

# The *Flywheel*



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



**Dean Faber looking happy with his recently freshened up Triton**

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

## 2016 Revisited



24<sup>th</sup> of January Freemans Waterhole



Erik's Eddie Lawson Rep' at the August Hub Run



Above; Two Meriden Bonnies around 20 years apart in age  
at February's Hub Run

Left; Ray at the first Saturday workshop in June



Peter's Suzuki Stinger 29<sup>th</sup>  
Jan'



## PRESIDENT'S REPORT



Greetings and welcome to another year. With all the hot days recently it's been a chore to do any work in the shed. Even the thought of donning all the riding gear takes second place to finding a cool spot to hang out and do nothing.

The AGM held in November was well attended.

Unfortunately little interest was shown by the members in regard to standing for a position on the committee. We did manage to fill most positions with the same old faces and one new one, Mark Richardson. Welcome aboard Mark.

Unfortunately no one wanted to do the job of Secretary or Events Committee. Barry has offered to help out where he can but that doesn't solve the problem that these positions need to be filled by members who have the time and interest to devote to the job.

As mentioned at the November meeting, your committee has been looking into a possible new club web site. This will involve an up-front expenditure of \$2,000 and needs to be approved by the members. No decision was reached at the meeting and the matter has been adjourned to the January meeting.

Membership renewals are still trickling in. At the present time there are 38 members still to renew including 20 with bikes registered through the club on the Historic Vehicle Scheme (HVS). **A reminder – if you're not currently financial then your HVS bike is currently un-registered and un-insured.**

The Club Christmas Party held at Woy Woy Bowling Club was a success. Thanks to Tony, Neil, Merrilyn and Col. A report appears elsewhere in this edition.

*Ride safely,*

*Mark Gattenhof*



**Barry and Bob's table at the club Christmas lunch**

## ***EDITOR'S REPORT***

2016 has come and gone; last year the Flywheel was in danger of disappearing as is the case these days for print media of all kinds but due to popular demand and the efforts of Mark Gattenhof and Allan Hawkins our new vice president the hard copy Flywheel survived; most of the colour is gone but our new printer Office Works use a lightly glossed paper which was too expensive for the club to use but does give the pictures a sharper look so it's a case of swings and roundabouts but we still have a traditional club magazine. To really make it a club magazine I'm hoping for more contributions from club members- any photos with some explanation or text can be sent to me by email or post- it must be original as I can get plenty of content from the internet; deadline is the third Tuesday of every odd month beginning January.

John Mills sent in a very interesting article on how he and a few others pooled their talents to create totally from scratch a difficult to obtain in let manifold for Kim Carothers' 1934 BSA V twin this kind of helpful creativeness is what the club is all about.

Personally I must thank Frank and Marie Dyer for helping me out of a jam when my side car tyre blew to pieces on the expressway. This happened on the way home from the last meeting, lucky for me I was three kilometres south of the Caltex 24 hour service station and was able to make it there before the wheel rim got damaged. I called Frank as he lives relatively close by. We removed the wheel and got a new tyre up from Sydney the next day by 1.00 PM and I was on my way- without the Dyer family's assistance I would have had a hard time getting mobile again.

I had a week away in early December visiting Paul Wyard a Guzzi riding former club member who now lives on a property at Quaama, a small town 30kms north of Bega. I rode my Kawasaki Z1300/HRD outfit taking a leisurely two days to get there. Paul has built an expansive three bedroom house with a back verandah that gives a nice view of the hills between Quaama and the coast. I gave Paul a lift in the sidecar to pick up his Guzzi (Belagio 940) which had just passed its blue slip and is going strong with just over 100,000kms on the clock. Further on in this issue is an article on a special that I spotted in Bega there is no end to the variety of motorcycles that people with the ability can build.

I also included a page on what is becoming a good yearly (?)one day event at CC Leathers at Lake Munmorah it is organized by the Vietnam Veterans Motorcycle Club which is not a 1% group and CC Leathers which has a good reputation for quality riding gear at a reasonable price; I bought a Australian made leather belt for \$52; a leather belt for that price is hard to come by in your average department store.

Looking ahead there are rallies at Orange and Taree coming up these events are always a good opportunity to have a weekend away enjoying our favourite pastime with like-minded company.

*Happy trails and tales for 2017 Clint*



*The back view of Paul's house and a small shed he built; the front drops away so getting my outfit into that shot was not possible. You wouldn't know it from the look on my face but I did have a good time down south.*

## CLUB RIDES

*Sunday December 4<sup>th</sup> Keith, Mark and Bruce chat at the Oak Roadhouse at Freemans Waterhole.*



*Below; A neat Ducati 900SS catches some attention leaving Jerry's on Friday December 30<sup>th</sup>*



*Above; Graeme and his 750 Bonneville now with peashooter mufflers at Jerry's December 30<sup>th</sup>*



*Steve Cooper, Keith and Glen having a laugh at Jerry's on December 23<sup>rd</sup>.  
Glen's 250 Honda single looks good and goes well*

## A MATTER OF TASTE

I spotted the this motorcycle on a street in Bega last November and immediately recognised it from an article I'd read in 2 Wheels back in the mid-nineties; the bike is the result the marriage of a BSA A65 motor and a Suzuki RGV250 rolling chassis. The motor has been bored and stroked to 810cc, fitted with alloy barrels and had upgrades like electronic ignition and a timing side crankshaft bearing

conversion to help prevent seizures that had plagued the standard engine for its entire model run.

That the bike is still being ridden after 22 years is a testament to the owner's skill in regard to building bikes; in the 2 Wheels article he offered to build such a bike for anyone interested which raises the question as to who would like to own a bike like this. RGV250 owners? Probably not. BSA purists? No chance. The average Joe? Also unlikely as this is one individual's idea of the ideal motorcycle. A test ride would probably tip the balance for some unfortunately I didn't even see the owner so I don't have any idea of how well it would fulfil the various criteria that need to be

met. On looks alone it is a winner in the sports/café racer stakes, reliability has already been proven, no oil leaks and nothing looked broken or worn, ergonomics would be the same as an RGV250 and power like a BSA 650 only quite a bit more so. In the end it comes down to the individual's taste.

*Clinton Williams*



From this angle the polished power egg makes it clear that the bike has an A65 engine

## WINIFRED WELLS: 5500 MILES SOLO ON A ROYAL ENFIELD 350 BULLET

Have you ever heard of a Ms. Winifred Wells? Probably not. Flashback to 1950 - Well, she travelled 5500 miles (8851 km) on her 350cc Royal Enfield across Australia. On average, she rode 366 miles per day in a three week journey.

### Broad itinerary of the 3 week journey

Dec 26, 1950 - Start from Perth

Jan 1, 1951 - Reached Adelaide

Jan 2 1951 - Melbourne

Jan 5, 1951 - Sydney

Jan 16 1951 Returned to Perth

Most of the journey included wastelands and deserts. The only precaution she took was to inform the police on the routes ahead to in case she got stuck on the lonely roads!



I got this article from the internet and edited it as it was poorly written, there is also a lack of information about what would have been a very difficult journey it is a testament to Ms Wells and the toughness of the original British built 350 Royal Enfield that they were able to make this trip in a reportedly trouble free manner. *Clint.*

Telegram received from Carlyle & Co. Ltd, the Perth dealer from whom the machine was purchased by Miss Wells two weeks before her trip.

It read:—Winifred Wells arrived back in Perth at 1:00 pm today **stop** congratulated by lord mayor on completing meritorious ride coast to coast and back in twenty-one days **stop** she is fit and well **stop** Royal Enfield Bullet came through without missing a beat engine running like a watch Carlyle."

In recognition of her magnificent feat, Royal Enfield sent a handsome trophy which was presented to Miss Wells at the Claremont Speedway, Perth, where she rode a lap of honour on her "350 Bullet"

The Royal Enfield had no problems all along! Well as we can see 50 years on, the Bullet thumps on!

<http://www.planetbt.com/royalenfield/wini/w.html>

## BMW R65 LS

Bruce Cruckshank doesn't do things by halves. When he decided to get a BMW R65 he bought two; the one pictured here is a special model made from 1983 to 1985 for a total run of 6,500 LS models. What makes the R65LS model stand out from the ordinary R65 is the Hans Muth designed nose cone and tail piece along with louvered side covers; stopping power was improved with the addition of a second front disc brake using twin piston Brembo calipers. Muth had by this time designed the ground breaking Suzuki Katana and being German probably thought his design prowess would benefit a motorcycle from his fatherland the similarity between the Katana and the R65LS are apparent especially on the silver painted version Bruce has. Dennis Sidery has a red model which has a satin black exhaust system and crash bars which were another cosmetic feature exclusive to the LS in other respects the motor is the same as the R65. Bruce's bike has a pair of after-market stainless steel mufflers and standard header pipes which suit the silver paintwork.

Nowadays BMW 2 valve flat twins from the 1980s are a very good buy and are generally trouble free as the basic design dates from 1970 with many refinements made until the last R80 rolled off the production line in 1992. The 650cc models had a shorter stroke than the other R series twins 61.5mm versus 70.6 for all other models so the R65s thrive on revs by comparison with the 600 and 750 models which have a similar power output. From 1981 the R65 was re-tuned to produce around 50 hp and was fitted with electronic ignition and nikasil plated bores this meant that instead of a very expensive re-bore and piston replacement all that is required are new rings, a careful cleaning of the pistons, a valve grind and new circlips, gaskets and seals which freshen up the top end for around \$250 total cost (via the internet) and the work can be easily done at home. As for parts availability all but a small number of original or quality pattern parts are available on line via Moto Bins at a substantial saving over what Australian suppliers charge. I know we all like to buy local but the mark ups from local suppliers are many times more than the GST and you would probably wait longer for the parts to arrive if they weren't in stock.

*Clinton Williams*



**Bruce on a club ride in December with his R65 LS**

## ***Club Christmas lunch 2016***

Below: long time member Nick poses with his wife Jean, Adrian being too busy talking to pose for the photo while Peter and Glen enjoy the day in the back ground.

Neil, Tony and Allen were happy to pose for the next photo. Neil received a trophy for his efforts in organising the 2016 Pelican rally, Mark for his Presidential contribution to the club and I got a similar Shacko hand lettered glass tankard for producing this magazine.

*Clint*



### **A VIEW FROM THE KITCHEN**

Our last event for the year was a Christmas Lunch at Woy Woy Bowling Club organised by Tony and Neil.

60 Club members and their partners enjoyed a Chinese banquet with prawns for starters and cheese cake for dessert. We were entertained during the meal by Snowy and his guitar.

Raffle tickets were sold and the two hams were won by Nick and Don. Thanks Col for arranging to pick up the hams and Peter for the prawns. The Lucky Door prizes were won by Noleen Graham and Bob Sora. Other prizes were double theatre passes and two of Snowy's CDs one named The Snow must go on.

I was very lucky to be presented with an engraved beer (Coca Cola) mug and a beautiful bouquet of flowers. After lunch 20 or so travelled to the Cinema Paradiso at Ettalong

where Tony had arranged for us to view the latest Mel Gibson movie *Hacksaw Ridge* which, I believe, was filmed in New South Wales. Tony insisted we all have choc tops.

Well, that ended an enjoyable year of riding with mates. Our Hub runs were well attended and thanks to all who contributed – too many to mention by name but you know who – from towing the catering trailer, buttering rolls, making cakes, cooking and cleaning up.

I hope you all had a great festive season and that 2017 will be the best year yet.

*Merrilyn*

*Catering Officer*



## MACAU GRAND PRIX

1967	● Hiroshi Hasegawa	Yamaha RD56
1968	● Hiroshi Hasegawa	Yamaha 250
1969	🇧🇪 John MacDonald	Yamaha
1970	🇮🇩 Benny Hidayat	Yamaha YSI
1971	● Akiyasu Motohashi	Yamaha
1972	● Ikujiro Takai	Yamaha TR3
1973	● Ken Araoka	Suzuki RG500
1974	● Hiroyuki Kawasaki	Yamaha
1975	● Hideo Kanaya	Yamaha
1976	🇬🇧 Chas Mortimer	Yamaha
1977	🇬🇧 Mick Grant	Kawasaki KR750
1978	● Sadao Asami	Yamaha TZ750
1979	● Sadao Asami	Yamaha TZ750
1980	● Sadao Asami	Yamaha TZ750
1981	🇬🇧 Ron Haslam	Honda RS1123
1982	🇬🇧 Ron Haslam	Honda RS1123
1983	🇬🇧 Ron Haslam	Honda NS500
1984	🇬🇧 Mick Grant	Suzuki RGB500
1985	🇬🇧 Ron Haslam	Honda RS500
1986	🇬🇧 Ron Haslam	Elf Honda 500
1987	🇬🇧 Ron Haslam	ROC Elf Honda 4
1988	🇺🇸 Kevin Schwantz	Suzuki RGV500
1989	🇬🇧 Robert Dunlop	Honda RC30
1990	🇬🇧 Steve Hislop	Honda RC30
1991	🇧🇪 Didier de Radiguès	Suzuki RGV500
1992	🇬🇧 Carl Fogarty	Harris Yamaha 500
1993	🇬🇧 Steve Hislop	ROC Yamaha 500
1994	🇬🇧 Steve Hislop	Harris Yamaha 500
1995	🇬🇧 Mike Edwards	ROC Yamaha 500
1996	🇬🇧 Phillip McCallen	Yamaha YZR500
1997	🇨🇭 Andreas Hofmann	Kawasaki Ninja ZX-7R
1998	🇬🇧 Michael Rutter	Honda RVF750 RC45
1999	🇬🇧 David Jefferies	Yamaha YZF-R1
2000	🇬🇧 Michael Rutter	Yamaha YZF-R1
2001	🇬🇧 John McGuinness	Honda CBR954RR
2002	🇬🇧 Michael Rutter	Ducati 998
2003	🇬🇧 Michael Rutter	Ducati 998
2004	🇬🇧 Michael Rutter	Honda CBR1000RR
2005	🇬🇧 Michael Rutter	Honda CBR1000RR
2006	🇬🇧 Steve Plater	Yamaha YZF-R1
2007	🇬🇧 Steve Plater	Yamaha YZF-R1
2008	🇬🇧 Stuart Easton	Honda CBR1000RR
2009	🇬🇧 Stuart Easton	Honda CBR1000RR
2010	🇬🇧 Stuart Easton	Kawasaki Ninja ZX-10R
2011	🇬🇧 Michael Rutter	Ducati 1098
2012	🇬🇧 Michael Rutter	Honda CBR1000RR
2013	🇬🇧 Ian Hutchinson	Yamaha YZF-R1
2014	🇬🇧 Stuart Easton	Kawasaki ZX-10R
2015	🇬🇧 Peter Hickman	BMW S1000RR
2016	🇬🇧 Peter Hickman	BMW S1000RR

Macau is a former Portuguese enclave situated opposite Hong Kong on the western edge of the mouth of the Pearl River it was administered by Portugal for 402 years and ceded back to China in 1999.

Every year in November since 1954 car races have been held on the public road circuit motorcycles were added to the program in 1967 with many top line riders having competed over the years on the same bikes they raced during the year at full GP circuits and road course events such as the Isle of Man. The Macau Grand Prix is known as one of the most demanding circuits in the world. Many current or former Formula One drivers have participated in the event early in their careers and some of them have won the prestigious prize. Famous winners include Riccardo Patrese, Ayrton Senna, Michael Schumacher, David Coulthard and Ralf Schumacher.

I spectated at the races in 1984 when Mick Grant won on both Saturday and Sunday riding a Suzuki RGB500 beating fellow Brit' Roger Marshal I remember sitting on the walls of an old Portuguese fort and the sound of bikes and cars reverberating around the fort was fantastic. Tom Walkinshaw won the touring car race driving the all-conquering XJS V12 Jaguar

The circuit is 6.12kms in length and encompasses much of the small peninsular with straights along the ocean front passing the major hotels and casinos which are Macau's main attraction during the rest of the year. There are concrete walls along the hilly sections similar to Bathurst's Mount Panorama track. As can be seen British riders have dominated the motorcycle races as the layout of the track is similar to some English circuits and is a true road circuit however the most famous rider to have won is American Kevin Schwantz in 1988 on his factory supported RGV500 Suzuki. Michael Rutter riding a variety of makes has won a record eight times since 1998 finishing second in 2016.

*Clinton Williams*



**Heading into the third corner on the opening lap 2015**

## LEO PAYNE AND HIS TURNIP EATER

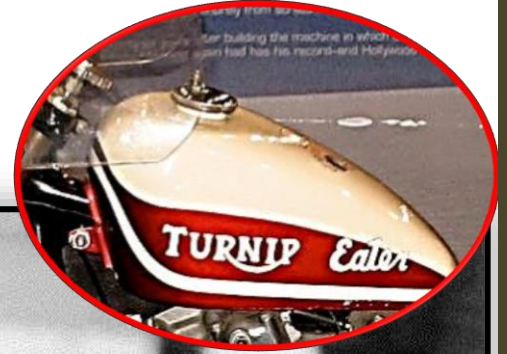
Before Tom Christensen's Hogslayer; the double engine Norton Drag bike there was the Turnip Eater a Sportster drag bike based on the first 1957 883cc cast iron motor bored and stroked to 1200cc. The rider/builder Leo Payne set the bar high in the sixties and the Hogslayer was named to beat the Turnip Eater whose logo was designed to irritate riders of Triumphs and British bikes in general.

Payne won numerous titles and set countless records in the often informally sanctioned motorcycle drag races of the 1960s. Payne was noted for his consistency on the drag strip where his runs rarely varied by more than a few hundredths of a second. He won with single-engine bikes during an era when dual- and even triple-engine dragsters were beginning to come into vogue. One of Payne's secrets was shaving a great deal of weight off his Sportster-based dragsters. He eliminated all unneeded parts and removed enough metal to get the normally heavy Harley down to just over 300 pounds. Leo quickly earned the reputation of having two of the fastest Harleys in the Midwest, turning 11.08s at 125 mph on Turnip Eater and mid-9s at 150 mph on his fueler.

It was in 1969 that Payne's Turnip Eater set several records, including hitting a top speed of over 201 mph, en route to an average of 196.512. His trap speed of 201 made Payne the first rider in history to push a non-streamliner to over 200 mph. His bike was towed up to 70 mph before he fired it up to begin the run. To save weight he used a single-speed transmission, which meant he had to slip the clutch up to about 110 mph. That year he broke the existing class record by a margin of 43 mph.

As a mechanic, Payne was especially skilful at modifying carburetors for drag racing. He helped support his racing by rebuilding carburetors for hundreds of Sportster owners. This attracted the attention of popular aftermarket performance company S&S Cycle. George Smith, of S&S contacted Payne about helping his company build a performance carburettor. The Payne-designed S&S carb became a big seller for the company and further cemented Payne's status as a leading builder.

*Leo Payne out for a short Sunday ride on his Turnip Eater*



<https://selvedgeyard.com/2016/02/08/leo-paynes-epic-sportster-race-days-squeezing-blood-from-a-turnip-eater/>

### ***How things work out- Making an inlet manifold for a 1934 BSA V twin***

Kim Carothers had problems with the inlet manifold on his 1934 BSA V twin and asked if I could help? At the Men's shed which I spend several hours at each week, one of the lads Mark, had made a furnace out of bits and pieces found on the roadside clean ups, and Google for the technical stuff. He had it running and casting alloy parts, then I asked if it would melt brass? A few weeks later and some modifications he said yes it would. I then showed him the manifold- can you make this? More Google time and many try's later he said he would have a go.

The photos show the back garden foundry and the outcome in the mould box, note the biscuit that produces the hollow section inside the casting, this is made of a mix of flour, sugar, water in yet another mould and baked in the oven in the kitchen! My bit was to machine the finished object, this was done from more info from the lads at the Men's shed making jigs to hold it and be held in the lathe to cut the threads etc. and also make the flanges to hold the manifold to the cylinders.

We got there in the end. If you are keen to complete a job just ask for help; someone will come up with a helping hand.

*John Mills*

**Clockwise; from left backyard foundry to the finished machined manifold.**



## VIETNAM VETS/CC LEATHER SHOW 'N SHINE



On Sunday January 8<sup>th</sup> I heard there was some kind of show on at CC Leathers a shop I'd heard good things about but never visited so I took some photos of bikes that should interest club members. Left; a wildly customised pre-unit Triumph note the oil tank seemingly designed to look like a still- The very pretty 250 Benelli had a card giving the marques history- Andrew brought along his Vincent Comet and below are two spectators bikes from the Vintage club which had some involvement with the show.

Most of the bikes there were Harleys including mine but I chose to concentrate on the small British/European bike section.

*Clint*



## JOKES PAGE

### TRAGIC END TO FESTIVE SEASON HOLIDAY PERIOD



The shattered body of an as yet unidentified garden gnome was found on Friday January 6<sup>th</sup> in a roadside ditch on the Cessnock/Wollombi road. Wollombi police believe the gnome was holidaying in the Hunter Valley region when he may have become disoriented after a wine tasting and wandered into the path of an oncoming vehicle. Should anybody recognise the deceased they are urged to call 000.

**Why is women's soccer so rare?**

**-It's quite hard to find enough women willing to wear the same outfit.**

*I read the mass chicken farms pump chickens full of antibiotics.*

*Well, that would at least explain why chicken soup is so good when you have a cold*

Three guys book in for accommodation and are charged a total of \$30.

Sometime later the manager checked the rates and saw that he overcharged them by a total of \$5.

On second thought, as he can't divide 5 by 3 anyway, he decided to give each a refund of \$1 and keep the other \$2 himself.

So now each guy has paid \$10 minus \$1 = \$9 for a total of \$27.

He still has the \$2 in his pocket making a total of \$29.

However, the original payment was for \$30 so... what happened to the missing \$1.

Answer in next magazine issue. - *Barry Alertz*

*A termite walked into a bar and asked- "Is the bar tender here?"*

*"I bet giraffes don't even know what farts smell like." Bill Murray*

*Last night I dreamt of a beautiful walk on a sandy beach.*

*At least that explains the footprints I found in the cat litter box this morning.*

### **SWAP MEETS**

<b><i>Date</i></b>	<b><i>Location</i></b>	<b><i>Contact</i></b>
<b>5<sup>th</sup> February</b>	Bathurst (car swap meet)	John 0412 814 590 Steve 0417 040 552.
<b>12<sup>th</sup> March</b>	Oberon Showground	0408 698 987 <a href="mailto:georgewhalan@gmail.com">georgewhalan@gmail.com</a>
<b>March</b>	Cessnock (general swap meet)	

### **Up and coming Rallies**

Feb' 10 <sup>th</sup> -12 <sup>th</sup> -	Chichester State Forest, via Dungog- This is a general bike rally-No cars	Rob Lovett 0417 267 425
<b>Feb' 18<sup>th</sup> -19<sup>th</sup></b>	<b>Orange Country Bike Rally</b>	<b>Brian Corey-0439784737</b>
Mar' 2 <sup>nd</sup> - 5 <sup>th</sup>	Taree and District Classic and Vintage Club- held at Happy Holidays ,van Park Blackhead	Gordon 0419278518 or <a href="mailto:tdvcmc@gmail.com">tdvcmc@gmail.com</a>

### **CCCMCC REGALIA**

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

For regalia orders phone Allan Hawkins 0404 867 846 or [Allanhawkins2@hotmail.com](mailto:Allanhawkins2@hotmail.com)

### **WORKSHOP DATES**

Saturday following the Hub Run

Place: Unit 4, No. 7 Ace Crescent Tuggerah, off Gavenlock Road (UBD Map 49 C14)

Time: 3:00 p.m. onward

Further information: Allan 0404 867 846 or Ian 0409 522 151.

***4<sup>th</sup> February***

***4<sup>th</sup> March***

***8<sup>th</sup> April***

***6<sup>th</sup> May***

***3<sup>rd</sup> June***

## **OFFICE BEARERS 2017**

<b>POSITION</b>	<b>NAME</b>	<b>CONTACT</b>
<b>President</b>	Mark Gattenhof	43 284 060; 0419 237 706
<b>Vice President</b>	Allan Hawkins	43 902 068; 0404 867 846
<b>Secretary</b>	Barry Allertz	0425 286 201
<b>Treasurer</b>	George Burroughs	0407085646 helgaandgeorge@hotmail.co.uk
<b>Public Officer</b>	Mark Gattenhof	43 284 060; 0419 237 706
<b>COMMITTEE:</b>	Neil Crocker	04 18 233 196
	Robert Orr	43 673 055; 04 14 692 018
	Allan Hawkins	43 902 068; 0404 867 846
	Tony Carter	0415 488 194
	Mark Richardson	
<b>Property Officer</b>	Tony Carter	43 295 478; 0415 488 194
<b>Regalia</b>	Allan Hawkins	04 14 692 018
<b>Library</b>	Bill Worden	43 324 485
<b>Catering</b>	Merrilyn Gattenhof	43 284 060
<b>Editor</b>	Clinton Williams	49 912 844; 0422059995
<b>Club Trailer</b>	Eric Soetens	0402 279 208
<b>Events</b>	Barry Allertz	0425 286 201
<b>Rally Co-Ordinator</b>	Allan Hawkins	04 14 692 018
<b>Rally Secretary</b>	Ian McDonald	0409 522 151
<b>Machine Registrar</b>	Ian McDonald	0409 522 151

[ianjan38@bigpond.com](mailto:ianjan38@bigpond.com) (preferred contact)

### **MACHINE EXAMINERS:**

<b>BENSVILLE</b>	Kim Carothers	43 693 097
<b>ERINA</b>	Robert Orr	43 673 055
<b>GOROKAN</b>	Ian McDonald (Bikes & Cars)	43 922 151; 0409 522 151
	<a href="mailto:ianjan38@bigpond.com">ianjan38@bigpond.com</a>	
<b>NIAGARA PARK</b>	Tony Carter	0415 488 194
<b>TOUKLEY</b>	Bruce Cruckshank	43 964 647
<b>WARNERVALE</b>	Ron Smith	43 923 725
<b>WYOMING</b>	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 Cruckshank, Edna Cruckshank, Col Graham, Jack Taylor

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

**Club e-mail:** [cccmcc.nsw@gmail.com](mailto: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.au](mailto:wclinton38@yahoo.com.au)

**Magazine Distribution:** Ian McDonald [ianjan38@bigpond.com](mailto:ianjan38@bigpond.com)

**MEETINGS:** Held on the 4<sup>th</sup> **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 active interest in preservation, restoration and use of Veteran, Vintage and Classic motorcycles.*

## EVENTS CALENDAR FEBRUARY AND MARCH 2017

*We are continuing for the next 2 months with our Wednesday ride that starts from Jerry's at 11 am.*

*Make you own way to Jerry's and have a cuppa before we leave for lunch.*

### FEBRUARY:

Wednesday 1st.	To Jerry's for morning tea; leave around 11 am to Wisemans Ferry Hotel for lunch.
Friday 3rd	Meet for coffee (and breakfast) at Jerry's. <i>If there is enough interest we may be able to arrange a Friday "Club Special" breakfast from about 9am</i>
Sunday 5th	Morning tea at Freeman's Waterhole; Wangi Workers, via Awaba, for lunch.
Wednesday 8th.	Leave Jerry's at 11 am for lunch at Pie in the Sky
Friday 10th	Meet for coffee (and breakfast) at Jerry's
Sunday 12th	Corrugated Cafe for Morning Tea; Road Warriors for Lunch
Wednesday 15th	Leave Jerry's at 11 am for lunch at Weston pub.
Friday 17th	Meet for coffee (and breakfast) at Jerry's
Sunday 19th	Freeman's for Morning Tea, Around the Lake to Pelican Shores for Lunch.
Wednesday 22nd	Leave Jerry's at 11 am for lunch at Brooklyn Fish and Chips
Friday 24th	Meet for coffee (and breakfast) at Jerry's
Sunday 26th	Freemans for Morning Tea, Budgewoi Fish and Chips for Lunch
<b>Tuesday 28th</b>	<b>Monthly Meeting at Ourimbah RSL starting at 7.30 pm</b>

### MARCH :

Wednesday 1st	Leave Jerry's at 11 am for lunch at Freeman's via Sandy Creek Road
Friday 3rd	Meet for coffee (and breakfast) at Jerry's.
Sunday 5th	<b>Hub Run, Woodbury Park</b>
Wednesday 8th	Leave Jerry's at 11 am for lunch at Road Warriors
Sunday 12th	Freeman's for morning tea, Morpeth Hotel for lunch
Wednesday 15th	Leave Jerry's at 11 am for lunch at Pie in the Sky
Friday 17th	Meet for coffee (and breakfast) at Jerry's
Sunday 19th	Woy Woy for morning tea, Patonga for Lunch
Wednesday 22nd	Leave Jerry's at 11 am for lunch at Berowra Waters (take ferry across the river).
Friday 24th	Meet for coffee (and breakfast) at Jerry's
Sunday 26th	Corrugated Cafe for Morning Tea; Road Warriors for Lunch
<b>Tuesday 28th</b>	<b>Monthly Meeting at Ourimbah RSL starting at 7.30 pm.</b>
Wednesday 29nd	Leave Jerry's at 11 am for lunch at Patonga.
Friday 31st	Meet for coffee (and breakfast) at Jerry's

If undeliverable return to:  
**Central Coast Classic MCC Inc.**  
P.O. Box 9006  
Wyoming NSW 2250

The FLYWHEEL

