

The Flywheel



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

*Tim Corlett and his 1975 Norton
MK3 Commando at Kulnura on
Sunday August 6th*



*Bikes lined up at Camp Chapman for this
year's Saturday ride on the Pelican rally*



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

ON ANY FRIDAY



Tim Corlett's Mike Hailwood 'replica' which he has owned since new. The engine is the last bevel drive motor with the Mille 973cc motor which has plain big end bearings and was a complete redesign of the 860cc motor.



Flash back to the '50s; a Cadillac at Kulnura most likely a 1959 Eldorado where the Batmobile fins came to dominate the design of the car. The Cadillac was named after French explorer Antoine Laumet de La Mothe, sieur de Cadillac, who founded Detroit in 1701



Tim's Norton from the front cover: This being an example of the last Commando produced by NVT with electric start and left side gear change. A lot of refinement but buyers had more modern designs to choose from.



*Ray Spence at Jerry's on a Friday September 1st after a nearly a year in various hospitals.
Submitted by Barry Alertz*

PRESIDENT'S REPORT – NO. 172

Late in July we received a letter from Roads & Maritime Services advising us that the Classic Vehicle Log Book trial was nearing its end and that they were now seeking evaluation of the scheme from clubs. Feedback was needed by 4 August.

We currently have 77 members with machines registered through the club. Of those, 68 are on email and a copy of the RMS letter was sent to those members on 24 July asking them to respond if they had any comments to make. One member, Bruce Cruickshank, took the time to give some feedback to the RMS questions and Bruce's comments were included in the survey for RMS. Apparently the other 67 members had no opinion on the matter.

At the August committee meeting it was decided that for historic registration of vehicles other than motorcycles, a "pink slip" issued by an authorised inspection station will now be required. The club will no longer do mechanical inspections of those vehicles. The vehicle will still need to be seen by a club official (examiner or committee member) for completion of section 4 of the Historic Vehicle Declaration (Form 1259). The requirement for a person to have been a member of the club for a minimum of 2 years has not changed. Initially car registration was only allowed for those members who could no longer ride a motorcycle but wished to remain in the club, and should still be the main reason.

The Pelican Rally has been and gone and was quite a success from comments received from entrants. For once the weather gods smiled on us and we had perfect weather for the whole weekend. There were 76 entrants with most coming from our own club. There was a good turnout for Saturday but only a few bothered for the Sunday ride. A big thanks to all members who made an effort to help out over the weekend with various tasks. The catering team, led by Merrilyn and Col, worked themselves to exhaustion by Saturday night. Your efforts are highly appreciated. It's the same handful of members who do all the work and have been doing so for many years. It would be nice for some of our newer members to step forward and take over the job.

John Mills and his marshalling team managed to get everyone from one place to another without losing anyone. Les Simmons and his sidekick John Arends accompanied by Peter Havachat provided a backup trailer duty and were gladly not needed (although they were all ready to load Kevin Bennett's AJS at Lisarow until Steve Graham gave it a good hard kick when it burst into life).

Don Seedsman from Blairgowrie in Victoria, who has been attending the Pelican for many years, had a puncture on the Newell Highway riding up on Thursday. He waited on the side of the road for three hours before getting transported to Parkes. As there was no suitable tyre available at Parkes, he had to wait for one to come up from Sydney. While he was waiting he had a medical issue and the doctor told him that he was not to ride a bike for at least a week. Don had to arrange to fly back to Melbourne and get his bike transported back as well. Last I heard he was still trying to get the bike transport sorted. As a result, Don was awarded the "Hard Luck" trophy.

Doug Pender was a close runner up for the trophy as he suffered a medical issue on Friday night and had to be transported to Gosford Hospital. It seems that some people will do anything to win a trophy at the Pelican!

Raffle prizes for the rally were:

- Motorcycle helmet (Central Coast Motorcycles) motorcycle books (Tony Carter)
- Leather tool bag (CCCMCC) Hand-made quilt (Ann Davis) 6-pack Bourbon (Les Graham)
- 5 x 1.5 litre bottles wine (Grange Hotel) Bike chain with lock (Gosford Motorcycle Wreckers)
- Oil filter kit (John Mills) Motorcycle book (John Mills)
- 3 rego inspections (R.A.M. Trucks, West Gosford)
- 2 x \$100 vouchers for Gosford Motorcycle Wreckers (Jerry's Café)
- Tiger Moth Flight (Brian Zeederberg) Bottle Champagne (Glenn Shipway)
- Motorcycle cables lock (Steve Gardiner)

Thank you to all for your generous donations.

The new club web site is now active and requires good quality photos of your bike for the "Gallery" page. So far we have only received a photo of one member's bike for this section. Only the bike details will be mentioned (eg: 1967 Triumph Bonneville). There will be no mention of the owner on the web site. For any further information please contact me.

Ride safely, Mark Gattenhof

EDITOR'S REPORT



Since I last finished working on the Flywheel seems like a long time ago mostly because so much has happened especially motorcycle related. I bought a 1974 850 Norton Commando which has been sitting idle in my shed for a few weeks waiting for me to get motivated and rewire it- all seemed to be going well but after a few kicks the wiring failed upon removing the fuel tank I found an old bodge job with perished and broken connectors.....

On the riding front I've been out and about on my Ultima/Harley Custom which has been a sorted reliable unit for quite some time now as with my Kawasaki outfit which I was told appeared on Facebook after being photographed at Abermain near Cessnock. The Pelican Rally has just been run and for me was a good get away from Cessnock read more about that further in this issue.

Clinton Williams

Cool Thai motorcycle helmet which I bought new in Thailand for six dollars to replace the one which was stolen from my rented scooter it is lacking in ear protection otherwise perfect for a bicycle.

Kim and Sheryl at Lisarow school on the Pelican Rally with my outfit and the Steve Key's trophy winning 1947 Ariel 500



*Looking pretty but
hidden wiring
gremlins lurk beneath
the tank.*

SUNDAY IN EARLY AUGUST AT JERRY'S CAFE



Good to see Mark Kunze's BSA A10 up at Kulnura, the last time I saw this bike it was on the trailer at Orange with a fist sized hole in the crankcase. Notice the clean ground under the bike- excellent.



*A 1975 Moto Guzzi 750
with Bob Orr's GSXR750
Suzuki behind it.*



Graeme checking out Mick Golsbey's bran new 1200 Triumph Thruxton; more his kind of bike than Bob's Suzuki.

HUB RUN AUGUST 27 + FATHER'S DAY FOUR



*Fred's Commando
now sporting an
Interstate tank.*

*Peter with his 1970
model high pipe S
model Commando*



*Lewis Smith and
Lee Bowen at
Freeman's
Waterhole on
Father's day*



ONE FOR THE 2 STROKE FANS



The bike above is a mid-1990s 150cc Kawasaki owned by a British guy living in Pataya Thailand it is the naked version of the very popular KRR150 which believe it or not is good for 180kmh or more. The more basic model pictured has a 2mm smaller carburettor and is good for 160kph I know this for a fact as I had a bike just like the one above as well as an earlier model which had wire wheels and a drum rear brake. I also had a KRR for a short while but for most of the time I lived in and around Bangkok I rode the Victor model as in general I don't like faired bikes.

These bikes were manufactured in Thailand and Indonesia from the early 1990s until about 2002 when like everywhere else emissions standards killed off 2 strokes just when synthetic oil better electronics, fueling and exhaust power valves had reduced to exhaust smoke to a barely noticeable level.

While Honda Thailand exported their NSR150 to Australia Kawasaki, Yamaha and Suzuki did not see a demand for these tiddlers here.

Like the Aprilia RS250 which used a modified Suzuki V twin motor the Kawasaki is highly developed in all respects; the motor has a variable exhaust port barrel valve which allows the bike to pull cleanly from less than 60kmh in 6th gear, the fuelling is crankcase inducted and the motor is liquid cooled with a plated bore so power loss due to heat expansion is minimal and replacing a piston does not require a re-bore. As you can see in the photo the bike has excellent disc brakes and Kawasaki's uni-trak mono shock rear suspension along with cast wheels. The styling is similar to the larger models in the Kawasaki range of the early '90s with good instrumentation- speedo tacho and warning lights. This bike has an aftermarket chamber but the standard bike has a very similar pipe with less upward angle on the muffler, although it looks like this system would be loud the exhaust noise was minimal when I heard it running.

My KR was a pleasure to ride; I once rode it two up from the East side of Bangkok to the Burmese border a distance of about 400kms and made the trip easily in a day with some sight-seeing along the way at the Bridge over the river Kwai and other places of interest.

Nowadays these bikes are rarely seen on the streets of Thailand small scooters such as those parked behind the Kwak being the most common type of 2 wheeled transport- sadly this is what passes for progress.

Clinton Williams

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TRIUMPH

BSA

Norton

Ross Goodman has been quietly operating a spares and service business for mostly British bikes for the past few years his prices are competitive with on line competition and he has a good supply of Amal Lucas and other parts in stock. His personal bikes include two Norton Commandos, a 1200 side valve Harley which has been converted to an optional four speed gearbox and hand clutch, a 1967 Bultaco Matador plus a shed full of other bikes. He has a 1974 Norton Interstate for sale on consignment as well. He is located 17kms from Maitland operating from his home and well equipped workshop.

Below: Ross with replica Commando Muffler and two customer's bikes



PELICAN RALLY 2017

This year's 34th Pelican rally was held in fine weather compared to the past two years and attracted more entrants because of this. The route was well chosen in regard to avoiding traffic something that would be difficult if the location was closer to the coast. The catering was brought in house and thanks to Marilyn, Col Gwen and others the food was top notch. Thanks go to Neil Crocker the rally organiser who volunteered his time despite difficulties in his family life.

I rode my Kawasaki/HRD outfit which was the only one on the main ride although Adrian brought out his upgraded R60/5 outfit for Sunday's ride. The variety of motorcycles at the rally was good with a few Italian machines among the British and classic Japanese bikes with Gus representing American iron on his WLA Harley side valve. Morning tea at Lisarow School was excellent and we were able to contribute to the school's running costs.

Some riders came from other clubs and as far away as Bairnsdale Victoria with a total of 76 entrants.

Clinton Williams



Above; riders chat at Lisarow School on Saturday morning Left; Tony Gosling from Goulburn MCC 1934 Panther 600cc won best unrestored.

Below; Tim Corlett rode a 1963 model on the main rally ride.

Panther first produced the 600 in 1932 with the last 600 being made in 1963 a 650 model was produced for another three years.





BSA's last Gold Star in great original condition but sharing only the name with the clubman racer which was discontinued in 1963



Among the departing bikes for Saturday's ride was Phil Mellish promoting his new SWM 440 a bike with mixed origin but proven design.



Adrian and Barry chatting while waiting to leave both regular Pelican rally attendees.

YVON DUHAMEL/MIGUEL DUHAMEL A RACING DYNASTY

Born in Canada in on October 17 1939 Yvon Duhamel is best remembered as a member of the Kawasaki USA factory racing team during the 1970s along with teammates Gary Nixon and Art Baumann. He made famous the No. 17 on the fluorescent green factory Kawasaki, a number now honoured by his son Miguel.

Never officially retired, Duhamel raced the 24-Hour World Championship in 1988 with his sons Miguel and Mario and continues to race in the Vintage series to this day. He is still open to offers of racing the Daytona 200. Duhamel was inducted into both the Canadian Motorsport Hall of Fame and the AMA Motorcycle Hall of Fame in 1999.

In the 1968 Daytona 200, Duhamel, riding a Yamaha 350, finished second behind Harley-Davidson's Cal Rayborn; Duhamel, along with fellow Yamaha rider Art Baumann, become the first two-stroke riders to finish on the podium in the 200. Yvon won a superbike race at Daytona but never the big race although his son won it five times on both Kawasaki and Honda machinery.

Yvon gave Kawasaki its first AMA national victory in September, 1971 at Talladega, Alabama. From 1971 to 1973, Duhamel was the winningest rider for Kawasaki, earning five national victories for Team Green during that period. From 1974 to 1976, Duhamel continued with Kawasaki, but a series of crashes and mechanical problems kept him from winning. By the mid '70s, Duhamel was busy racing overseas, as well. In 1975, he gave Kawasaki its best finish of the year in a world championship 250cc Grand Prix when he took fifth at the Dutch round. He was also a factory world endurance racer competing in the famous Le Mans and Bol d'Or 24-hour endurance races on highly modified versions of the popular KZ1000 street bike.

During the mid-1990s, Duhamel returned to racing in the AMA Harley-Davidson 883 Sportster Series. He earned a few top-10 finishes, proving that he could still be competitive, even in his 50s.

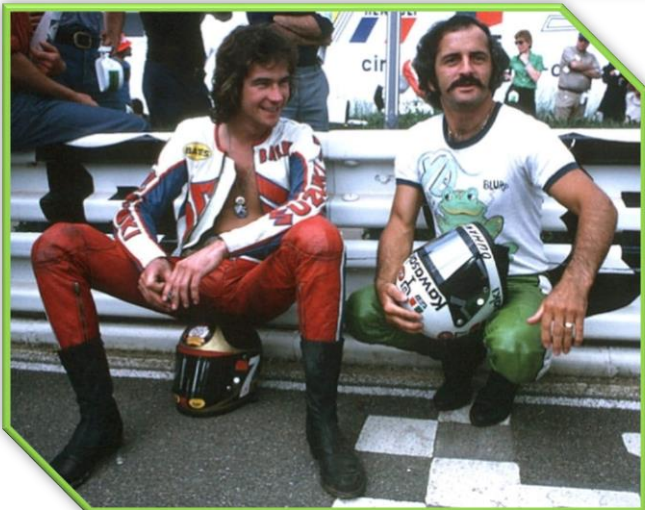
Miguel Duhamel (born 26 May 1968) proved to be the most talented racer of Yvon's two sons racing a full GP season in 1992 on an ROC framed Yamaha V4 and as a wild card in the 2007 US Grand Prix. Miguel was hired by Harley Davidson to ride its VR1000 superbike in 1994 and was the only rider to ever lead a race on that ill-fated machine. Miguel also holds the record for race wins in the AMA Supersport class and despite many serious injuries has taken after his father and raced on regardless.

In 2012, Miguel won the Le Mans FIM e-Power & TTXGP race despite a three-year break from competition the Canadian champion had lost nothing of his will to win as he rode the US Barracuda Lightning Racing Team's electric motorcycle.

So Moto GP has Rossi senior and son and AMA racing has the Duhamels; in both cases the son has bettered the father. Can Remy Gardner get his act together and out do Wayne? *Clinton Williams*

Left: Miguel Duhamel leads Mat Mladin across the line for one of his four Daytona 200 wins.

Below: Barry Sheene and Yvon Duhamel in their heyday and Miguel on the electric powered Lightning racing prototype at Le Mans



BOB HANSEN; THE TEAM CHIEF WHO EMBARRASSED HONDA

Bob Hansen was a key figure in American motorcycle racing during the 1960s and '70s. He is best known for running the American racing teams for Honda and, later, Kawasaki. Under Hansen's direction, Honda won its first Daytona 200 in 1970 with Dick Mann at the controls of the CB750. A few years later Hansen headed up Kawasaki's successful racing team during its early efforts on the U.S. racing scene with riders such as Yvon DuHamel, Paul Smart and Gary Nixon. Hansen had been a well-known Midwestern racer during the 1940s and '50s and went on to become a much-sought-after tuner before going to Honda in the early 1960s.

Bob Hansen without Honda's knowledge built a few Honda race bikes that were successfully raced in Canada as early as 1962. Honda politely asked him to quit building the race bikes when customers began calling Honda to get these Japanese-only models for themselves. He continued to move up the ladder at Honda and he eventually moved to the company's headquarters in Southern California to head up the service department.

While with Honda, Hansen headed up several racing efforts with the company's lightweight and middleweight motorcycles. Most notable was a semi-factory Honda effort at Daytona in 1967 with a trio of HRC-prepared CB450s. US rider Swede Savage finished 11th behind the winning 500cc Triumphs and Harley Davidson riders.

Honda's CB750 was the pinnacle of late-'60s performance, with a Grand Prix-inspired four-cylinder engine, disc front brake and excellent handling. Yet despite these advantages, Honda's upper management was reluctant to race. It was only through the force of Bob Hansen that Honda entered the 200 at all.

When Hansen first proposed racing at Daytona, American Honda's board of directors shot him down: "They said, 'What if we don't win?'" Hansen recalls. "I said, 'Exactly. That's why we need a full-fledged factory effort.' I already distributed bikes to dealers, and I knew someone was going to race at Daytona. I said a first-class effort was the only way to ensure success."

Honda's board wouldn't budge. A few days later, however, Hansen received a phone call from Mr. Harada, the head of Honda R&D; in Japan. Harada had just one question: What was the top speed necessary to win? "I picked a number a few mph faster than anyone had ever gone before, and he hung up," Hansen says.

Three days later, Harada called back and said Honda was preparing to enter the 1970 Daytona 200. "I asked how he made the decision," Hansen says. "He said, 'You told me necessary top speed. I know horsepower needed to achieve that speed. We can make that power, so we can win the race.'" If only it were that simple!

Yoshio Nakamura, Honda's famous Formula 1 team manager, was placed in charge of the Daytona effort. This decision didn't sit well with Hansen, who was a veteran competitor. "What did he know about racing at Daytona?" Hansen asked. Apparently there was some uncertainty inside Honda, too, as Harada gave Hansen one bike as a contingency. Nakamura was responsible for three works-racer CR750s—the factory racing version of the production CB750. Hansen would field an identical fourth bike.

Once the decision was made to compete, the Honda effort proceeded at full-throttle. Nakamura hired three star international riders: 125cc World Champion Ralph Bryans, fellow Irishman Tommy Robb and U.K. Honda dealer, racer and Isle of Man TT expert Bill Smith. For his entry, Hansen selected well-known 1963 AMA Grand National Champion and three-time Daytona 200 runner-up Dick "Bugsy" Mann.

Hansen recalls that the CB750s had plenty of speed, but there was a problem with the cam-chain tensioner on the high-speed Daytona circuit. Once the chain started to wear the valve timing would alter resulting in a loss of power and the rubber in the chain tensioner broke up contaminating the engine oil. After the problem was discovered, Hansen made the decision to keep Mann off the bike during the final day of practice so that the machine could be totally rebuilt with this problem in mind. Hansen told the Japanese mechanics of the cam chain weakness but they ignored his advice.

Mann's Honda qualified fourth with an average speed of 152.67 mph behind the faster Triumph of Gene Romero-157.342-mph, BSA's Mike Hailwood and Triumph's Gary Nixon, but ahead of all three Nakamura-tuned CR750s.

In the race the factory Hondas of Bryans, Robb and Smith dropped out one by one, all suffering the same top-end problems. Even after a meticulous engine rebuild, Mann's cam-chain tensioner was gone within the first 100 miles. With just 10 laps remaining, Mann's lead over Romero had withered to just 12 seconds. Hansen did some quick calculations and figured they could safely lose 1 second per lap and still win—provided the bike stayed together. "Dick's machine was smoking, missing, the whole thing," Hansen remembers. "I had my doubts." Still, Hansen kept his fingers crossed, and kept Mann informed of Romero's progress lap by lap.

With around five laps remaining, Nakamura jumped the pit-lane wall and stormed up to Hansen, demanding he tell Mann to increase his speed. "Nakamura pointed at his watch and said, 'Must go faster, losing a second per lap,'" Hansen recalls. "I said, 'Get back over that fence and mind your own business. I'm running this race now!'"—words Hansen would later regret. Hansen's strategy worked—barely. Mann limped across the finish line first, just 2 seconds ahead of Romero.

Dick Mann's bike was running on three cylinders, and Bob Jameson Hanson's chief mechanic later found less than a cup of oil left in the engine.

As the only Honda rider in the race Mann's bike was the only factory Honda to go the distance and he won the race over the Triumphs of Gene Romero and Don Castro despite the Honda having less than a pint of oil left in the engine at the finish. Triumph and BSA's British riders as well as hard charger Gary Nixon blew their bikes up.

Hansen is quick to credit others: "Bob Jameson won Daytona in 1970—it's as simple as that. He went through that motor, and when he was done, it was fantastic." Hansen is just as quick to praise Mann, whose calm, veteran attitude helped him keep the failing bike together right up to the final moments of the event. American Honda thanked Hansen by terminating his position, ostensibly over his insubordination toward Nakamura. Hansen immediately took a position with Kawasaki as director of technical service, managing a successful factory racing effort.

Dick Mann won again in 1971 on a BSA Triple; Honda never campaigned the CR750 again at Daytona. At some point in time, Mann's CR750 was lost, abandoned by an industry too young to grasp the value of its early history. Incredibly, the Dick Mann 1970 Daytona winning motorcycle simply vanished.

Hansen kept up with his interest in motorcycles by restoring collector bikes and acting as a consultant for Heritage Racing, Honda's vintage racing division. He also is in demand at various racing gatherings to give talks on his days in racing.



Dick Mann aware that his engine would lose power later in the race immediately built up a big lead from the first lap.

The Honda CR750 pre-race never looked this clean again. It was very far from the stock street bike with magnesium cases; when one of the other Hondas crashed and the cases caught fire during practice Honda soon dropped their proposed protest over the British triples using non homologated 5 speed gearboxes.



<http://www.motorcyclistonline.com/blogs/dick-manns-1970-daytona-200-victory-mann-machine>

Up and coming Rallies

<i>Date</i>	<i>Location</i>	<i>Contact</i>
30 th Sept'-Oct'2 nd	PARKES MOTOR MUSEUM	Bruce Danson 04 5854 1133
13 th – 15 th Oct'	BSA National Rally Cowra	www.cowraholidaypark.com.au (02)-6342-2666
14 th -15 th Oct'	Girder Fork Rally Cooma	Ross Johnson of (02) 6452 2510
28 th 29 th Oct'	Classic mcc Goulburn	Dale Towell 0422 367 011

SWAP MEETS

Sunday 8 th October	Maitland showground	
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FOR SALE

AJS, BSA JAP and other manuals available at low prices call Gary 0403763323 for further information

**BSA 'S for sale, 1959 Super rocket, 68 Lightning Bike; All genuine offers considered
Contact-Beesa Bill, club librarian. 43 324 485**

We have received a request from a bloke named Lee. He is looking for a kick-start spring to suit a 1929 AJS 350cc Big Port with an M7 gearbox. If you can help please contact Lee on 0415 654 118.

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>

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VICE PRESIDENT	Tony Carter	0415 488 194
SECRETARY	Barry Allertz	0425 286 201
TREASURER	George Burroughs	0407085646 email: helgaandgeorge@hotmail.co.uk
COMMITTEE:	Neil Crocker	04 18 233 196
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LIBRARY	Bill Worden	43 324 485
CATERING	Merrilyn Gattenhof	43 284 060; 0415 867 314
EDITOR	Clinton Williams	49 912 844; 0422059995
CLUB TRAILER	Erik Soetens	0402 279 208
EVENTS	Barry Allertz	0425 286 201
CO-ORDINATOR		
MACHINE REGISTRAR	Ian McDonald	43 922 151; 0409 522 151 email: ianjan38@bigpond.com (preferred contact)

MACHINE EXAMINERS:		
BENSVILLE	Kim Carothers	43 693 097
ERINA	Robert Orr	43 673 055
GOROKAN	Ian McDonald email: ianjan38@bigpond.com	43 922 151; 0409 522 151
WYOMING	Col Graham	43 243 259; 0417 203 322
NIAGARA PARK	Tony Carter	0415 488 194
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WARNERVALE	Ron Smith	43 923 725

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

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

Magazine email: wclinton38@yahoo.com.au

Magazine Distribution: Ian McDonald ianjan38@bigpond.com

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

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

JOKES PAGE

A wealthy Texan walks into a small pub in Ireland. He slaps down \$500 on the bar and announces, "I got 500 American dollars here, for any of you fellers who can drink ten pints of Guinness in a row".

Nobody says anything. Everybody looks away, or looks at the floor. One guy leaves.

The Texan orders a drink and starts chatting with the locals. About 5 or 10 minutes later, the guy who left earlier returns. Small, skinny guy. He shyly taps on the Texan's shoulder and asks him, "Pardon me, sir...but does your offer still stand?"

The Texan stands up and slaps him on the shoulder. "It sure does...set 'em up, Joe!" The bartender expertly pours and sets up ten pints in a row of foaming Guinness. The little guy walks down the line and knocks back every one of them pretty briskly, barely slowing down through the ninth and tenth. He stands there smiling and burps once.

"Well, here's your money, Seamus!" says the Texan. "But I gotta ask you, where'd you disappear to there for a while?"

"Well, I had to nip over to the other pub...to make sure I could do it."

Religious Shit

Taoism Shit happens.

Buddhism If shit happens, it's not really shit.

Islam If shit happens, it's the will of Allah.

Protestantism Shit happens because you don't work hard enough.

Judaism Why does this shit always happen to us?

Hinduism This shit happened before.

Catholicism Shit happens because you're bad.

Hare Krishna Shit happens rama rama.

T.V. Evangelism Send more shit.

Atheism No shit.

Jehova's Witness Knock knock, shit happens.

Hedonism There's nothing like a good shit happening.

Christian Science Shit happens in your mind.

Agnosticism Maybe shit happens, maybe it doesn't.

Rastafarianism Let's smoke this shit.

Existentialism What is shit anyway?

Stoicism This shit doesn't bother me.



Captain Good Vibes the pig of steel rode a motorcycle when the surf was not up. It is clearly the 1970s when leaded fuel resulted in heavy metal exhaust emissions

RIDE CALENDAR

OCTOBER

<i>Sunday</i>	<i>1st</i>	<i>Hub Run Woodberry Park</i>
<i>Wednesday</i>	<i>4th</i>	<i>Breakfast at Jerry's Lunch at Pie in the Sky</i>
<i>Friday</i>	<i>6th</i>	<i>Morning Coffee at Jerry's</i>
<i>Sunday</i>	<i>8th</i>	<i>Club Run <u>Meet at Mc Donald Tuggerah.</u> Freemans Waterhole for Morning Coffee and Stockton Pub (or Pelican RSL) for Lunch.</i>
<i>Wednesday</i>	<i>11th</i>	<i>Breakfast at Jerry's Lunch at Weston Pub</i>
<i>Friday</i>	<i>13th</i>	<i>Morning Coffee at Jerry's</i>
<i>Sunday</i>	<i>15th</i>	<i>Club Run <u>Meet at Mc Donald Tuggerah.</u> Mc Donald's Swansea for Morning Tea; Lunch at Morpeth Hotel.</i>
<i>Tuesday</i>	<i>17th</i>	<i>Committee meeting Ourimbah RSL</i>
<i>Wednesday</i>	<i>18th</i>	<i>Breakfast at Jerry's Wiseman's Ferry Pub for Lunch</i>
<i>Friday</i>	<i>20th</i>	<i>Morning Coffee at Jerry's</i>
<i>Sunday</i>	<i>22th</i>	<i>Club Run <u>Meet at Mc Donald Tuggerah.</u> Freemans's for Morning tea, Jerry's for Lunch</i>
<i>Tuesday</i>	<i>24th</i>	<i>General meeting Ourimbah RSL</i>
<i>Wednesday</i>	<i>25th</i>	<i>Breakfast at Jerry's; Lunch at Broke (or Pokolbin Village)</i>
<i>Friday</i>	<i>27th</i>	<i>Morning Coffee at Jerry's</i>
<i>Sunday</i>	<i>29th</i>	<i>Hub Run Woodberry Park</i>

NOVEMBER

<i>Wednesday</i>	<i>1st</i>	<i>Breakfast at Jerry's Lunch at Pie in the Sky</i>
<i>Friday</i>	<i>3rd</i>	<i>Morning Coffee at Jerry's</i>
<i>Sunday</i>	<i>5th</i>	<i>Club Run Meet at Mc Donalds Tuggerah. Coffee at Corrugated Cafe, Lunch at Road Warriors.</i>
<i>Wednesday</i>	<i>8th</i>	<i>Breakfast at Jerry's; Lunch at Freeman's (or Weston)</i>
<i>Friday</i>	<i>10th</i>	<i>Morning Coffee at Jerry's</i>
<i>Sunday</i>	<i>12th</i>	<i>Club Run Morning Tea at Corrugated Iron Cafe, Fish and Chips at Woy Woy</i>
<i>Tuesday</i>	<i>14th</i>	<i>Committee meeting Ourimbah RSL</i>
<i>Wednesday</i>	<i>15th</i>	<i>Breakfast at Jerry's, Fish and Chips at Brooklyn</i>
<i>Friday</i>	<i>17th</i>	<i>Morning Coffee at Jerry's</i>
<i>Sunday</i>	<i>19th</i>	<i>Club Run Freemans for Morning Tea, Jerry's for Lunch</i>
<i>Tuesday</i>	<i>21st</i>	<i>Committee meeting Ourimbah RSL</i>
<i>Wednesday</i>	<i>22nd</i>	<i>Breakfast at Jerry's; Lunch at Morpeth Hotel</i>
<i>Friday</i>	<i>24th</i>	<i>Morning Coffee at Jerry's</i>
<i>Sunday</i>	<i>26th</i>	<i>Club Run; Freemans Waterhole for Morning tea, Wangi Workers (or RSL) for Lunch</i>
<i>Tuesday</i>	<i>28th</i>	<i>General meeting Ourimbah RSL</i>

Those members riding club plated bikes not on the 60 days trial must go directly to Jerry's from their home on Fridays

The FLYWHEEL

The magazine of: -

The Central Coast Classic Motor Cycle Club Inc.

P.O. Box 9006

WYOMING NSW 2250