

The Flywheel



The Bi-Monthly Journal of the Central Coast Classic Motorcycle Club
Now on line@ WWW.cccmcc.nsw/home



Steve Cooper with his BSA SS80 which ran faultlessly on the ride to Graman
note the 250's big sister Rocket Three behind

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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Rally Co-Ordinator	Vacant	
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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 the preservation, restoration and use of Veteran, Vintage and Classic motorcycles.

President's Report



The recently started workshop days have been well received by members who have attended. I was unable to attend the first one held on 2nd April owing to a family commitment in Tamworth but I managed to get along to the next one on 7th June.

There were 13 members present and much time was spent chatting about this and that. We also managed to conduct a “think tank” as to the best way to strip down the hub on a 1955 James back wheel that I brought along. As a joke, Ian handed me a 2lb hammer and said “That’s what you need”. I dismissed this as nonsense.

After a few futile efforts to remove the bearings and spindle, guess what? The 2lb hammer was indeed the tool of the day. Thanks to all for your thoughts and help with that project. The wheel has now been to the blasters and is ready for painting. After that I will be looking at the front wheel.

Ian gave a demonstration of lead-wiping which had the audience spellbound. Looks simple when you know how. Thanks Ian. If you’re having a problem with your bike why not come along to the next workshop on 4th June?

The Club Display planned for the Maitland Steamfest Show and Shine was cancelled owing to a lack of communication from the organisers (Maitland Street Rodders). In spite of that Merrilyn and I went up and had a look around. Reports in the Newcastle Herald said that 80,000 people attended over the two days. I reckon they were all there on the Sunday! As we drove through Kurri we followed a bike with the rider wearing our club vest. I guessed it was Doug Pender as he lives at Weston. Saw the bike parked at Maitland Park but didn’t see Doug anywhere. Glen Shipway was also there – but didn’t see him either.

We watched Brian Zeederburg and his Tiger Moth mates fly over and then headed to the station for the four steam trains to arrive. Could hardly move there. Speaking of Tiger Moths, Brian has offered a prize for a Tiger Moth flight for Saturday 10th September at Luskintyre. We are holding a raffle for club members, tickets \$5. You can get them at our meetings or hub runs or contact me.

The rally committee is now preparing for the 2016 Pelican Rally. It was decided that a format similar to last year will be followed. Be prepared to put your hand up for the many jobs involved in running a successful rally. It will only happen with your help.

We have also been looking at the club web site and tidying up a few things. This will be ongoing for a while so check in regularly to see what’s different. We’re also looking at making the *Flywheel* easy to email as it will cut down on production and postage costs. Have a look at the web site for issue 163 as a sample.

New Members: A warm welcome to Steve Gardiner and Ben Brouwers.

Ride safely,
Mark Gattenhof

EDITOR'S REPORT



I've had a busy couple of months having been to the Inverell and Singleton rallies both of which were attended by a good number of club members I've sorted my Ultima/Harley Davidson special so it rides a lot better and will not break any more shock absorber bolts the job of printing the magazine will become easier as the committee has decided to only print hard copies for members who request them and the printing may be done by office works as toner for the new black printer must be genuine and at \$146.00 a cartridge the cost is high. However it will be possible to get the Flywheel on line and if you want print it out yourself at home.

I've also bought a smaller V twin Honda with a sophisticated water cooled 3 valve twin spark per head motor it is a 1983 VT500 which was the successor to

the CX500 but with the motor aligned fore and aft I will also be getting a spare VT500 to go with it all for \$1,100. All I had to do was fit a new battery and change the oil and filter and it runs well despite having 80,000kms on the clock after all it is water cooled and a Honda. Second hand bike prices are relatively low these days and with winter coming on will stay that way until Spring at least.

I hope everybody is enjoying the fine cool weather we have been having lately

Enjoy your riding Clinton Williams

A nicely restored BSA 175 Bantam spotted at Freemans Waterhole recently

Proposed changes to the 'Flywheel' distribution:

The *Flywheel* will be available to all members who have access to, and can operate a computer.

Those who have not or do not want to go that way can still obtain a **black and white copy** at the General Meeting or the following Hub Run.

A copy of the **Rides list** will also available to anyone who cannot print his own.

Those who cannot obtain a Mag. copy either way and have a reasonable excuse can still receive their copy by mail.

The reason for these proposed changes is that the magazine colour copies work out at nearly \$5 each copy which takes too large a slice of the annual subscription fee.

Please let us know if you have objections, or even more brilliant ideas on how to save a fair bit of money, before the next Committee Meeting.

Barry. barryallertz@gmail.com



General information

Vincent's stolen

I am saddened to report the theft of the following TWO Vincent Motorcycles from a property in Whitebridge, NSW, Australia sometime between February 2 and March 20, 2016.

The theft has been reported to the New South Wales Police who have assigned their event number E60733503.

Given the value of these bikes they may now be anywhere – so if you become aware of a 'new' Vincent appearing in your area or a sudden rash of (God forbid) Vincent spares being offered for sale it would be greatly appreciated if you could discreetly check if they could possibly be one of the following bikes.

1. Vincent Black Shadow 1950 C Series.

F10AB/1B/5409

UFM RC7309B

RFM RC1/10171/C

2. Vincent Black Shadow 1955 D Series

F10AB/2B/10851

RD127518

If you even suspect that you have come across either of these bikes – or parts from them – please IMMEDIATELY contact your local police providing them with the details of what you know and the information about the bikes contained in this message. You may also make contact with the distressed owner, Mr David James, phone 0408 508 608 or by email to davidjamesag@gmail.com

For Sale

I have a tool box with Whitworth, A/F and SAE double open end, and double end Ring spanners, Sidchrome made in oz,

Plus 1/2" drive sockets in boxes as above sizes also 1/4" drive set but of a Jap made set, but not complete. All tools in good condition but boxes are well used.

Ideal for British M/C and someone who is just started to have a go and learn the finer points of motorcycling?

Open to offers

Contact John Mills 43843189 after 5.00 pm

I'm sure you have all seen Ray Perry's Red Triumph high piper at MacDonal's of a Sunday morning. It was painted by John Fielding who can also panel beat any dints you may have. The quality of his work is first class and priced reasonably John can be contacted on 43925897

> Wanting to buy

> Honda four parts> CB750 single cam parts> Anything from complete bikes to nuts and bolts.

> I am building a cafe racer, I have a 1976 frame and a tank and seat so I am looking for everything else.>

If anyone would like to help out building or learning about building a bike please contact me.

> Regards> Allan Hawkins

> 0404867846

> Allanhawkins2@hotmail.com

One of the biggest names in motorcycling... 'NICOLAS VASSILOPOLIS' is also a big name in the art world of painting. For those who may not know it Nic creates some wonderful sea scapes among other types of painting and at the most recent 2016 Gosford Annual Show he was awarded

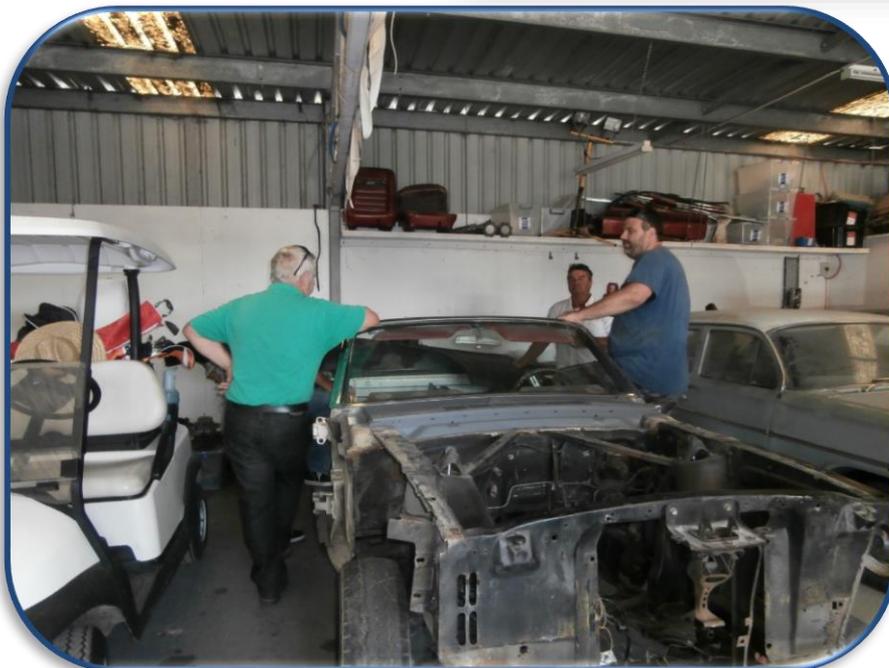
FIRST PRIZE for the people's choice.

His paintings make excellent Christmas and Mother's day gifts too.

John Goodwin of Umina has passed away. John was a past member of our club, ill health forcing him to retire in 2014. He was also a past member and past President of the Classic & Enthusiasts MCC of NSW. Our thoughts go to his partner, Wendy.

ALAN'S SATURDAY GET TOGETHER

A few photos from the first Saturday workshop/get together at Alan's industrial bay at Tuggerah read more about it in the President's report.



Trials riding as it was in the UK

While going through my bookshelves, I came across a couple of photo's, that took me back to the late 1950s and 60s finding my 250cc Greeves

This was bought as a Scrambler in race trim , megaphone exhaust with the sound and speed , I thought I was in with a chance , but up against Dave Bickers, Don Smith and many more of that era I had no show, but still the time in hospital and time off work, I had changed my mind of going fast?

Never mind, I did have a couple of years of riding old bikes in Sunday trials, also a couple of cups now on the shelf. The Greeves looked good and a few mods I decided to get the newer bike into trials trim

First up change the caster angle on the steering head, this looked easy enough as the top and bottom fork yokes were only 1/4 " plate and the top was a boomerang shape removing it and reversing it tucked the front wheel in to shorten the wheel base with a slight help from a brick wall to adjust the lower yoke.

Next the exhaust, some bright person made up a square sectioned pipe to follow closer to the barrel and a couple of kinks up and around the air filter and onto a Peco stubby muffler tucked in after the rear shock unit, all made up from panel steel and the help of some cardboard patterns and the header flange from the old megaphone, all welded up in the lunch break at work. What no chrome! A splash of silver wheel paint what more do you want?

The most expensive parts the tyres, yes I had to fork out for these, I found the gearing worked well in most places other than the longer road work.

Photo's I have came from the next type of camera up from a Box Brownie , same film type 12 shots black & white and you had to wait to finish the film then take it to the chemist ,wait a further week or more to get them back ?

On the trials ,local ones were held in old sand pits and the club who were organizing it spent the Saturday putting up the tapes around the observed sections, and a marshal would mark you if you put your foot down stopped in the section, crossed the tapes, if you got through clean you lost no points, least points won .

Other clubs ran a road trial with sections through natural sections i.e. ditches, rivers, woods, also farm yards on one I remember PIGS come to mind this would cover 20 - 30 miles plus the trip from home and if your bike survived back home , Trials were run in the cooler months, so rain ,snow , and frost were the norm .

We wore crash helmets to and from the trial but caps and beanies were OK on the actual trial even on the roads .We enjoyed our weekends as the number of clubs that ran trials were many, and we had no mobile phones [how did we do it?]

John Mills

John's Greeves 250 trials machine at rest and in action ridden by a professional rider



INVERELL RALLY 2016

On Thursday April 14th I fired up my Harley Ultima engined custom and headed for Inverell a day earlier than usual. The weather and road conditions were fine and I arrived at Bundara pub around 4.30. Trevor, Don and Peter Donaldson were already there and it was clear the new owners had given the ground floor a makeover with American Indian spirit catchers about the place and new furniture and a hippie type lady in charge the price per person had dropped from \$40 to \$35 which was a welcome change.

On the Friday we headed in to the Pioneer Village to register and collect our gift packs which contained a bottle of Flash Lube - very handy for classic bikes - a Penrite pen and a polishing cloth as well as Penrite stickers, info about Inverell and a discount to the local motoring Museum so as we had been to Tingha before Steve Cooper and the rest of us went along to the museum. The bikes and cars were housed in a massive shed with plenty of early cars and a good collection of bikes stacked up in one corner. The all red Guzzi Falcone 500 from the tractor owner's collection was in a corner along with a good collection of old and rare bikes.

The next day we all met up again at the Village where over 200 bikes were registered for the ride this issue's front cover shows Steve and the ex-Beezer Bill 250, in the background is one of two very tidy Rocket Threes the pictures opposite give you an idea of the quality (bar the scrapyard special) and variety of machinery at the rally. We all made our way to the large farm machinery and tractor storage area mentioned earlier possibly the agricultural twin or parts thereof originated from here. It was then on to Graman for lunch with only two bikes needing the breakdown trailer. It was an enjoyable ride for just about everyone.

We spent a third night at Bundara then Peter and I rode home while Trevor and Don trailered their older bikes. The ride back was enjoyable apart from the rain which hit ten km's North of Singleton it was only when I got home that I realised I'd broken another rear shock bolt but as the soft tail has two shocks I hadn't noticed the break. Thus ended another good biking weekend away with some work ahead on the custom.

Clinton Williams



Some bikes from the Inverell Motoring Museum the green XT500 middle top shelf was a John Deere model probably a one off; below a Czech Eso speedway engine in a Manx Norton chassis and a Dick Mann built Triumph flat tracker.



INVERELL RALLY 2016

This creation would get the trophy for most original motorcycle; a turbo charged fore and aft parallel twin. The spokes in the front wheel are conrods, the tractor seat has all natural self renewing lichen padding the motor was once stationary but not now. No expense was lavished on the paintwork.



Right; A couple suiting up for the rally, sensibly the rider is putting on a kidney belt to handle the rigid rear end of the old BSA Sloper.



Left; this perfectly restored Honda MVX 250 triple was ridden by a lady. She and her husband spent \$1,500 on two bikes and a further \$6,000 to get this result, a rare machine worth easily that amount.

SINGLETON RALLY 2016

This year the sun shone on Singleton and we enjoyed a good ride through the backroads to Jerrys Plains. There were plenty of classic bikes and the weather was terrific. Kim and Sheryl, Beezer Bill, Frank and Brian Dyer, Doug Pender, Peter Donaldson and myself represented our club Kim riding his Ariel Square Four, Brian on his Norton Commando and Bill on his freshly rebuilt 350 showed that we have a good variety of true classics. Bill won the spurious trophy of Best Barn Find.

The Singleton rally generally attracts Indian side valve V twins along with British and Japanese machinery as well as European makes like the very tidy 250 Ducati.

It is not too long a ride from the Central coast to do the rally and return home the same day or you could stay in Singleton as Peter did. The next opportunity to see many of these bikes is the three club ride in spring it is less a rally than a well organised catered ride. The roads are pretty much free of traffic and for the most part in good condition with plenty of twisty bits.



Left; a neat Z1000 which came standard with the Kerker exhaust system, the silver Commando next to it is in extremely good condition



An Indian behind a very tidy Yamaha 650 trail an immaculate silver Norton and a Honda Four head out on the long ride

SINGLETON RALLY 2016



The owner of this very tidy late model Meriden Bonneville bought it for a mere \$3000 only a tank respray was needed to get it into this shape



Peter and Doug listen to the organiser's directions before we headed out; note the beautiful Ducati 250 single



GRETA SHOW 2016



Left: Triumphs were popular this flat track styled 750 was well put together. Above: this 350 Ducati scrambler was one of two neat singles, this model has currently been revived with a V twin motor.



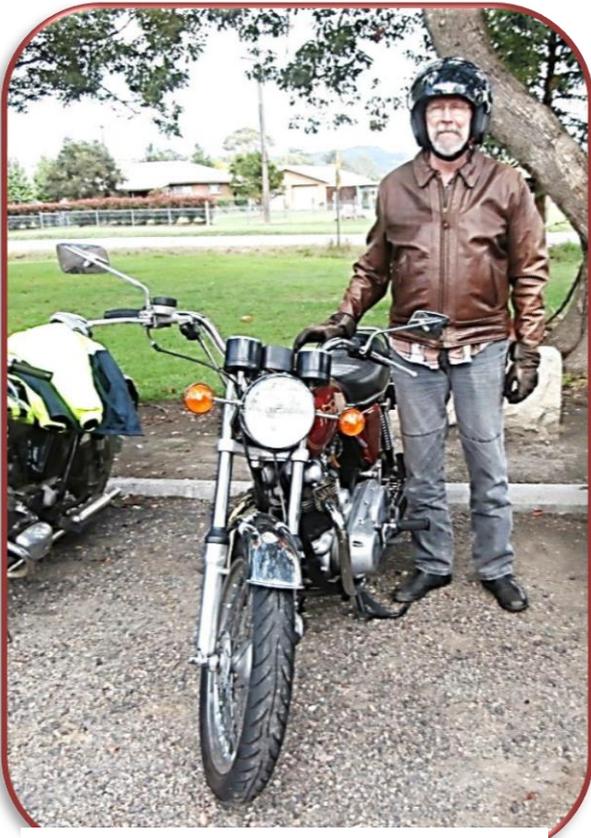
Below: This Horex twin port 350 single Regina is probably a 1952 model, a



Left: Another unusual bike on display a Hercules Wankel Rotary of 300cc capacity produced by DKW from 1974 to 1977.



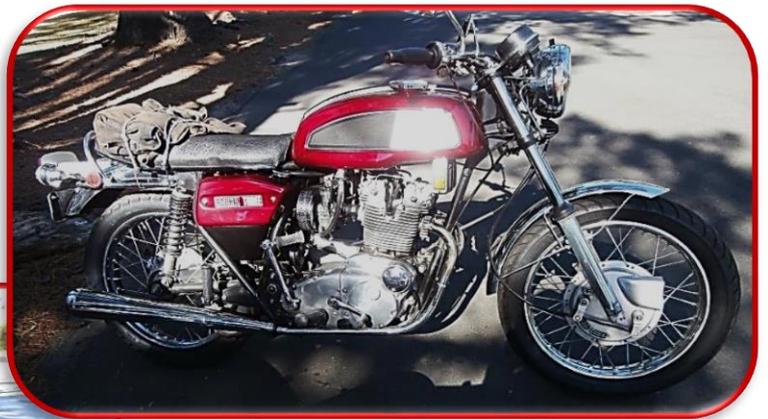
HUB RUNS AND JERRY'S



Mick Donoghue riding again in March



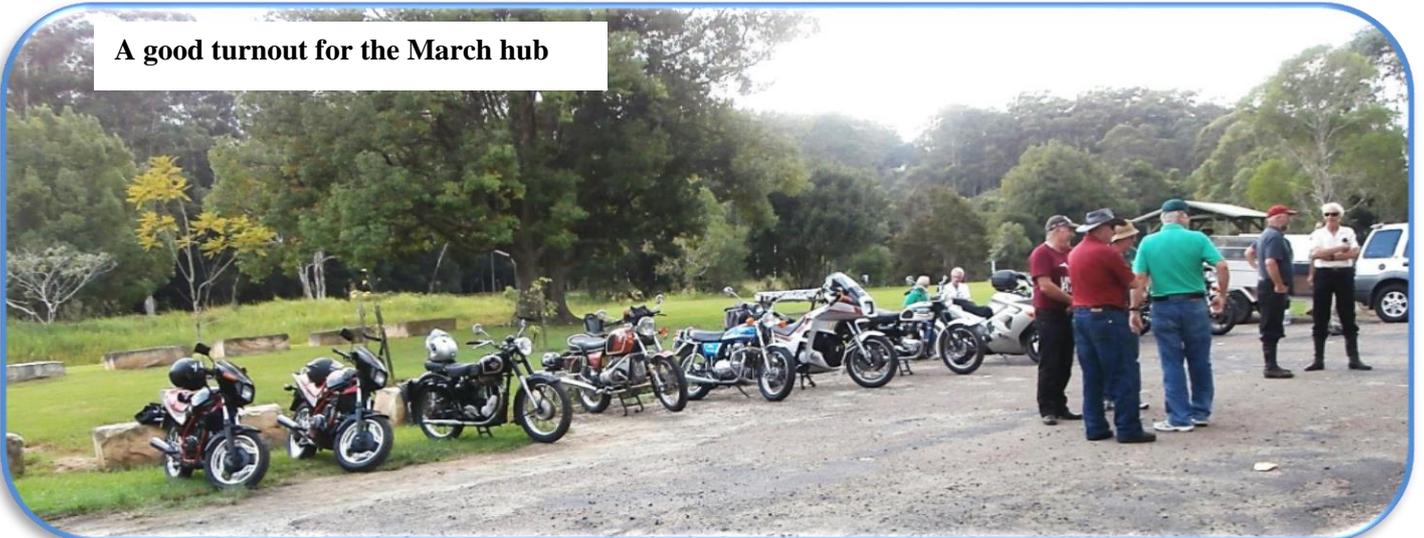
Ray and his R100 RS BMW at Jerry's on Friday 13th May alongside an 1100 Suzuki Katana



Left; Neil's BMW R75/5 and Bob's BSA Rocket 3. Above; shortly after Bob left another rocket 3 took his bike's place this one being one of the last made and the rider has owned it from new.



A good turnout for the March hub



TEETHING PROBLEMS

Teething problems; we've all had them I'm writing about the problems that crop up when you get a motorcycle on the road whether it is brand new, "fully reconditioned" by its previous owner or by you or merely a second hand machine in good nick. The story of my custom Harley's suspension bolts prompted me to write this piece

Just because it is brand new does not mean it will be trouble free; for me the prime example of this was a 1975 Banneli 650 Tornado I bought from "Burglars and Stealers" on Parramatta road. It ran out of fuel at the first petrol station on my route, convenient but I can't help thinking that the bike shop planned it that way to save money. The bike was atrocious. I curse Two Wheels magazine for giving such a badly designed bike a positive write up. This bike had endless teething problems- the gearbox locked solid after 3,000 kms which was just out of warranty and things never improved. The poorly designed bike had a hole knocked in the piston by a valve when a needle roller little end bearing broke up 18,000 kms only 7 months after I bought the bike. Thank goodness there are very few shoddy makes being sold today

I now have more mechanical knowledge and have the ability to solve many problems before they become terminal. A few years ago regular readers may know of the "fully restored" 1973 Kawasaki 500

I bought for a good price. Once I'd fitted the 2 stroke oil pump and put a few kms on it I set off for a proper shakedown ride to Jerry's via the expressway returning via Wollombi. Upon arrival at Kulnura the ignition key had jumped out and gone AWOL, I had already got a spare cut. The sight glass in the oil tank had worked loose and was leaking 2 stroke oil I tightened it up, the bike had consumed too much petrol and oil as the carbs and oil pump were not tuned, I completed the trip but was disappointed with the performance and shortly after sold it to Bob Orr for a profit. Since Bob had access to a proper workshop and plenty of spare carbs, coils and other parts that came with the bike he was able to complete the restoration; this time using new pistons, that was the main reason I only saw 80 mph on the speedo, Bob also installed the best of the coils and used carbs using plenty of midnight oil. That story had a happy ending for me and Bob is pleased with the bike which looks and goes very well now.

Nowadays it is almost unheard of to have a major problem with a new bike- but my Sportster was sadly lacking in rear damping and clearance over speed humps like the ones at MacDonald's, unfortunately HD still use inferior suspension. I fitted new inch longer Aussie made Ikon shocks and solved that problem.

Royal Enfields now made in India have improved a lot but not so long ago they were poorly assembled and problems quickly arose if they were ridden even moderately hard. The first shipment to Australia was packed in straw! This cost the importer to have the straw removed and bikes fumigated.

Things like replacing the shock absorber bolts in my Harley Custom are to be expected as the previous owner had only ridden the bike twice since installing an out of the crate high horsepower motor into a custom made frame with some used components. I have been careful running the motor in and after just over 4,000 kms and three oil and filter changes it has been mechanically sound; a broken throttle cable which Bruce helped me repair and a fuel filter which has twice started to come unscrewed are the only other problems I have had. The broken throttle cable almost left me stranded but I was able to operate the throttle by pushing on the exterior throttle arm and steering with my left hand for a few kilometres.

When reading *Classic Bike* magazine I have read many stories with photos of a finely restored BSA, Triumph or similar old bike the story often tells of the bike seizing on the first test ride, poor jetting, blast grit in the motor, faulty assembly, many are the causes- the owner then patiently stripped and rebuilt the bike to concours condition. I have heard similar stories from club members; like the late Ross Cleary fitting Triumph piston rings upside down thus no compression as they are tapered slightly- all part of motorcycling; fun to talk about after but not at the time.

The old Harley rider's saying "*If it's not broken don't fix it*" does have a grain of validity in that often when you take off a worn part you uncover more problems than you originally had which in fact were none if the bike was still running before you started to fix it. However the reality is a worn part can give up the ghost anytime leaving you stranded far from assistance. So fix the problem in the security of your own garage. Cleaning your bike regularly is good maintenance as you tend to notice loose or worn parts while polishing the machine.

Clinton Williams

Harley Davidson soft tail shock bolt breakage cure.

My Soft Tail Custom has broken two drive side rear shock mounting bolts in 4,000 kilometres. The builder had fitted a lowering kit to the shocks and chain final drive to the more powerful 120 HP Ultima 1853cc engine. He had set the rear suspension at its lowest point thus the longer shocks put more leverage on a mounting system that was not well engineered. The sturdy looking 5/8th bolts have no support on the outside of the shock eye and the bolt shoulder stops flush with the edge of the mounting bracket thus the bike's weight is supported by the thickness of the thread depth 8mm vs 14mm shoulder. The photo shows the custom bolt that snapped on my ride to Bendemeer- the genuine Harley Davidson bolt snapped on the return from Inverell- the third bolts are high tensile the first one is 6mm longer and a corresponding hole has been bored into the mounting bracket on both sides so now the full thickness of the shoulder will support the shock absorbers. I also bought two high tensile bolts for the front mounting points but as they are Allen head bolts and I was unable to fit them as there is not enough space to use an Allen key.



The first two sets of bolts weren't up to the job; the second pair will be the longer bolt supporting the rear and going into the swing arm so the whole thickness of the bolt supports the shock.

I have screwed in the ride height adjusters about four and a half turns and the ride is better. I've put over 200kms on the bike since fitting the new bolts and all is fine. I've also fitted a new 10mm narrower rear tyre as the original 150 wide item made occasional contact with the chain this was an unsorted custom so these problems were not uncovered by the original owner.

Clinton Williams



JOKES PAGE

**Took the wife out to dinner last night, we had roasted pelican.
The food was great but the bill was enormous.**

**A doctor gave a man six months to live but he couldn't pay his bill in that time so he
gave him another six months**

It was George the Mailman's last day on the job after 35 years of carrying the mail through all kinds of weather to the same neighbourhood. When he arrived at the first house on his route, he was greeted by the whole family who congratulated him and sent him on his way with a tidy gift envelope.

At the second house, they presented him with a box of fine cigars. The folks at the third house handed him a selection of terrific fishing lures.

At the fourth house, he was met at the door by a strikingly beautiful woman in a revealing negligee. She took him by the hand, gently led him through the door, which she closed behind him, and took him up the stairs to the bedroom where she blew his mind with the most passionate love he had ever experienced.

When he had enough, they went downstairs and she fixed him a giant breakfast: eggs, potatoes, ham, sausage, blueberry waffles, and fresh-squeezed orange juice. When he was truly satisfied, she poured him a cup of steaming coffee. As she was pouring, he noticed a dollar bill sticking out from under the cup's bottom edge. "All this was just too wonderful for words," he said, "But what's the dollar for?"

"Well," she said, "Last night, I told my husband that today would be your last day, and that we should do something special for you. I asked him what to give you. He said, 'Screw him. Give him a dollar.'

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

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

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

Then the police officer looked at the passenger and sees the other nun shaking like a leaf.

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

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

Two guys were roaring down the road on a motorcycle when the driver slowed up and pulled over. His leather jacket had a broken zipper, and he told his friend, "I can't drive anymore with the air hitting me in the chest like that." "Just put the jacket on backwards." His friend advised. They continued down the road but around the next bend, they lost control and wiped out. A nearby farmer came upon the accident and ran to call the police. They asked him, "Are they showing any signs of life?" "Well," the farmer explained, "the rider was until I turned his head around the right way!"

A man walks into a barber's and asks how much for a haircut?

The barber says Twelve dollars

And how much for a shave?

Ten Dollars

Right shave my head.

Rockers Forever

Once upon a time it was all so simple, all so straightforward. There was you, your bike and your mates – and pretty much that was it! Oh, sure there were other important stuff too – music, girls, ice blue jeans and looking right – but all that came naturally.

Everything just dropped into place. The only things that really mattered were power, chrome, finned cylinders, glorious alloy tanks with Monza caps and clip down straps!

No one had your personal details on a computer, no one was going to clone your credit card, people you'd never heard of didn't try to sell you stuff you didn't want and didn't need every minute of your life, the boss was the boss and you weren't, and no matter who your mum and dad voted for, the Government got elected and got on with everything without bothering you!

There was only one television channel and, anyway, the picture was dreadful and the programmes were worse – and it all dissolved into a little white ball at 10pm.

Heaven knows you had more important things to do – like mess with your mates, listen to the latest records, cadge a couple of bob off your mum for a packet of fags, and flick through mucky black and white bike mags, trying to decide on a chrome peak for your headlight or bacon slicers for your front wheel! Best of all the cafes were warm, the juke box was always playing and the roads were empty—and the fastest thing that wasn't you would be a Mk 2 Jag. It was raw, it was exciting and it was about being alive rather than just existing.

Is this just nostalgia? Well yes – and it's none the worse for that. What's so wrong with nostalgia? Maybe it's time to get a bit selective, at last, and start sifting through all the nonsense that we are bombarded with, day – in and day out! Time to say no thanks mate to Justine {bloody} Bieber, mobile phones, skinny lattes and some plastic wrapped bike that does a mad 200mph, time to turn back to The Troggs, The Dave Clarke Five and the Ace Café and a real honest – to goodness bike made in Britain!

The last bit is, of course so important; so fundamental; when did you last spend a jolly Sunday afternoon just fiddling with a Kawasukiyonda? And have it sorted so that you could go to work on it first thing on the Monday. Daft question. You can't swap the exhausts and pegs and the tank and the bars and the seat on an utterly characterless, one – of – a – million - made – this -year - Oriental –screecher. Not unless you've a degree in astrophysics, a workshop that NASA would be proud of and a budget that stretches from your front door to the end of the street.

No, it's time to peel away the nonsense, dump those iphones, and get back to basics – and the basics are: One large capacity British bike with a soul, one shed with a set of spanners and a hammer, one dealer who can supply everything to make the bike really yours, one black leather jacket with studs and a few badges, one girlfriend with a nice smile and her own chewing gum, one steamy -windowed café, with sickly tea and a great juke box, 10 bob in your back pocket and a dozen mates who understand all the above, and that's it! Two sugars in mine luv!

Contributed by George Burroughs



Up and coming Rallies

27,28,29th May2016	Coffs Harbour restore and ride	Contact Rob Popplewell ph 0266534532
21,22,23rd May 2016	Unapproachable Norton rally	Nundle contact president Reddo Ph 0410070541.....
18,19th, June 2016	Debenham Winter Rally	Moss Vale contact Merle Graham ph 0246327202

CCCMCC REGALIA

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

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

Brian Zeederberg has offered a flight in a Tiger Moth from Luskintyre airfield for Saturday 10th September. A raffle is being held for members with tickets at \$5 each. Available at club meetings and hub runs or contact Mark Gattenhof.

WORKSHOP DATES: 7TH MAY; 4TH JUNE. Phone Allan Hawkins 0404 867 846

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

CLUB RIDE DAYS

JUNE

June 1st Wednesday Spencer M/Tea Wiseman's Ferry Hotel for lunch

June 5th Sunday Brush road Ourimbah Terrigal Killcare Woy Woy Fish and Chips

June 8th Wednesday Jerry's M/Tea Pie in Skye for lunch

June 12th Sunday Swansea Macca M/Tea Budgewoi F/chips for lunch

June 15th Wednesday Freeman's M/Tea Wollombi Jerry's for lunch

June 19th Sunday Corrugated cafe M/tea Jerry's for lunch

June 22nd Wednesday Berowra Waters Cafe M/tea via Galston Gorge to Brooklyn F/chips

June 26th Sunday Freemans M/tea round the lake to Swansea Pelican Shores for lunch

June 29th Wednesday Jerry's M/tea Wollombi Weston for lunch

JULY

July 3rd Sunday **HUB RUN** Tiddlers day 250cc or less. 😊 All welcome

July 6th Wednesday Freeman's M/tea Mulbring Kurri Kurri East Maitland to Morpeth for lunch

July 10th Sunday Corrugated cafe M/tea Pie in Sky for lunch

July 13th Wednesday Pokolbin Village M/Tea Jerry's for lunch

July 17th Sunday Patonga via Mt White

July 20th Wednesday Freemans M/tea Patterson Hotel for lunch

July 24th Sunday Spencer M/tea Jerry's for lunch

July 27th Wednesday Road Warriors Pie in Sky for Lunch

July 31st Sunday **HUB RUN**

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