yelled back. John shook the parrot and the parrot got angrier and even more rude. John, in desperation, threw up his hand, grabbed the bird and put him in the freezer.

For a few minutes the parrot squawked and kicked and screamed. Then suddenly there was total quiet. Not a peep was heard for over a minute.

Fearing that he'd hurt the parrot, John quickly opened the door to the freezer. The parrot calmly stepped out onto John's outstretched arms and said "I believe I may have offended you with my rude language and actions. I'm sincerely remorseful for my inappropriate transgressions and I fully intend to do everything I can to correct my rude and unforgivable behavior."

John was stunned at the change in the bird's attitude.

As he was about to ask the parrot what had made such a dramatic change in his behavior, the bird spoke-up, very softly, **"May I ask what the turkey did?"**

And you thought there were no clean jokes left!

An amnesiac walks into a bar. He goes up to a beautiful blonde and says, "So, do I come here often?"

What was on the tomb stone of a mathematician?
He didn't count on this.

I was in a restaurant once and I suddenly realized I desperately needed to pass gas. The music was really, really loud, so I timed my reliefs to the beat of the music. After just a few songs I started to feel better. I finished my coffee, and noticed that everybody was staring at me... That was when I remembered that I was listening to my iPod

Up and coming Rallies

Inverell Motorcycle Restorers Club	15,16,17 April	Contact; Peter 0427286547 or Judy 0427208114
Coffs Harbour & District Motorcycle Restorers Sawtell Beach 'Van Park	27, 28 & 29th. of May	Contact Rob Popplewell on 66534532
Norton Day at Road Warriors Cafe	April	Café 4370 1122
* Maitland Steam Fest featuring a display of bikes from our club is on Sunday 10th April. All interested in attending with their bike should do so - http://www.steamfest.com.au/		

Up and coming swap meets 2016

Motorcycle Only Swap Meet & Motorcycle Expo, Gloucester Showground	Saturday April 30th. & Sunday May 1st	Contact Sam 0417856201
Goulburn Swap	Sunday 3rd April	

Guide only check internet for further details

CCCMCC REGALIA

Hats	\$20
Polo shirts	\$30
Hi-Vis vest Velcro	\$20
Hi-Vis vest zipper	\$30
Jumper	\$35
Jacket softshell	\$65
Stubby holder	\$10
Coffee mug	\$15
Beanie	\$20

For regalia orders phone Allan Hawkins 0404 867 846 or Allanhawkins2@hotmail.com

ATTENTION

Allan Hawkins is offering his shed as a club workshop beginning on the first Saturday after the Hub Run from 3pm. Tools, work space, knowledge and coffee/ tea will be available to club members free of charge. Club members are invited to bring their bikes or part thereof and get some problem solved. It's a new idea and a good one so let's see how it works.

WORKSHOP DATES: 2ND APRIL; 7TH MAY; 4TH JUNE.

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

APRIL

- Sun' 3/4 Brush Rd to Terrigal, Avoca, Empire Bay – Woy Woy Fish & Chips
- Wed' 6/4 Pokolbin Village (or Broke) Morning Tea – Jerry's for Lunch
- Sun'10/4 Swansea McDonald's – Budgewoi Fish & Chips
- Wed'13/4 Jerry's Morning Tea – Pie in Sky for Lunch
- Sun'17/4 Spencer Morning Tea – Jerry's for Lunch
- Wed'20/4 Freeman's Morning Tea – Stockton Pub for Lunch via Industry Dr
- Sun'24/4 Freeman's Morning Tea – Dora Creek RSL Lunch
- Wed'27/4 Pie in Sky Morning Tea – Jerry's for Lunch

MAY

- Sun'1/5 HUB RUN Woodberry Park Wyong
- Wed'4/5 Spencer Morning Tea – Wisemans Ferry Hotel for Lunch
- Sun'8/5 Jerry's Morning Tea – Patonga for Lunch
- Wed'11/5 Jerry's Morning Tea – Weston for Lunch – return via Sandy Creek Rd
- Sun'15/5 Road Warriors Morning Tea – Pie in Sky for Lunch
- Wed'18/5 Road Warriors Morning Tea – Pie in Sky via Berowra ferry & Galston Gorge for Lunch
- Sun'22/5 Freeman's Morning Tea – Wangi RSL for Lunch
- Wed'25/5 Freeman's Morning Tea – Nelson Bay Fish Shop for Lunch
- Sun'29/5 HUB RUN Woodberry Park Wyong

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.