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The
Flywheel



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



Bob Orr arriving at September's hub run on his BSA triple

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

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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 active interest in preservation, restoration and use of Veteran, Vintage and Classic motorcycles.



CENTRAL COAST CLASSIC MCC

PRESIDENT'S ANNUAL REPORT – 2016

The club has had another successful year with a great variety of events for members to participate in. The highlight was our 33rd annual Pelican Rally which was held again at Camp Chapman Guide Camp, Somersby. The weather was better than last year, but again Sunday was a bit of a washout. The numbers attending were down on last year which was disappointing (see report in *Flywheel* 166) and we hope to have more participate next year.

At the start of the year we had a total of 121 members which has grown during the year to 128. A warm welcome to new members Dean Crook (Wyoming) and Chris Brown (Lisarow). A few of our members are not enjoying good health and we wish them a speedy recovery.

Your committee has worked tirelessly throughout the year to ensure that our club operates smoothly and I thank them all for their efforts. I'd also like to thank all members who have contributed to the smooth running of the club throughout the year whether it's picking up the catering trailer, helping at the hub runs or the rally, or just helping other members sort out problems with their bikes. Thank you one and all. Special thanks to Dave Jackson who is stepping down from the committee after many years of service.

The 60-day Log Book Trial, introduced last year by Roads Minister Duncan Gay, has opened up new opportunities for people with historic vehicles to get out and about. Attendance at published runs, particularly the Sunday and mid-week rides, has been limited and, as a consequence, a new format will be trialled for the new club year.

The 4-ride rule re-instated by the committee last year has been reasonably successful with most members with machines on historic registration having no trouble showing up at four or more of the designated runs during the year. Seven members have not been seen at any of the events during the year and the committee will determine what action will be taken.

The trial of a points score system based on the age of machine ridden to the designated events has had mixed results with quite a few members not entering the year of their bike – hence no points awarded. The overall results are as follows, Top score: Col Graham, 47 points; Category 3 1931-1945: Frank Dyer, 25 points; Category 4 1946-1961: Bill Worden, 36 points; Category 5 1962-1981: Tony Carter, 27 points; Category 6 1982-1996: Glen Shipway, 20 points; Category 7 1997-2016: Mark Gattenhof, 8 points.

The Club Workshop days, held at Allan Hawkins' premises at Tuggerah, have been quite popular and will continue next year.

Finally, I wish you and your families a safe, happy and healthy Christmas and New Year and I look forward to seeing you all in 2017.

Mark Gattenhof
President

EDITOR'S REPORT

This is the end of year edition of The Flywheel for 2016 my fourth year as editor it's been enjoyable and I have put what I have been able to learn about computers- or word processors- to good use. In that time Brian and Barry got our club website up and running so anybody who can access the internet can find out more about our club. As I write it is planned to outsource the printing of the magazine which will make things easier for me; there will be a colour front cover with black and white content- if you wish to see colour pictures the on line version will be in colour.

As has always been the case I welcome all original contributions from members; photos, stories, rally reports or technical information about what you have done to your bike even if it is as simple as my piece on fitting handlebar risers to my Z1300 this is our club magazine so more original content from members makes the magazine more relevant to our club.

Due to the sliding system of club plate eligibility our club uses what were modern bikes thirty years ago are now considered classic motorcycles which means that those of us lacking the mechanical skills and experience to keep older bikes running reliably can choose from early eighties and late seventies models which are less taxing as regards to maintenance- on the other hand some bikes like the four and six cylinder models mostly from Japan have much more complicated engines and it is said less of that hard to define soul that British and European twins and singles possess. All motorcycles are good some more so than others each rider decides for themselves which type and make is best for them.

This month's cover features Bob Orr on his BSA Rocket 3 this model was one of the fastest bikes available in 1968 and highly sought after today.

I sold my XS1100/ DJP outfit last month- the buyer was a 63 year old XS1100 enthusiast but had never ridden a bike and sidecar before despite this he rode the outfit all the way to Young a 500km journey and got home the next day with no problems which goes to show that a well set up bike and sidecar is far safer than the uninitiated think.

With the festive season coming up I wish you all the best and a Happy New year in advance.

Clinton Williams



My new and improved shed as yet not 100% complete, another window on the side and setting up work benches etc. inside still to come. Clint

Please note: CCCMCC Christmas Party

Sunday 11 December 2016

Woy Woy Bowling Club

Names and number attending to Catering Officer (Merrilyn) 4328 4060 ASAP

OCTOBER 1ST AND 30TH HUB RUNS



Kawasaki, Honda, Vincent, BMW, Matchless and more if you want variety our club has it. Jack's GPZ 900 Kwak makes a nice foreground to Bill Summerling, Mick and others chatting on a sunny October day. Allan arriving on his F1 Honda Four, Bob brought the club trailer so he deserves to be in the photo. Les Graham looking pleased as punch with his Matchless 500 single while John looks it over, Trevor's BMW 250 single and John's (from Sydney) Black Shadow Vincent all fine bikes at the past two Hub Runs.

CLUB RIDES



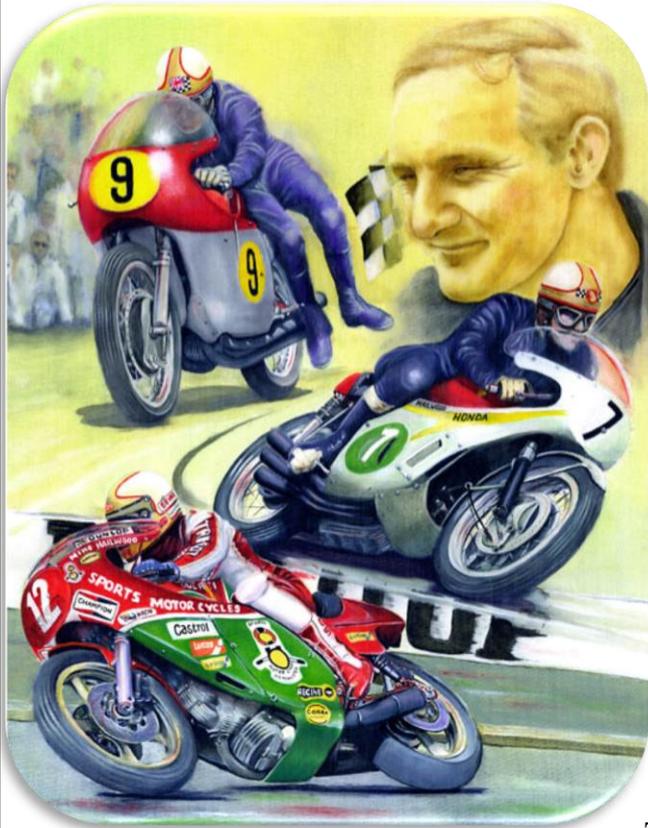
Left: new member Dean and his modified '85 model Ducati 900 one of the last bevel drive Ducatis-an interesting bike to look at detail wise.

Former front cover model; Stuart Avery's all British twin port 1938 Royal Enfield J2 and John Mills' '72 Bonneville



One of Les Graham's Kawasaki triples the slightly tamed third model with Don Gledhill behind on his Honda F2 750 Four





MIKE THE BIKE

Mike Hailwood was born at Langsmeade House, in Oxfordshire, His father, who raced in the pre-World War II era, was a successful motorcycle dealer and Hailwood had a comfortable upbringing. He learned to ride at a young age on a minibike as a small boy in a field near his home. He was educated at Purton Stoke Preparatory School, and Pangbourne Nautical College where he wore a naval-type uniform, but left early and worked for a short time in the family business before his father sent him to work at Triumph motorcycles. Hailwood saw his first race at age 10 with his father, and first spectated at the Isle of Man TT races in 1956. He first raced in 1957, at Oulton Park. Barely 17, he finished in 11th place, but was soon posting successful results. In 1958 he won ACU Stars in 125, 250, and 350 classes, earning him the *Pinhard Prize*, an accolade awarded yearly to a motorcyclist under 21, who is adjudged to have made the most meritorious achievement in motorcycle sport during the preceding year. He teamed with Dan Shorey to win the Thruxton 500 endurance race and finished well in four classes of TT race with one podium.

By 1961, Hailwood was racing for up-and-coming Japanese factory Honda. In June 1961, he became the first man in the history of the Isle of Man TT to win three races in one week when he won in the 125, 250 and 500 classes. He lost the chance at winning a fourth race when his 350 AJS failed with a broken gudgeon pin whilst leading. Riding a four-cylinder 250 Honda, Hailwood won the 1961 250 world championship.

In 1962, Hailwood signed with MV Agusta and went on to become the first rider to win four consecutive 500 World Championships.

In February 1964 during preparations for the US Grand Prix at Daytona, Hailwood set a new one-hour speed record on the MV 500 recording an average speed of 144.8 mph on the oval-shaped, banked speed-bowl. Later that same day Hailwood then went on to win the GP race, which carried World Championship points, During 1965, Hailwood entered selected UK events riding for the Tom Kirby Team. In heavy rain, Hailwood won the 1965 Hutchinson 100 Production race at Silverstone on a BSA Lightning Clubman entered by dealer Tom Kirby, beating the Triumph Bonneville ridden by World Champion Phil Read and Percy Tait.

After his successes with MV Agusta, Hailwood went back to Honda as he felt the real racing in those days was in the 250 class and Honda had the best 250 machinery. He won four more world titles in 1966 and 1967 in the 250 and 350 classes but was not able to beat Agostini on the better handling MV Agusta in the 500 class. Strangely enough Hailwood had little knowledge of race bike set up and rode around problems that riders like Agostini, Read and others would do their best to remove by careful adjustment of forks, shocks and so on.

Hailwood is remembered for his accomplishments at the famed Isle of Man TT. By 1967, he had won 12 times on the island mountain course. He won what historians consider to be the most dramatic Isle of Man race of all time, the 1967 Senior TT against his great rival, Giacomo Agostini. In that race he set a lap record of 108.77 mph on the Honda RC181 500, which stood for the next 8 years until beaten by Mick Grant on a Kawasaki 750.

For 1968, Honda pulled out of Grand Prix racing, but paid Hailwood £50,000 not to ride for any other team, in expectation of keeping him as its rider upon return to Grand Prix competition. Hailwood continued to ride Hondas during 1968 and 1969 in selected race meetings without World Championship status including European events, sometimes wearing an unfamiliar plain-silver helmet, on a 500 engine machine which used frames he had privately commissioned. He also appeared in selected UK events, in 1968 appearing in the post-TT race at Mallory Park on a Honda, and in 1969 he participated in the Mallory Park Race of the Year riding a Honda Seeley, Hailwood had previously won this race five times.

He had already started to race cars and with no other factory racing teams available to compete against MV Agusta, Hailwood decided to pursue a career in car racing, placing third in the 1969 Le Mans 24-Hour race in France as a co-driver of a Ford GT40 with David Hobbs.

In 1970, Hailwood was again lured back into bike racing, this time by the BSA team riding a Rocket 3 at the Daytona 200 race in Florida, part of a strong BSA/Triumph team. Whilst placed at the head of the field the machine soon failed due to overheating. Hailwood again rode for BSA at the 1971 Daytona race, qualifying on the front row. He led the race but again broke down.

Even before his move from MV to Honda in 1966 Hailwood was the world's highest-paid rider. He lived a playboy lifestyle as a jet-setter covering 30,000 road miles and 160,000 air miles in a year travelling to circuits around the world whilst based in his London bachelor-flat where he kept his high-powered sports cars.

He had two children - daughter Michelle in 1971 and son David. He married their mother, model Pauline, on 11 June 1975 in order for her to gain residency in South Africa.¹

Hailwood participated in 50 Formula One Grands Prix, starting with an early phase between 1963–1965, debuting in the British Grand Prix in 1963, achieving two podium finishes in 1964 and scoring a total of 29 championship points. He was in contention for a victory at his first Formula One race in 6 years, the 1971 Italian Grand Prix. He and 3 other drivers finished 1-2-3-4 over two-, Hailwood finished fourth.

In 1974 he drove a works McLaren M23 and impressed, sometimes outpacing team leader Emerson Fittipaldi. He left Formula One after breaking his leg and shattering his right foot and ankle at the 1974 German Grand Prix at the Nürburgring he then retired to New Zealand.

On 3 June 1978, after an 11-year hiatus from mainstream motorcycling, Hailwood performed a now-legendary comeback at the Isle of Man TT in the Formula 1 race, a class based on large-capacity road machines. Few observers believed the 38-year-old would be competitive after such a long absence. Riding a factory developed Ducati 900SS fettled by Steve Wynn of Manchester *Sports Motorcycles*. Hailwood was not only competitive, but managed a hugely popular win against the previous year's winner Phil Read on a fully supported works Honda. Initially Wynn had a more powerful motor in a bike he had prepared himself but Hailwood rode the slower factory model and was extremely lucky as the bottom end let go just as he crossed the finish line this did save the bike from being tested for its decibel level but the scrutineers were wary of testing the Ducati as the fans would have gone wild if the bike was excluded after the fairytale win. It took Mike 2 hours 10 minutes and 15 seconds to complete his winning F1 race. Compare that to today's 45 minute Superbike races

Hailwood raced the following year at the Isle of Man TT before retiring for good at the age of 39. In that final Isle of Man appearance, he rode a two-stroke Suzuki RG 500 to victory in the Senior TT. He then opted to use that same 500 bike in the Unlimited Classic- the Ducati factory provided a 900SS with an updated but substandard chassis. Hailwood dived for the lead with Alex George (997 Honda) on the RG500 for all 6 laps in yet another TT epic. They were rarely a few seconds apart on time each lap, Hailwood losing by just 2 seconds.

On Saturday 21 March 1981, Hailwood set off in his Rover SD1 with his children Michelle and David to collect some fish and chips. As they returned along the A435 Alcester Road through Portway, Warwickshire, near their home in Tanworth-in-Arden, a truck made an illegal turn through the barriers onto the central reservation, and their car collided with it. Michelle, aged nine, was killed instantly. Mike and David were taken to hospital, where Mike died two days later from severe internal injuries. He was 40 years old. David survived with minor injuries. The truck driver was fined £100.

Hailwood claimed to have been told by a fortune teller in South Africa that he wouldn't live to 40 and would be killed by a truck. The story was repeated by Elizabeth Marthy in a 1981 memoir, while recounting her relationship with Hailwood, whom she had met at the Canadian Grand Prix in 1967. When he asked her hand in marriage, she replied that she was hesitant to marry someone who could die at any weekend race. He then told her his story and said; "...so you see, it won't happen on a track."

After Hailwood's victory at the 1978 Isle of Man Formula One motorcycle race, Ducati offered a 900SS-based Mike Hailwood Replica for sale the colours were those of Castrol; Hailwood's sponsor and it is only by coincidence they are the colour of the Italian flag. Approximately 7,000 were sold. In 1981, part of the TT course was named Hailwood's Height in his honour.

Hailwood retired with 76 Grand Prix victories, 112 podiums, 14 Isle of Man TT wins and 9 World Championships, including 37 Grand Prix wins, 48 podiums, 6 Isle of Man TT wins and 4 World Championships in the 500 class.

A FEAR OF FLAT SURFACES

BY DR. TOOHEY

For some considerable time now it has been my intention to try and throw some scientific insight onto that well known, but seldom discussed, phenomenon the "FLAT SURFACE".

Flat Surfaces have been with us since the Creation and indeed it is a well-established fact that our Earth was flat in earlier days. History has well documented the perilous voyages of Greek seafarers who sailed off the edge of the planet never to be seen again.

Modern teachings would have us believe that our world is now round and that we no longer need to live in fear of sailing off its edges. But no mention is made of the true peril that awaits each and every one of us - "FLAT O-PHOBIA" - or fear of flat surfaces.

Flat surfaces exist in every facet of our lives. Consider your birth for instance - wasn't your mother lying on a flat surface when you were produced? And after the doctor had taken you and cleaned you up where did he put you? - On a flat surface!

It should come as no surprise then that flat surfaces play such a big part in our everyday lives. Have you ever been looking for a particular magazine that has an article about your favourite bike and you just know that it is somewhere in the room - but where? Chances are that when you do find it, it is buried under a pile of other magazines on a flat surface!

Flat surfaces act as a kind of magnet. For example, look in any workshop and what do you find? Flat surfaces everywhere!

One of the most notable of these is called "the workbench". These cunningly disguised magnetic devices usually start out absolutely bare of any item but just wait and see what happens. In no time at all they start to attract all sorts of objects - tools, parts, containers and workshop manuals to name but a few.

Before you know it the part/tool you need the most has been swallowed up by the flat surface! Cupboards and shelves are also a part of this magnetic field as are boxes, jars and any container regardless of shape. Flat surfaces can be vertical (look in any library) and the most cunning ones are curved! Consider the humble clothes airer that exists in most households. Would you be afraid of this device? Probably not, but I once saw a bloke spend three quarters of an hour looking for his motorcycle gloves only to find them draped over the bars of an airer.

Have you ever looked into a bookshelf? What did you see? A whole lot of books standing vertical on their shelves. But what else did you see? At the top of the books there is usually a gap between them and the shelf above and what do you find occupying that gap? - More books lying horizontal! The top of the vertical books has formed a flat surface and this has attracted the other books like a moth to a flame.

Have you ever had a nut/bolt come loose on your machine? Where does it normally head for? Yes, the nearest flat surface which is sometimes called the road! Sometimes it can be a part of the bike itself. BMW owners will already know that any nut/bolt coming adrift often find its way in between the cylinder fins (a good example of vertical flat surfaces at work).

Those of you who use a computer may not have realized it but there are several flat surfaces at work at one time. Take this article for instance. The whole thing is stored on a magnetic flat surface called a hard drive. This sits in the machine in a horizontal or vertical plane whilst at the same time it can be read on the screen (a vertical flat surface). When the article is printed the information goes to the printer which has a roller (or cylindrical flat surface) which the paper sits over. Therefore we have no less than three different flat surfaces at work at the same time for one thing!

Now that you are aware of the terrors of flat surfaces you will no doubt be able to add to this list from your own experiences (eg: corrugated flat surfaces used for roofing etc). The big danger is that they are out there waiting for us and just like rust they never sleep. So remember, before you go to put something down next time to be wary of the flat surface for it will surely take your thing and hide it from you - maybe forever!

(FOOTNOTE: - I originally prepared this article for publication quite some time ago but then it got put on a table and was buried under a pile of other stuff and has only recently come to light again. Dr. T)

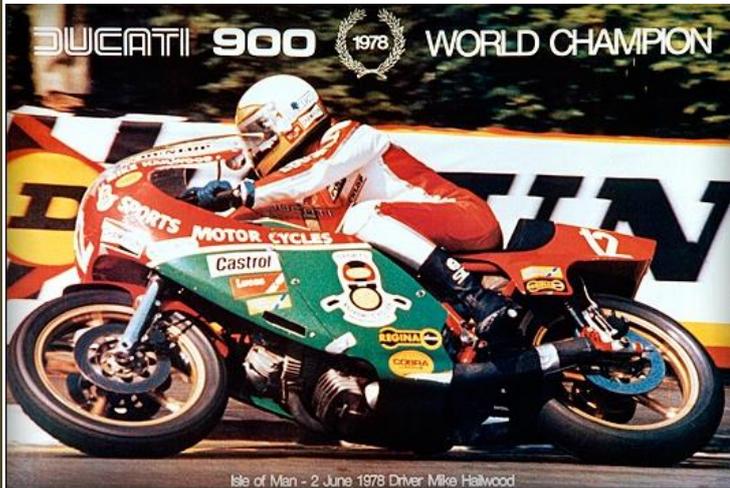
BOOK REVIEW

MIKE The life and times of Mike Hailwood - Ted Macauley

Much of the previous bio' on Mike Hailwood was taken from this book so there is no need to summarize it here. The author was Hailwood's long-time friend and later in his career his manager so he is eminently qualified to write this book. At 193 pages it is an easy read with photos of Hailwood's career for those who prefer to just read snippets. Mike won GPs on Honda, MV Augusta, Norton, Ducati and MZ Machinery as well as Suzuki in the senior (500) class at his last IOM appearance.

Macauley's **MIKE THE BIKE AGAIN** is specifically about his IOM comeback and worth a read for those who want more detail of that awe inspiring event- both books are available from our club library.

Clinton Williams



A promotional poster depicting Mike Hailwood winning the one race world championship to add to his previous nine world titles.

PHIL READ REPLICA

With the advent of the World Superbike series manufacturers with any hope of being competitive on the track had to offer for sale 200 road registerable examples of the base model with which they would compete- Honda, Ducati, Kawasaki, Yamaha and others offered motorcycles like the Honda RC30 750 V4, Ducati 851 and even Harley Davidson produced 50 VR1000s (registered in Poland) for the AMA Superbike series in the mid-1990s. However 'replica' models are generally based on a specific race winning bike- Ducati released a Paul Smart replica in 2006 which was a retro take on the original 1972 Imola 200 race winner, Honda commissioned 150 Phil Read replicas based on his 1977 TT winning 750 four, Bimota released a limited number of Gobert replicas based on his single race win at Philip Island in 2000 and of course Ducati made 1,700 Mike Hailwood replicas after his famous 1978 TT win.

'Limited edition' or 'celebration' models have long been established as a sound marketing technique for both cars and motorcycles, so when Phil Read won the Isle of Man's inaugural Formula 1 TT on a works Honda in 1977 the stage was set for a special version of the Japanese manufacturer's world-changing superbike. As a result, Honda commissioned Colin Seeley to build a batch of 150 replicas of Read's winning machine. Not to be confused with the Seeley-Honda, which used a Seeley frame, the Phil Read Replica relied on special bodywork finished in distinctive and glorious 'Honda Britain' livery to set it apart from the standard production model along with an outstanding black open pipe silencer but stock 750 F2 motor. 150 examples were made for the UK market. Currently there is a dedicated web site/registry for owners of this model; one member has nine Phil Read Replicas!

<http://www.cb750f2hondabritainoc.co.uk/>

Clinton Williams



GENERAL INFORMATION

Remember to ask for a club discount say you saw the ad' in The Flywheel (a free service) and tell them John Mills recommended the shop.

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FORK STANCHIONS. BSA. TRIUMPH. NORTON.

Other items include reproduction alloy cylinder barrels for 18CS AJS and G80CS Matchless, Altette horns, replica Miller headlight switches and ammeters, lucas indicator lights.

Most parts will be here late October however brake drums and fork stanchions mid November.

Phone after 7.00pm (02) 6553 9442. 0415 372 108. Email cob.smith@bigpond.com web site www.cobsbritishcyclespares.com ABN 38 756 114 659

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WAYNE GARDNER ARRESTED IN JAPAN FOR ROAD RAGE

Wayne Gardner recently spent 12 days in a Japanese gaol for an alleged road rage incident. Gardner the 1987 500 world Champion now 57 was isolated and questioned almost daily regarding an incident in which a car driven by his son Remy was seen to scratch another vehicle. The occupants of the vehicle – three men – chased Gardner's car he then allegedly grabbed one of the men by the collar. Gardner repeatedly denied charges levelled at him and was released after paying a \$3,000 (AUD).

Gardner won the prestigious Suzuka 8 hour race 4 times and was considered to be a legend in his heyday it is obvious that the three men did not recognise our Wayne as he was not wearing his famed Rothmans racing leathers due to the current ban on tobacco advertising. Despite his anger at being chased over such a minor incident he was not shown the respect deserving of his past accomplishments especially by the police after his arrest. (Ed Op)

ACHTUNG! NEW RIDES FOR WEDNESDAY

We are proposing a different way of conducting the Wednesday Rides, on a trial basis, for the next 2 months.

The **Wednesday Rides** as shown in the calendar will ALL **START FROM JERRY'S AT 11AM.**

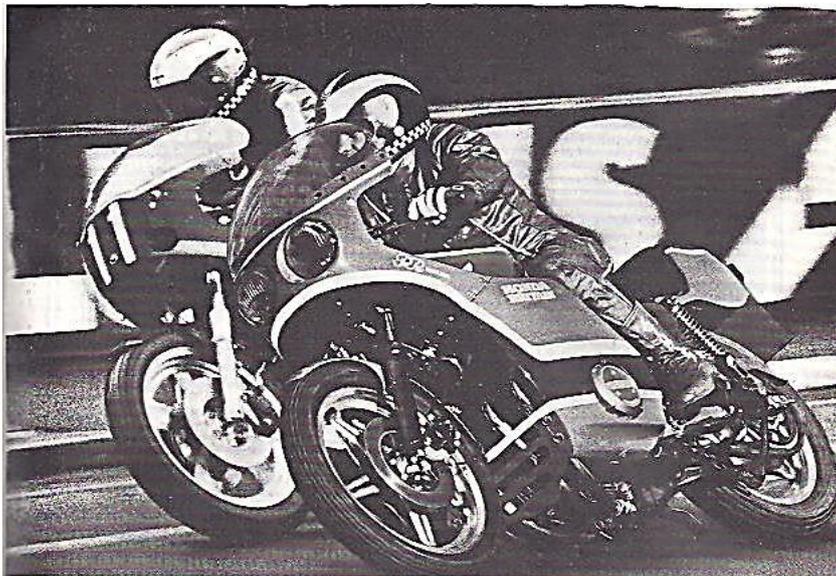
Make your own way to Jerry's for M/Tea; arrive in time to have a cuppa and join the ride for lunch to the chosen venue for that day. **Departure around 11am.**

As said, this is a trial over the next 2 months and it can all be changed by popular demand. Please give us some feedback. *Barry*

BMW meets Kawasaki

These 32mm high handle bar risers on my Kawasaki Z1300 come from an early BMW R100 RT left over from a previous bike. I drilled the mounting holes a bit larger to suit the Kwak triple clamp and bought longer bolts to secure them under the Kawasaki top clamp this saved me buying new handle bars and now I have more room to move on the seat and more leverage when steering the outfit.

Clint.



Left; A promotional poster relating to the previous article on race replicas and Phil Read's TT winner,

We give you the Works.

Honda's Phil Read Replica looks every inch the same as its race winning counterpart.

It has a full race fairing in Honda red, white and blue. Twin Cibie headlights. Four-into-one exhaust with matt black muffler. 5 gallon alloy racing tank. Racing bars and rear sets. Girdling rear gas shocks. In fact we've given it the works.

So it looks like you're riding the Works!

Mechanically the Phil Read Replica is a winner too.

It's based on the Honda 750F2, itself designed from Honda's racing experience. It's fast, it handles beautifully and it brakes powerfully.

There's just one snag. Honda are producing only a limited edition of the Phil Read Replica.

So you'll need quick reactions. Or you'll miss your works ride.

PHIL READ
REPLICA 750 F2



HOME TOWN LEGEND TAKES OUT CESSNOCK POSTIE BIKE GP

Third annual Postie Bike Grand Prix thunders through Cessnock

More than 100 riders roared around the suburban streets of Cessnock for the third Postie Bike Grand Prix over the weekend.

The riders shot past shopfronts and homes on the unique course.

The increasingly popular event drew champion competitors but, in the end, the title went to Chris Watson and Michael Kirkness.

Pictures: Page 16



TEAR IT UP: Riders lean into a corner at high speed at the Postie Bike Grand Prix in Cessnock. Picture: Max Mason Hubers

The above photo is from the front page of The Advertiser- Newspaper of the Coalfields. These postie bikes are all the traditional models- the model in current service is fuel injected and looks like the old style step thru not stripped down as these are - while they are not thirty years old very little has changed since I delivered telegrams on a CT 90 in Newtown in 1976. *Clint.*

<http://www.cessnockadvertiser.com.au/story/4260045/australian-postie-bike-grand-prix->

Chris Watson etched his name in Australian Motorcycling folk lore by becoming the most decorated Dirt Track racer the country has ever seen. He burst onto the mini bike scene in the mid 70s and his star burned brightly until the early 2000s

Watson's strengths were definitely courage and determination and anyone who raced Chris Watson knew they had been in a race. Whilst his dirt track exploits are unrivaled, it was his forays into other racing disciplines that truly showed he was a great all round motorcyclist.

His transition from dirt tracker to speedway rider was a seamless one that saw him match it with some of the world's best riders - world champions included.

A track record breaking performance at the Newcastle Speedway in the late 80s and a top five placing in the Australian Speedway Championship at Mildura were just two of the highlights - as well as numerous appearances for Australia in international Test matches.

His ability in both motocross and enduro was also exceptional and while appearances in competition were very rare he was always near the pointy end. Internationally it was a baptism of fire for Watson, who was a victim of some terrible luck while competing in the world championship in 1992. His run that year came to an end when a clutch malfunction stopped his bike during a Longtrack Championship semi-final in Germany,

A year later he put that right by winning the World Championship semi-final in Norway. However, business commitments, and the impending birth of his first child meant he was unable to fly to Germany for the final. Whilst the record books suggest he was never ranked in the world's top ten, many fine judges including six times World Champion Ivan Mauger, believe otherwise. Watson's riding ability ran parallel with seeming immunity from injury, but in 1996 he came very close to losing his life after an horrific crash at Kempsey saw him suffer severe internal injuries as well as a broken upper leg.

Chris returned to racing after a two year absence and whilst he was still better than most of the opposition, he was not the Chris Watson of old.

His racing days ended with an invitation from Ivan Mauger to contest a round of the World Longtrack Championship in 2005 - in which he performed admirably. A fitting end to a great career.

<http://www.chriswatsonmotorcycles.com.au/>

(With Casey Stoner and Chad Reed having origins in Kurri Kurri Cessnock has to present someone with motorcycle racing credentials- Editor)

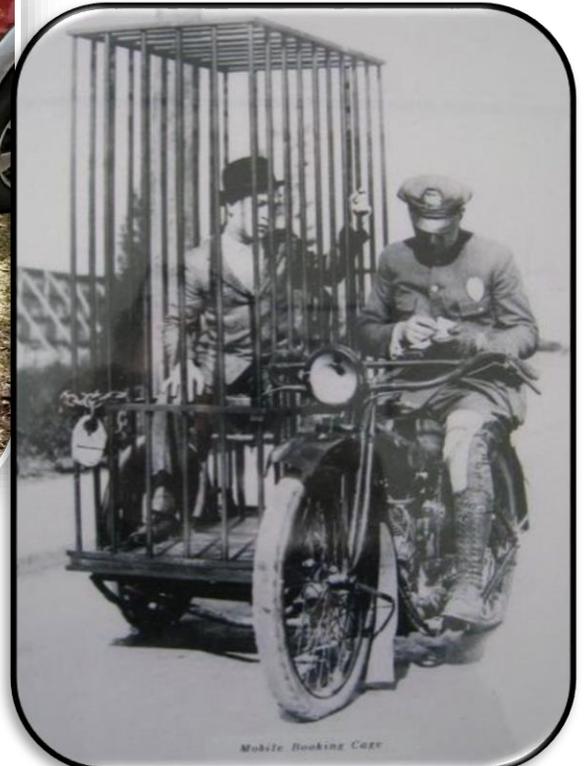
MISCELLANY



A wet day for the Guzzi club at Freeman's Water hole back in January this stripped down '86 model Le Mans still a rideable work in progress.
Below: tasteful lightly modified R65 mono arm BMW at Norah Head



Nigel sent this photo of half his 850 Commando plus Col's 750 Interstate at Dooralong Hall on the Pelican rally.



The first Ducati Motorcycle a 60cc sport bike for the Italian post WW2 market. The above is a 1949/50 model with cantilever rear suspension and telescopic front forks



JOKES PAGE

Historical Fact

Who says building a border wall won't work?

The Chinese built one over 2,000 years ago and they still don't have any Mexicans.

..
An Irish farmer named Seamus had an accident with a lorry, and was suing the lorry company, In court their hot-shot solicitor was questioning Seamus...

Solicitor; 'Now didn't you say to the Police at the scene of the accident, 'I'm fine?'

Seamus; 'Well, I'll tell you what happened. I had just loaded my favourite cow, Bessie, into the...'

Solicitor; 'I didn't ask for any details just answer the question. Did you not tell the police officer, at the scene of the accident, 'I'm fine!''?

Seamus; 'Well, I had just got Bessie into the sidecar and I was driving down the road...'

The solicitor interrupted again and said,

'Your Honour, I am trying to establish the fact that, at the scene of the accident, this man told the police on the scene that he was fine. Now several weeks after the accident, he is trying to sue my client. I believe he is a fraud. Please tell him to simply answer the question.'

By this time, the Judge was fairly interested in Seamus's answer and said to the solicitor: 'I'd like to hear what he has to say about his favourite cow, Bessie'.

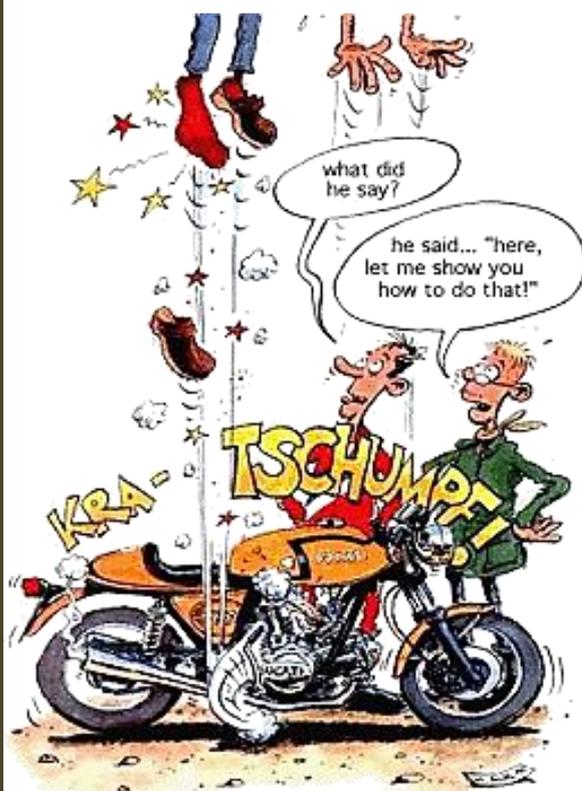
Seamus thanked the Judge and proceeded.

'Well as I was saying, I had just loaded Bessie, my favourite cow, into the sidecar and was driving her down the road when this huge lorry and trailer came through a stop sign and hit me right in the side. I was thrown into one ditch and Bessie was thrown into the other. I was hurt very bad like, and didn't want to move. However, I could hear old Bessie moaning and groaning. I knew she was in terrible pain just by her groans. Shortly after the accident, a policeman on a motorbike turned up. He could hear Bessie moaning and groaning so he went over to her. After he looked at her, and saw her condition, he took out his gun and shot her between the eyes.

Then the policeman came charging across the road, gun still in hand, looked me up and down, and said, 'How badly are you hurt?'

'Now what the F**k would you have said?'

They say; "a woman's work is never done"- That's why they get paid less than men.



A man walked into a bar and ordered a beer in a shot glass, the bloke sitting next to him was taken aback by that then noticed the size of the man's head; it was extremely small; about the size of a grapefruit. After a while the bloke could not resist his curiosity and asked the man "Excuse me mate but I can't help but ask why your head is so little?"

The man replied with this story: "I was walking along a beach one day when I came across a bottle. I picked up this strange looking bottle and pulled out the cork." "Whoosh a beautiful genie appeared before my eyes, she was a real stunner and she said "For releasing me from the bottle I will grant you one wish"

"I was enraptured by her and could only think of one thing then she said "Anything you want but no sex!" I was very disappointed so I thought long and hard then said "How about a little head?"

Mortein have been making a motza with the no fly zones being declared in Syria and Ukraine.

CCCMCC CHRISTMAS PARTY

This year's Christmas Party will be held at the Woy Woy Bowling Club, Corner Brickwharf and North Burge Roads. Commencing at 1200. Chinese Smorgasbord, Sweets, Prawns. \$25.00 per head. Pay at the November meeting or the following Hub Run. We currently have 68 names – if you've already given us your name and can't attend or you wish to add your name, please advise Merrilyn 0415 867 314 or email mgattenhof@yahoo.com

SWAP MEETS

<i>Date</i>	<i>Location</i>	<i>Contact</i>
22-Jan-2017	Goulburn Showground	Keith (02) 4821 6213 Mark (02) 4821 7992

Up and coming Rallies

December 4th	Parkes-Terribly British Day	Graham Gittins0419249109
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Note there are fewer swap meets and rallies on over the December/ January period.

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

WORKSHOP DATES: Phone Allan Hawkins 0404 867 846

FOR SALE

EVENTS CALENDAR - DECEMBER/ JANUARY

- Sunday 4th Freeman's Waterhole M/Tea; Budgewoi for lunch
- Wednesday 7th Lunch at Pie in The Sky
- Sunday 11th **CCCMCC Christmas Party, Woy Woy Bowling Club**
- Wednesday 14th Lunch at Weston via Wollombi
- Sunday 18th Spencer M/Tea; Jerry's for Lunch
- Wednesday 21st Lunch at Wiseman's Ferry Pub
- Sunday 25th **Merry Xmas;** for the (domestically) very brave; meet at Macca's as usual; riders choice.
- Wednesday 28th Lunch at Patterson Hotel

JANUARY 2017

- Sunday 1st **HAPPY NEW YEAR;** and welcome to the first ride on the first day of the first month (**no Hub Run**);
Meet at Macca's and see what happens.
- Wednesday 4th Lunch at Pie in the Sky
- Sunday 8th **Hub Run at Woodbury Park**
- Wednesday 11th Lunch at Budgewoi Fish and Chips, via Sandy Creek Road and Catherine Hills
- Sunday 15th Road Warriors M/Tea; Jerry's for Lunch
- Tuesday 17th Committee Meeting, 7.30 p.m. Ourimbah RSL
- Wednesday 18th Lunch at Wangi Workers Club.
- Sunday 22nd Freeman's M/Tea; Wangi Workers Club for Lunch
- Tuesday 24th General Meeting, 7.30 p.m. Ourimbah RSL
- Wednesday 25th Lunch at Morpeth Hotel
- Sunday 29th **HUB RUN at Woodbury Park**

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

The FLYWHEEL

