

The *Flywheel*



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



Tony Altavilla on his BMW R75/6 complete with Germanic style helmet- sent in by Neil Crocker.

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

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Sunday Runs	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



One of our newer members recently asked the question “What is the purpose of the club?” He wanted to know whether it was just to provide a series of rides for people to go on or maybe just a means for people to register bikes under the Historic Vehicles Scheme (HVS).

On the surface it seems a simple enough question and each member probably has their own idea of why they joined the club in the first place.

The aims and objectives of the club are as follows: “To provide an association for people interested in the preservation, restoration and use of historic motorcycles. The club provides varied social activities for members and the provision for members to register machines under the Historic Vehicle Scheme conducted by Roads and Maritime Services, New South Wales (RMS)”.

Looking back to the beginnings of our club reveals a group of very dedicated members who strived effortlessly to achieve the above aims and objectives. Many of these members were husband and wife teams who all pitched in and made the club work as it should. The Wisharts, the Browns, the Sucklings, the Askins, the Whatmoughs, the Cochranes, the Hardings, the Newcombes, the Reynells, the Nords and the Gattenhofs to name but a few.

These people made sure that the club worked well and had fun at the same time. Not only on the local scene but travelling far and wide to other club's rallies and events where the other clubs soon came to know that crazy bunch from the Central Coast clearly identified in their green shirts. We were a group – a vibrant group.

So what's changed? There seems to be a general apathy amongst the current members. Judge for yourself. How many wives do you regularly see at a meeting or event? How many hands are raised at a meeting whenever someone is asked to take on a particular role? The Bendemeer weekend has been abandoned this year owing to a lack of interest from the members. The club display for Maitland Steamfest only attracted responses from four members before it was abandoned. Some of our members only attend the Pelican Rally as a rider – not a worker.

And then there is that group of people who only join for the purpose of registering their bike on the HVS. At the time of writing there are 73 members with bikes on the HVS. Last year the committee re-introduced the “Four Ride” Rule whereby members with bikes on HVS are required to attend a minimum of four designated events each year (November-October). There have been 9 of these events so far this year and there are 11 members who haven't attended any yet. Some may have a valid excuse such as poor health and the committee is aware of who these people are – but what of the others?

The future of this club is up to you. It will only work properly with your help.

New Members: A warm welcome to Michael Ryan and Mark Richardson.

Ride safely,

Mark Gattenhof

EDITOR'S REPORT



Hi everybody. I would like to thank all those who contributed to this issue of the Flywheel. I was out of recent photos and the weather has been lousy since I started printing the magazine so I asked Mark to put the word out that I needed copy and photos especially for the front cover, I know you would not want to see me and one of my recently purchased classic bikes on the cover as I have already been there; the photo of Tony on his BMW is good even though there have been plenty of BMWs on the cover before. When I took over as editor I wanted to have a different club member with their bike on each issue. Barry Alertz sent in some art from Amsterdam that he thinks could be our future; a bit grim especially the motorcycle.

Dave Young also sent in a piece on two strokes and his most recent purchase- a Suzuki Titan. The more club content the magazine has the more relevant it is to our club so I am very pleased to see this issue has 15 pages that are in that category.

I've been away to Thailand for a few weeks on a 'dental' holiday; there were a few nice modern bikes getting around there, Triumphs and Ducatis which are now made in Thailand. I checked out a show room for small Chinese imports and came across the Vespa outfit in this issue; a bit of a laugh really.

My VT500 is going well; I've put a new front tyre on it and had the seat recovered; notice the almost identical front brake on the VT compared to the Mugen/ Honda V1000 which I found on the 'net. There is a whole page on my Kawasaki Z1300/HRD outfit further on so I won't bore you with more details on that here.

Winter will soon be over and we will have more warmth and daylight to get out and about on two wheels I hope to see you soon. *Clinton Williams*

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 hard copy but you must let Mark Gattenhof know so a copy can be printed for you.

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

Those who cannot obtain a mag 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 barry.allertz@gmail.com

GENERAL INFORMATION

Pelican Rally 2016

This year's Pelican Rally is fast approaching and we need your help to make it run smoothly. There will be many tasks to be done over the weekend.

Marshals: Marshalling is one of the most important jobs of the rally and we require 20 marshals for the weekend. For the benefit of newer members who may not be aware of the marshal's duties, a marshal is placed before an intersection where there is a change of direction during a run. The marshal indicates the new direction to approaching riders. Marshalling is one of the more popular tasks of the rally as the marshal gets to see all the bikes on the rally pass by. Marshals will be under the direction of the Chief Marshal, John Mills. If you are prepared to be a marshal please give your name to John tel. 43 843 189 or email jpmills01@bigpond.com

Backup Trailers: We require two people to tow backup trailers. The club will provide one trailer capable of taking 3 machines if needed. If you have a suitable trailer (capable of taking more than one bike) that may be available, please inform the rally committee.

Setting up of rally site: There will be a need for the rally site at Camp Chapman to be set up on the Friday. Some of the tasks involve marking off areas for parking and camping, setting up tables for the Saturday night dinner and other general tasks.

Cleaning rally site: The site will require a through clean up on Sunday after the rally. This includes the hall, toilets and grounds. We also need to conduct a clean-up at Kulnura Hall on Saturday after lunch.

Raffle prizes: If you can assist with a suitable raffle prize (ie: one you'd like to win yourself) please let the rally committee know.

Cakes, slices etc: Our rally is famous for its well-received home-made cakes etc. If you can assist please contact the Catering Officer, Merrilyn Gattenhof tel. 43 284 060.

**A great haul of trophies for Col Graham after he and Mark Kunze attended the Nundle rally;
Best Commando/ Best Interstate/oldest bike and rider/ best Dominator (Atlas)/Bike of the rally/**



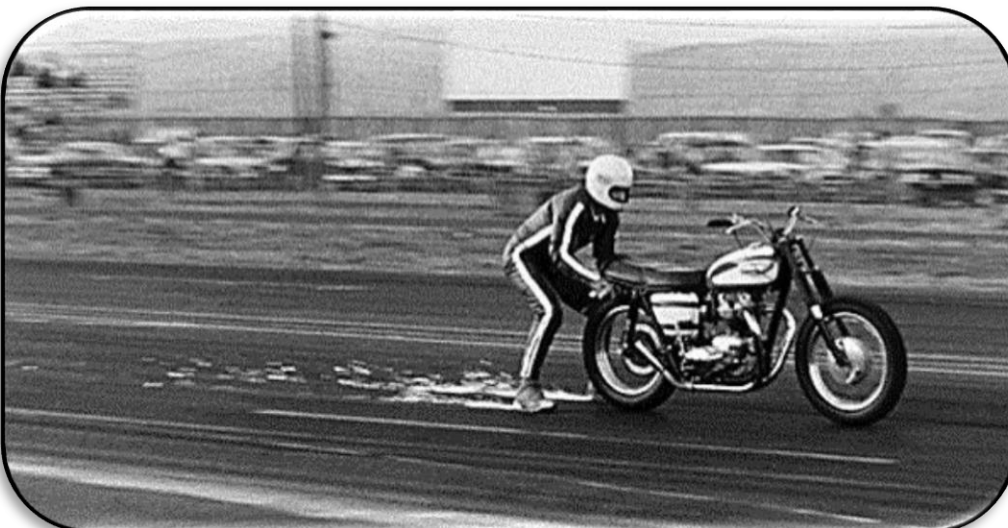
A LOST OPPORTUNITY FOR TRIUMPH

Evel Knievel rode several brands of bikes during his career. He started-off on a 350cc Honda, switched to a 750cc Norton in 1966, then Triumph from 1966-1968, Laverda 750cc from December 1969 to April 1970, and in December 1970 as triumph would not pay him to ride their bikes Harley-Davidson became Knievel's sponsor and he began riding an XR-750– the bike he is most commonly associated with. Knievel has often said that **his Triumph was by far the best bike he ever jumped with**– “*The Harley's got a little too much torque when it comes to jumping,*” according to him. It was on the Triumph that Evel shot to fame.



This promotional pre jump photo shows the planned trajectory over the Ceaser's Palace fountains.

Evel Knievel (on his Triumph motorcycle) prior to jumping over the Caesars Palace fountains in Las Vegas on New Year's Eve, 1967. This was the stunt that put Evel Knievel on the map. He had been in Vegas in November of '67 to see a boxing title fight, when he saw the fountains and crafted his plan. He quickly created Evel Knievel Enterprises (totally fictitious) and Knievel and his buddies repeatedly called the casino's CEO Jay Sarno claiming to be Evel Knievel's lawyers, as well as representatives from ABC-TV, and Sports Illustrated inquiring about this incredible upcoming jump. It worked, and the date was set for Knievel to jump the fountains at Caesars Palace on December 31, 1967. ABC-TV declined to air the event live on Wide World of Sports as Knievel had hoped, so he hired actor/director John Derek to film the Caesars' jump. It was truly a low-budget production– Derek even employed his then-wife Linda Evans as a cameraman and she shot Knievel's now famous landing Image by © Bettmann/Corbis.

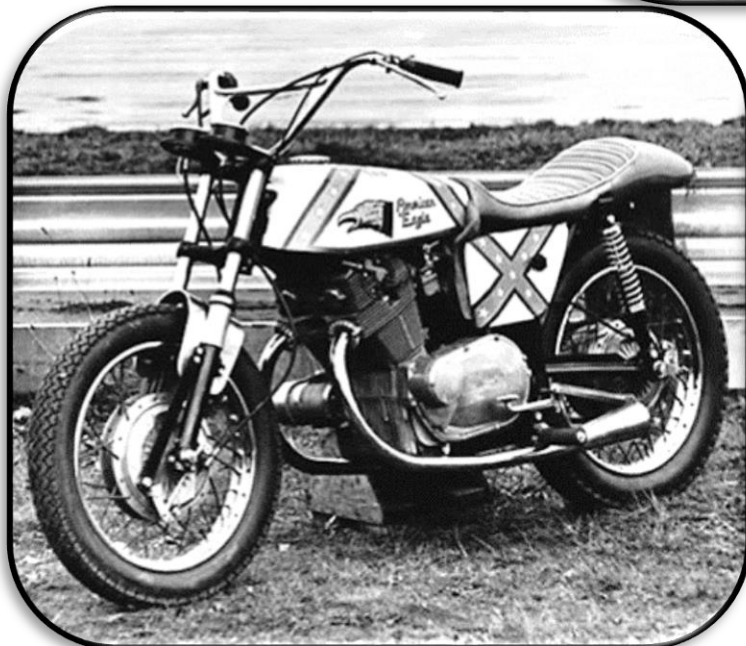


THE START OF A LEGEND

Legend has it that on the morning of the epic jump, Knievel popped into the Caesars Palace casino and lost his last 100 dollars at the blackjack table, had a shot of Wild Turkey at the bar, then headed outside to the jump site where he was joined by two showgirls. He went through the motions for the pre-jump show, and took a few routine warm-up approaches. According to Knievel, on the actual approach the motorcycle unexpectedly decelerated when he hit the takeoff ramp. The sudden loss of speed caused Knievel to come up short of the projected 141 feet, and he landed on the safety ramp supported by a van. The bad news was—the resulting crash left Knievel in a coma for a month, a crushed pelvis and femur, as well as fractures to his hip, wrist and both ankles. The doctors flatly told him he may never even walk on his own again. The good news was—Evel Knievel was now famous beyond his wildest dreams. ABC-TV had purchased the rights to the jump footage (paying far more than if they had just televised the original jump live) and the world was in awe of this dashing daredevil.

Evel wheel standing his Triumph which was a close to standard TT/ desert racer model sold in the states.

Rare shots of Evel's 750 Laverda stunt bike. Laverdas were initially badged as American Eagles at the importer's request



My First Love Affair With a Motorcycle.

The year was 1959 and, as a young 14 year old making 35shillings a week from my paper run, things were tight from a financial point of view. My family's neighbour was John Rumford who was the Australian Lightweight Motorcycle Champion (Triumph Tiger 70), the Junior Motorcycle Champion (Mac Velocette) and the Senior Motorcycle Champion (500 JAP). The smell of Shell A and Castrol R was in the air often along with plenty of noise.

This young bloke had to have a motorbike. A few streets away lived Ivan Stewart who had a 1947 250 GTP Velocette for sale. Five pounds was the asking price and she came with a ute full of spares. I was in love and had to have it! It had auto lube oil injection. Yamaha only think that they invented this.....Velos had it from 1928. She had a BTH magneto.....unusual in that I've never seen another 2 stroke Velo with a magneto.

This was the biggest thing in my life. There weren't enough hours in the day or days in the week for my liking. My left big toe always had blisters as the brake pedal was right next to a spinning external flywheel (shoes were only for wearing to school). When you owned a motorcycle in those days, you seemed to have lots of mates who wanted to display their skills. The machine used little oil or fuel and would do 62 mph. Never did it foul up a spark plug. The Velo clutch withstood numerous wheel spin starts. Believe me, because they are a different clutch, when properly set up, they don't come any better.

This machine was sold on to finance a 1949 MAC Velocette. These bikes were the beginning of my lifelong affair with the brand. Some people can't start them but, when you are 14 and your ride depends on it starting, you soon learn how to do it.

Bruce Cruckshank



This 1938 model is the closest I could find to the model Bruce had. Editor

Z1300/HRD BIKE AND SIDECAR

Last month the opportunity came up to purchase a vehicle I have dreamed of owning since 1980 a Kawasaki six cylinder Z1300 well set up with a sidecar so I contacted the seller and had it shipped up to Cessnock.

The photos show the bike and sidecar as I got it; it is mechanically sound just needing some detailing of paintwork. The bike is a 1984 fuel injected model which is rated at 130 HP 10 up on the earlier carburetted model and has 73,000 kms

on the clock. The rear wheel has been converted so that a car tyre can be fitted this will increase tyre life significantly and reduce cost of replacement dramatically. The leading link forks and sidecar fitting was done by Ron Hurdis of HRD in Tasmania. I've ridden it around Cessnock and to Wyong at this stage and found the handling to be excellent and power more than enough; I've only seen 5,000 rpm on the tacho in any gear but the redline is 8,500.

I remember Z1300 Gary Thomas battling for the lead of the production race at Bathurst with Bol'dor mounted Tony Hatton in the late seventies; he was sending sparks flying from scraping components through the bends and clocked an amazing 154 mph down Conrod straight sadly for Kawasaki fans Hatton was able to slipstream the big Zed and get past under brakes to win- that was probably the only time a Z1300 was raced in a big event.

I still have the XS1100/DJP outfit but that will be up for sale after I have tidied up the paintwork. This bike and sidecar handles better and has panniers and a sizeable boot it even has a tow bar so is all round a much better unit.

Since I took the photos I have removed the fairing and am in the process of fitting higher 'bars new grips and braided steel brake lines much the same as I had to do with the Yamaha. I plan to go on many rallies as I can take a tent, mattress, folding chair and more.

Clinton Williams

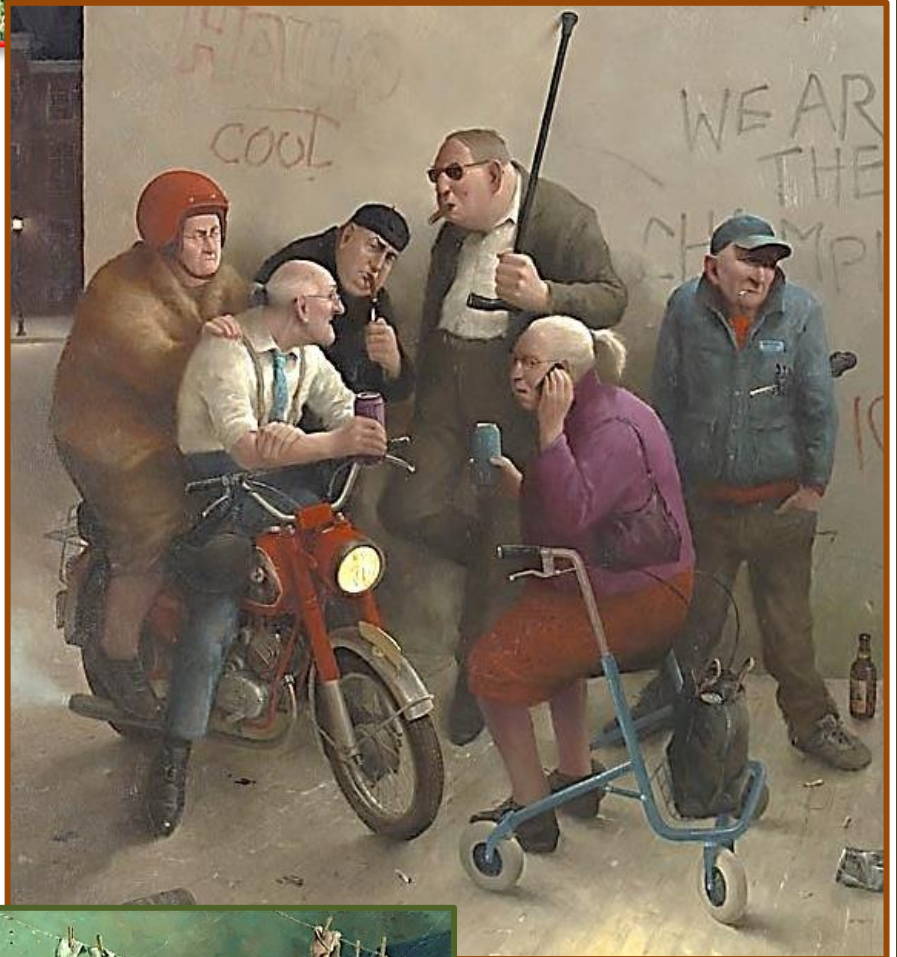




MISCELLANY

Here is a picture of a drag bike I built about 25 years ago. 2YZ490 motors and GSX1100 gear box. It was never run competitively; I was still working out fine details. It is currently in the Nabic Motorcycle Museum. *Peter Hodges*

Two terrific if dark pieces of art from Amsterdam sent in by Barry Alertz



HUB RUN MAY 29TH



Left Ian; Mohr has owned his Velocette Thruxton since 1968 having bought it second hand in the bike's year of manufacture. He had to rebuild the engine but it has given him sterling service since then and is all original and ridden regularly.

Below; Jack Taylor arriving on his Ducati F1 750 having ridden up from Hornsby with Ian in the background



Below; A 1971 S Commando at Woodbury Park

Below right; Beezer Bill inspects Barry's recently purchased 1965 BSA Lightning



HONDA/MUGEN V TWIN

This Japanese copy of the Vincent was created by Hirotoishi, son of Soichiro Honda (the founder of Honda) who started the performance engine tuning and parts manufacturer [Mugen](#) in 1973. The MRV1000 was to be Mugen's attempt to leverage the popularity of British motorcycles. Sadly however, due to the high ticket price, producing the MRV1000 for public sale was not viable. The styling is very British the seat and mufflers are similar to '60s Triumph parts. The front brake is a disc seemingly disguised as a drum which became a feature of the VT small twins of the early '80s. This bike was reputed to put out 52 hp similar to the Vincent



GENERAL PHOTO'S

Trevor Davis sent in this photo of his most recent purchase a very tidy BMW R26



Left; a Knucklehead Harley at Branko's shop on Yarramalong Valley road.

The Wallace and Grommet model Vespa scooter and sidecar. This model available new in Thailand is amazingly small; good for taking your child shopping but not much else.



SUZUKI T500 TITAN. By Dave Young

Monday, 18 July 2016

Recently I stumbled across a California Burgundy #216 (also known as Candy Lavender) and White 1971 T500 Suzuki Titan on EBay. It was fairly close by so I made the mistake of going to take a look at this wonderful machine and bought it with one too many clicks.

I have a bit of a collection of motorcycles and started life on a BSA 500 twin, Triumph Tiger 100 and BSA 500 single about 1956-59 models, that my brothers purchased to use on our dairy farm in the upper Hunter Valley back in the early 60's. Each cost about \$40. I was hooked from the moment I rode them and used to muster cattle and spent my life as an 11 year old in gumboots slamming them down in the wheat stubble, which was as slippery as Tony Abbott on a good day. That thumping roar from the headers really started a lifelong passion.

My first road bike was a T20 Suzuki 250 1969 which used to ferry me up and down the highway from Sydney to Forster and back to see my parents when I was about 17. It took about \$1.00's worth of fuel to get me there at 40c a gallon from Kodak's work supply where I worked. Back then it was a 5 hour trip each way with about 3500 gear changes as the rings rattled themselves to bits in the tiny engine which was remarkably reliable.

One of the funniest things I remember from owning this bike was the day my brother picked it up and demonstrated it to me, as I'd been working all night in Kodak and had been dying to get home to see the shiny "new" orange bike.

Sunday morning arrived with my brother insisting on showing me all its moves, controls and techniques to starting and riding the untamed missile. All the old ladies who lived opposite had gathered on their verandas for their weekly Sunday morning mag session when the ignition key was inserted into the beast. With one swift kick, Bill whisked the little two-stroke twin into life amid a cloud of blue smoke and a *rrrrrrrrrrriiiiiinnnnnnnnngggga ding ding ding ding, hoddder hodder hodder!* I was watching, worried that he would treat it well, when he started to let out the clutch.

By this time, all the old biddies across the road were intrigued with the new arrival, and were watching intently, like a bunch of old baboons, watching a waterhole for crocs. There were mutterings that I expect were something to do with these young rodents turning up in the neighbourhood where they'd lived all their lives in relative peace. It was all about to change as the Suzuki's motor hit onto one cylinder and lost all power for a moment as the leaded plugs often did back then. Two strokes are good at that, dying on one cylinder and having huge power when they hit back on two, which was exactly what happened at 8.07 a.m. that Sunday morning. Bill, at six feet seven inches, did not really fit well on a 250cc anything, let alone a two-stroke. The next thing all hell broke loose as he held open the throttle to compensate for the lack of power. It came on in spadefulls, bucking into a full-blown wheelie in milliseconds that only exacerbated the problem as the throttle opened even harder with the twisting motion created as the rear wheel caught up to the front one, which was heading skywards like a Saturn Five rocket on route to another galaxy!

His legs went in all directions attempting to keep up with the now screaming, out of control fiend that moments before was a silent witness to the gabble across the road. My jaw hit the ground as I saw it carry Bill aloft up the steep street to end up looking like a pogo stick, bouncing around on its back wheel as "the big warthog" hung on to the handlebars for dear life! The next moment she was right over on her back, whizzing wheels and flailing arms and legs as all the hands of the veranda aggregation covered their mouths! I was racing to pick up the strewn bits that lay scraped into the bitumen, whilst nodding politeness to the old dears, along with bits of Bills knees and jeans. I hadn't even got to ride it! It was a good lesson in life, that the first day is always the best, and from there it is downhill!

I felt so sorry for my brother and was “worried” that he’d hurt himself, and so grateful that he’d brought the bike home for me, that the damage to the bike was inconsequential. You can always fix a bike, but you can’t always fix your brother, especially when he’s six foot seven and has his dander up and ego dampened by an angry ant motorbike performing a fandango in front of an audience of stunned geriatrics! I think it became the talking point amongst all the old dears for a long time to come in Balmain. They’d never had a show like that in *their* street!

Well now I own the big brother of that bike the T500 Titan and my first encounter with it when I got it home was to stick it on its centre stand and kick it a few times till it burst into life. I had the choke on full and she started 2nd kick. I’d been told by the previous owner that she was running on premix plus posi force oil injection cos she hadn’t been run for a while.

Then the shit hit the fan as soon as I ramped up the throttle.

She ran away all on her own and would not stop, even when I switched off the key! Up to 6000 rpm and nothing would stop it except turning off the fuel! I think having the fuel tap vacuum line off may have had something to do with it, but I was well and truly back into the 2 stroke world of full on or nothing! I took it for a ride around the block after adjusting the brakes and it went pretty well. It’s a bit ordinary compared to some of my 4 strokes (Zx12R, Vmax, Rocket 3 etc) but with running I reckon it will go pretty well once the fuel problem with it “running away” is sorted. It’s got great acceleration and scary if it goes from 1 to 2 cylinders, which has happened. Arrrrrr, memories of my old 250. Has anyone in the club ever had a 2 stroke run away like that?



JOHN DODDS AUSSIE PRIVATEER WORLD CHAMPION

The full 22.8km Nurburgring is daunting. Throw in rain and mist and it's scary. But forty years ago, it was the venue when, for the first time, two Australian recorded Grand Prix victories at the same meeting. It was not Australia's first GP double, however. Tom Phillis rode works Hondas to win the 125 and 250 classes at the French and Argentine GPs in 1961

Incredibly, both Australian winners at the 'Ring in 1970 were private entrants. It was the first round of the world championship. Kel Carruthers is rode a private Yamaha after winning the 1969 250 championship on a works four-cylinder Benelli. New rules limiting 250s to two cylinders confined the Benelli 250-4 to the Birdwood Motorcycle museum in South Australia. John Dodds, Carruthers toughest domestic rival when he left Australia at the end of 1965, had also joined the move to two-stroke machines. His 125 mount was a single-cylinder Aermacchi. Dodds endured 62 minutes of gloomy conditions to record his first GP victory and the first classic win for Aermacchi — by a margin of six seconds over Austria's Heinz Kriwanek on a Rotax. The 250 event is literally another story. Carruthers was in sparkling form and won from dead last on the grid.

It was 25 years before the next Australian GP double — when Garry McCoy (125) and Mick Doohan (500) won at Shah Alam in Malaysia. *Don Cox*

. John Dodds raced in GPs from 1966 until 1978 starting out with the privateer's choice; out dated Manx Nortons. During the [1971](#) season Dodds helped fellow racer [Kim Newcombe](#) develop a motorcycle using a flat four cylinder [two-stroke outboard motor](#) designed by [Dieter König](#). Newcombe and the König were the first to challenge and win against the dominant [MV Agustas](#) after the departure of [Honda](#) from Grand Prix competition. John is recorded as finishing 10th in Germany that year tragically Kim Newcombe died in a non-championship event at [Silverstone](#) in 1973. In 1974 John won the first round of the F750 championship on a TZ750 in Jarama that and a further two fifth places in what was only a three race series that year gave him the championship which unfortunately went largely unrecognized.

His best year in GPs was 1973 when he finished 3rd in the 250 class and 4th in the 350 class riding Yamahas.

As well As the above mentioned 125 victory John recorded two GP wins in the 250 class one in the 350 class and a total of 21 podiums overall making him one of the more versatile riders of his era quietly achieving many victories all on private machinery.

John married a French woman and remains living in Europe
Clinton Williams



An Australian who's who of racing in the mid-1970s I recognise from right to left: Dodds, Willing, Carutthers, Jeff Sayle, Kenny Blake and Greg Hansford.

Up and coming Rallies

30/31 July – Macquarie Towns – Maraylya Park
6 August – Coalfields Classic & Enthusiasts – Combined Clubs Ride – Luskintyre
19-21 August Newcastle Vintage – Stockton Beach Holiday Park
20/21 August C&EMCC (Illawarra) – Onslow Park Camden
25 September - C&EMCC (Illawarra) – Show Day – Engadine

SWAP MEETS

13/14 August Cessnock showground

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: 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

FOR SALE

Genuine SADDLEMAN seat to suit Honda ST1100/1300. Offers around \$180.00.

Genuine GOOD WOOL Store lambswool cover to suit Honda ST1100/1300. Offers around \$ 110.00.

Contact Bryan: 0418 966751

JOKES PAGE

A sign that you only use mobile phones; you call someone on their home phone and ask "Where are you?"

"Women are the root of all evil. I ought to know. I'm Evel." *Evel Kneivel*

This is a letter to a magazine editor in 1970's called Bike [now long gone].

This is my BSA Super Rocket story [ho,ho].

Had to write and tell you all about my A10 Super Rocket seeing as how madly in love with the old British vertical twin I am and youse all are.

At the moment I am experimenting with the aforesaid A10 Motor mounted upside down in a Norton wideline frame; bellmouths forward to improve induction.

Varying speeds obviously meant the jet sizes had to change so I built [and patented] a manual control jet size carby which solved this hassle.

There was also some difficulty in breathing. So I solved this by getting the head gas flowed and running the pig without valves. Fine but next was a drastic loss of compression. No hassles; a weekend work with a nailfile and a hacksaw; a few holes in the piston thingy's, a few slots [like ports] in the barrels and I now get 18.7: 1 compression in the crank cases. Combustion now takes place in the bottom half [or top half rather due to the positioning of the motor] this left the exhaust pipes redundant. A new exhaust port was welded on the sump filter plate [this helps with heating where it matters most].

I had some initial problems with the chain run lining up, primary of course being upside down on the right hand side. The answer was obvious though as, with the valves, all those little cogs weren't needed and I banged a spare dynamo sprocket on the crank.

Might as well go the whole way I thought, so out goes that gearbox thingy [never worked properly anyway], so now the drive is a Reynolds conversion from the crank to the back wheel. This left the clutch thingy useless so out that went too. Of course getting the thing moving is quite tricky so I fitted a decompressor to the crank case which makes it easy to bump start.

Performance is OK- 216.734 MPH, standing quarter 8 to 9 seconds. Unfortunately, whilst cruising in the Welsh mountains, the barrel lifted or lowered if you see what I mean so she's under repair. My mates with the Jap stuff are happy she's off the road so their Z1 thingies and Honda stuff can keep up.

Bruce

Price of gas in France

A thief in Paris planned to steal some Paintings from the Louvre.

After careful planning, he got past security, stole the paintings, and made it safely to his van.

However, he was captured only two blocks away when his van ran out of gas.

When asked how he could mastermind such a crime and then make such an obvious error, he replied, 'Monsieur that is the reason I stole the paintings.' I had no Monet To buy Degas to make the Van Gogh.' See if you have De Gaulle to put this in Club Magazine

I sent it to you because I figured I had nothing Toulouse. George or Allan?

CLUB RIDES AUGUST-SEPTEMBER

WED 3rd AUG

Pokolbin Village (or Broke) Morning Tea – Jerry's for Lunch

SUN 7th AUG

Jerry's to Woy Woy Fish & Chips

WED 10th AUG

Freemans Morning Tea – Stockton Pub for Lunch

SUN 14th AUG

Swansea Macca's to Budgewoi Fish & Chips

WED 17th AUG

Jerry's Morning Tea – Pie in Sky for Lunch

SUN 21st AUG

Road warriors to Jerry's

WED 24th AUG

Spencer Morning Tea – Wisemans Ferry Pub for Lunch

SUN 28th AUG

HUB RUN

WED 31st AUG

Jerry's Morning Tea – Weston for Lunch

SUN 4th SEPT

Ride for Pelican Rally

WED 7th SEPT

Freemans Morning Tea – Patterson for Lunch

SUN 11th SEPT

Spencer Morning Tea – Jerry's for Lunch

WED 14th SEPT

Corrugated Café (via Bumblehill) Morning Tea – Brooklyn for Lunch

SUN 18th SEPT

Pelican Rally

WED 21st SEPT

Riders Choice

SUN 25th SEPT

Mt. White to Patonga Fish & Chips

WED 28th SEPT

Freemans for Morning Tea – Morpeth for Lunch

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: -

The Central Coast Classic Motor Cycle Club Inc.

P.O. Box 9006

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