

ISSUE #170 MAY 2017

The

Flywheel



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



A Friday gathering at Jerry's café with one of Erik Soeten's Kawasaki 900s in the foreground

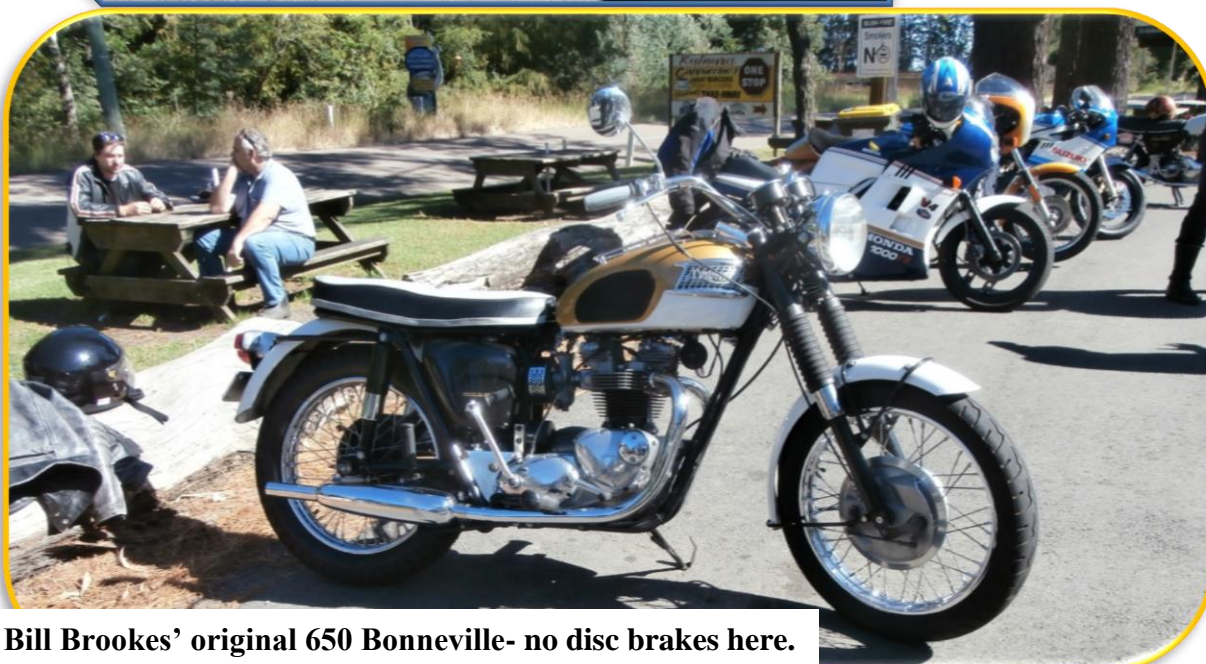
Club Membership is by nomination only and is open to those persons interested in the restoration use and preservation of old motorcycles.

FRIDAY AT JERRY'S

Dean's modified 900
bevel drive Ducati
among other bikes on
Friday April 28th



Geoff Seddon's early 750
Norton Commando with
period helmet.
The engine is oil tight and
running well.



Bill Brookes' original 650 Bonneville- no disc brakes here.

PRESIDENT'S REPORT – NO. 170



It is my sad duty to inform members of the death of Clive Townsend. Clive joined the club on 8 December 1993, Member No. 45. Clive and his late wife, Nancy, were enthusiastic members and were always involved in club activities.

Clive served as Secretary from 1998 to 2004 and was well known for his unique hand-made trophies for the Pelican Rally as well as his famous chicken and vegetable soup (although we believe that he was not the cook – just the delivery boy).

Clive was made a Life Member of the club in July 2004. In recent months his health was failing and he was admitted to Opal Norah Head Nursing Home last month. His son, Brett, informed me that he had received Clive's copy of *The Flywheel* and took it to him. Clive made him read it from cover to cover and sent his best wishes to all club members and to relay his appreciation for the friendship he received from members.

You will be missed by all who knew you Clive. Rest in Peace.

Plans for the Pelican Rally are a bit up in the air at present owing to the resignation of both the Rally Co-Ordinator and Rally Secretary. On top of that, our fall-back venue of Camp Chapman was not available for the weekend previously advertised (3rd weekend in September). It was available for the weekend prior which conflicts with local council elections which means that most halls in the area that we use will more than likely be used as polling booths. A call for someone to take on the role of Rally Co-Ordinator at the March meeting was met with stony silence by the members present. On Friday 19th May I received word from Camp Chapman that the booking they had for the 3rd weekend in September had cancelled.

It's interesting to look at the statistics from the 1993 Pelican Rally which was held at Mt Penang. Morning tea Saturday: 250; Lunch: 258 adults, 11 children; Dinner: 169; Morning tea Sunday: 309; Lunch: 330. The Saturday night Presentation Dinner was held at the Gosford RSL Club and consisted of 3 courses at a cost of \$15.90/head.

For the 2015 rally we had 86 entrants and last year 62. Attendance by club members was disappointing at less than 45 each year.

Ride safely,
Mark Gattenhof

EDITOR'S REPORT

Another two months have flown by with the autumn rallies in Inverell and Singleton being held in fine weather pictures and a few words from those rallies are reported plus Stuart's adventures at Taree.

With the passing of John Surtees I put together two pages on his amazing career also a short piece on Hideo Kanaya who won the main race at Bathurst in 1978.

In the absence of any original material beyond Stuart's rally report I included some exotic motorcycles that most members would be proud to own. *Clinton Williams*



Bikes on display at Inverell early morning

Did you know ?-Forrest's Elbow or simply, "The Elbow" at Mount Panorama Circuit was gruesomely named after motorcycle rider, Jack Forrest, who wore his elbow away after laying his bike down and sliding down the section. The corner is a slow, descending left hander which leads on to the longest straight of the track. Forrest won the Senior and Junior races in 1956

TAREE RALLY

On the afternoon of Friday the 3rd of March, 2017 Bob De Vries, Col Graham and myself headed off to Black Head to the new location for the annual Taree vintage motorcycle Rally. Up market accomodation was awaiting for us with my cousin Grant owning a house there being convenient for us. Not far up the road the rain started to fall on our highly polished prize possessions and so began the start of a problematic weekend.

Friday night was relaxing with a few ales taken onboard at the Hallidays Point Tavern and topped off with Col winning a meat tray.

Saturday morning started well with the help of a Colin Graham breakfast to soak up those evil toxins from the previous night. The weather was fine and all was looking good for a great ride until Col's bike refused to start.

Bob, Grant and myself rode off to Happy Hallidays tourist park, the starting point of the rally. I kept in touch with Col by phone and he informed me that he wasn't going to make the rally start so I collected his rally pack and we

A perplexed Stuart wondering about his exhaust system

commenced the rally without Col.

Morning tea was at Taree and I again contacted Col who informed me that he was starting to reassemble his bike confident it would start after finding some debris in the carburettor. The rally then headed to Krambach via Wingham and I informed Col that he could cut across through Nabitac and go straight to Krambach and rejoin the rally if he got it going which he did. With Col underway the hex was then on me.

The ride left Taree and the roads started to deteriorate coming into Wingham and then seemed to only get worse from there. The rally then went to Tinonee and then to Krambach. With the constant hammering from the poor road surface on my rigid AJS the rear exhaust mounting broke away and this in turn caused the front mounting to snap off resulting in my complete exhaust system parting company with my cycle just prior to reaching Krambach. I turned around to see a car stopping and a chap getting out to remove my exhaust system from the roadway. I was yelling out not to pick it up but he did. (Ouch) The AJS then went on the breakdown trailer next to what turned out to be the only other entrant in the 1940 to 1949 category.

Col, Grant and Bob rode on to Gloucester for lunch and judging with the only hiccup being that Col's paperwork and entrant number was in my pocket having not yet reached Gloucester resulting in Col having to stand at his bike and state his entrant number to those voting until my arrival.

After Lunch the ride travelled back through Nabitac and back to Black Head.

The Taree Club put on a great presentation night and great dinner where my exhaust system was put to good use with saucepan being used with it as the attention gong.

The weekend was successful with Col coming away with 1st prize in his category. I was awarded 1st prize in my category by the judges due to the fact that there were only two entrants in the category, both bikes broke down and the trophy having already been engraved.

All in all a great weekend away with some good company.

Regards *Stuart Avery*



R.I.P. JOHN SURTEES CBE (11 February 1934 – 10 March 2017)

Recently John Surtees passed away due to respiratory failure in London aged 83 he is the only person to have won Motorcycle Grand Prix World Championships (4 x 500 titles plus 3 x 350) and a Formula One world title.

Surtees was the son of a south London motorcycle dealer. He had his first professional outing, which they won, in the sidecar of his father's Vincent. However, when race officials discovered Surtees's age, they were disqualified. He entered his first race at 15 in a grass track competition. In 1950, at the age of 16, he went to work for the Vincent factory as an apprentice. He made his first headlines in 1951 when he gave Norton star Geoff Duke a strong challenge in an ACU race at the Thruxton Circuit.

In 1955, Norton race chief Joe Craig gave Surtees his first factory sponsored ride aboard Nortons. He finished the year by beating reigning world champion Duke at Silverstone and then at Brands Hatch. However, with Norton in financial trouble and uncertain about their racing plans, Surtees accepted an offer to race for the MV Agusta factory racing team, where he soon earned the nickname *figlio del vento* (son of the wind).

In 1956 Surtees won the 500cc world championship, MV Agusta's first in the senior class. In this Surtees was assisted by the FIM's decision to ban the defending champion, Geoff Duke, for six months because of his support for a riders' strike for more starting money. In the 1957 season, the MV Agustas were no match for the Gileras and Surtees battled to a third-place finish aboard a 1957 MV Agusta 500 Quattro.

When Gilera and Moto Guzzi pulled out of Grand Prix racing at the end of 1957, Surtees and MV Agusta went on to dominate the competition in the two larger displacement classes. In 1958, 1959 and 1960, he won 32 out of 39 races and became the first man to win the Senior TT at the Isle of Man TT three years in succession.

In 1960, at the age of 26, Surtees switched from motorcycles to cars full-time, making his Formula 1 debut racing in the 1960 BRDC International Trophy at Silverstone for Team Lotus. He made an immediate impact with a second-place finish in only his second Formula One World Championship race, at the 1960 British Grand Prix, and a pole position at his third, the 1960 Portuguese Grand Prix. After spending the 1961 season with the Yeoman Credit Racing Team driving a Cooper T53 "Lowline" managed by Reg Parnell and the 1962 season with the Bowmaker Racing Team, still managed by Reg Parnell but now in the V8 Lola Mk4, he moved to Scuderia Ferrari in 1963 and won the World Championship for the Italian team in 1964.

On 25 September 1965, Surtees had a life-threatening accident at the Mosport Circuit (Ontario, Canada) while practicing in a Lola T70 sports racing car. A front upright casting had broken. A.J.

Baime in his book *Go Like Hell* says Surtees came out of the crash with one side of his body four inches shorter than the other. Doctors set most of the breaks nonsurgically, in part by physically stretching his shattered body until the right-left discrepancy was under an inch – and there it stayed.

The 1966 season saw the introduction of new, larger 3-litre engines to Formula One. Surtees's debut with Ferrari's new F1 car was at the 1966 BRDC International Trophy at Silverstone, where he qualified and finished a close second behind Jack Brabham's 3-litre Brabham BT19. A few weeks later, Surtees led the Monaco Grand Prix, pulling away from Jackie Stewart's 2-litre BRM on the straights, before the engine failed.

Surtees at the 1969 Dutch Grand Prix



In 1966 Ferrari finished second to Brabham-Repco in the Constructors' Championship and Surtees finished second to Jack Brabham in the Drivers' Championship. Surtees finished the season driving for the Cooper-Maserati team, winning the last race of the season and finishing second in the Drivers' Championship.

Surtees competed with a T70 in the inaugural 1966 Can-Am season, winning three races of six to become champion over other winners Dan Gurney (Lola), Mark Donohue (Lola) and Phil Hill (Chaparral) as well as the likes of Bruce McLaren and Chris Amon (both in McLarens).

In December 1966, Surtees signed for Honda. After a promising third place in the first race in South Africa, the Honda RA273 hit a series of mechanical problems. The car was replaced by the Honda RA300 for the Italian Grand Prix, where Surtees slipstreamed Jack Brabham to take Honda's second F1 victory by 0.2 seconds. Surtees finished fourth in the 1967 Drivers' Championship.

In 1970, Surtees formed his own race team, the Surtees Racing Organisation, and spent nine seasons competing in Formula 5000, Formula 2 and Formula 1 as a constructor. He retired from competitive driving in 1972, the same year the team had their greatest success when Mike Hailwood won the European Formula 2 Championship. The team was finally disbanded at the end of 1978.

Motorcycle racing career statistics					
<u>Grand Prix motorcycle racing</u>					
Active years		1952–1960			
First race		1952 500cc Ulster Grand Prix			
Last race		1960 500cc Nations Grand Prix			
First win		1955 250cc Ulster Grand Prix			
Last win		1960 500cc Nations Grand Prix			
Team(s)		Norton , MV Agusta			
<u>Championships</u>		350cc – 1958 , 1959 , 1960 500cc – 1956 , 1958 , 1959 , 1960			
Starts	Wins	Podiums	<u>Poles</u>	<u>F. laps</u>	Points
51	38	45	N/A	34	350

John Surtees posing with some of his championship winning machines both two and four wheeled.



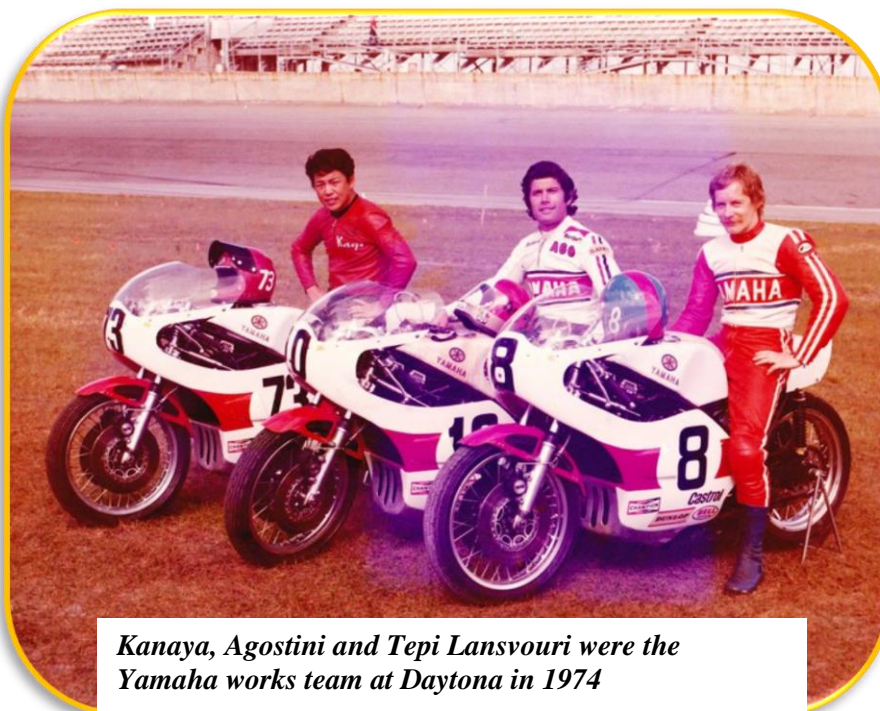
HIDEO KANAYA; BATHURST CHAMP; AND ONE OF JAPAN'S BEST IN THE 1970'S

Before Grand prix and World Superbike rounds came to Australia in the late 1980s Aussie motorcycle racing fans had few opportunities to see international stars racing on our tracks but every Easter some big name riders would race at Mount Panorama; riders such as Mike Hailwood, Pat Hennen, Ron Grant Graeme Crosby and New Zealand's top talent would go up against our best; they often won.

Hideo Kanaya was a Grand Prix motorcycle road racer from Japan who began his Grand Prix career in 1967 and won his first Grand Prix at the 1972 250cc German Grand Prix. In 1972, Kanaya and Jarno Saarinen raced the first four-cylinder, two-stroke Yamaha TZ 500 in the 500cc world championship. After Saarinen's death in the 250cc race at the Italian Grand Prix at Monza, the TZ 500 project was put aside and Kanaya raced only in the 250cc class that year. Kanaya's best season was in 1975, when he finished third in the 500cc world championship behind his Yamaha team-mate, Giacomo Agostini and MV Agusta's Phil Read. He also won both the 350 and 500 GPs in Austria and the Macau Grand Prix later that year.

In 1978 Hideo followed in the tyre tracks of compatriot Ikajuro Takai and raced a works TZ750 Yamaha at Bathurst leaving all in his wake; in the mid-1970s Yamaha took our Easter races seriously and sent their top line Japanese factory riders. Those of us who spectated that year knew Kanaya was a certainty to win the main races which he did with a large K on his Yamaha in place of a number as other internationals did generally using the first letter from their name.

Clinton Williams



Kanaya, Agostini and Tepi Lansvouri were the Yamaha works team at Daytona in 1974

Hideo Kanaya on his way to victory at Bathurst 1978



MORE RALLY PHOTOS



One of two very tidy Norton Fastback Commandos at Singleton unfortunately the second bike came back on the breakdown trailer



A friend of mine who rode his modern Harley to9 Singleton snaps the Rudge which is a regular and reliable rally machine, behind is an early '70s Ducati single in good stock condition.

The builder of this JAP/BSA special seen at Inverell usually has similar V-twins this is the first single of its kind I have seen.



EXOTICA



A Magni/BSA Rocket 3 -Arturo Magni was in charge of MV Augusta's racing department in their heyday he later formed his own company which is still run by his sons producing limited numbers of modern machines such as the Filoroso based on the current 800 MV triple



Another BSA special this time all British; a Steve Tonkin framed Gold star



Left: A Seeley framed Vincent something a bit different to the standard or Norton framed varieties.

BRIDGESTONE 350 GTR- TOP ITS CLASS IN THE DAY

The **Bridgestone 350 GTR** was an advanced motorcycle for the day built by Bridgestone from 1967 until 1971. It had an air-cooled 345 cc two-stroke parallel-twin engine, which produced 37 hp at 7,500 rpm, and could hit a claimed top speed of 95 mph a road test article in *Motorcycle Mechanics* magazine dated April 1968 puts the top speed as 108 mph and the average mpg as 65 this being similar performance to the then redesigned 1973 Yamaha RD350.

Approximately 9,000 units were built. It was the last motorcycle built by the company, as they opted to focus on producing tyres instead after pressure was applied by the big four Japanese motorcycle manufacturers who threatened to stop using Bridgestone tyres.

Although a mostly conventional design, the engine used a rotary disc-valve induction system, allowing more precise management of the gasses inside the engine than traditional piston-port systems did. Two of these disc valves were used with a 26 mm Mikuni carburetor bolted to each one. The six-speed gearbox was also a plus point, as was the ability for the 350 GTR's riders to use either their left foot or their right foot to change gear; the gear lever and rear brake pedals could be swapped around in order to allow this. However, the gearbox did cause issues for some riders, as neutral was located in an unusual place; at the top of the gearbox, as most motorcycles placed neutral between first and second. Chassis-wise, the 350 GTR was fairly conventional, as it used a steel twin-cradle frame, gaitered front forks with twin shock absorbers at the rear, 19" wheels and drum brakes.

As Bridgestone were not known for their motorcycles, the public were generally skeptical about the 350 GTR, and the bike's high price (close to the much bigger Triumph Bonneville) meant that sales were low; however, reviewers both past and present have generally been very positive about the motorcycle. *Cycle* praised the bike's engine, transmission and brakes, also stating that "Never before have so many advanced features been incorporated into a single package including plated bores for engine longevity." *Cycle World* praised the bike's styling, its comfortable riding position, and stated that it was "as big and as fast as any 500." Roland Brown of *Motorcycle Classics* praised the bike's usability, and the responsive nature of the engine. *Clinton Williams*



**This fine example of Bridgestone's 350GTR
was ridden at this year's Inverell rally**

25TH INVERELL RALLY

On April 7th to 9th the Inverell Motorcycle Restorers Club hosted their 25th annual rally with fine weather and plenty of classic bikes; some modified others fully restored and some in original unrestored condition.



We assembled at the Pioneer

Village on Saturday as usual for morning tea and judging then rode north to Ashford for lunch at the school. The bikes below show the range of models on the rally; the bright yellow Ducati Paso was fittingly the lead marshal's bike the AJS 500 single is a 1927 model and the more modern machine below is a Harris Magnum 1100 air-cooled Kawasaki.

From our club as well as myself riding my Kawasaki 1300 outfit Steve Cooper rode his CX 500, Nigel Smith rode his 850 Norton and Max Conway his blue Kawasaki 400 parallel twin.

As usual all who attended enjoyed the weekend. *Clinton Williams*



An immaculate Harris Magnum with Kawasaki 1100 air cooled engine



Left BSA Bill with the 350 Gold Star he rode to the rally-Below; a rare BSA 500 V twin with its owner not Kim Carothers who rode his 1000 side valve BSA



Left- Bringing the big Indian Chief outfit to life first kick- left; Bill pointing out one of the 32 parts only found on a BSA Rocket Gold Star

SWAP MEETS

<i>Date</i>	<i>Location</i>	<i>Contact</i>
June 18th	Gosford Show Ground	Frank 0428326073

Up and coming Rallies

June long weekend	Berry Kick start Rally-Shoalhaven	Ross Holt 02 4421 7365 John Ducat 02 442140

FOR SALE

**BSAs for sale: 1959 Super rocket, 68 Lightning and a '67 B40 Australian Army Bike;
All genuine offers considered
Contact-Beesa Bill, club librarian. 43 324 485**

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 Peter Anderson 0409 714 951

***WORKSHOP DATES:* Phone Allan Hawkins 0404 867 846**

OFFICE BEARERS 2017

POSITION	NAME	CONTACT
President	Mark Gattenhof	43 284 060; 0419 237 706
Vice President	Tony Carter	43 295 478; 0415 488 194
Secretary	Barry Allertz	0425 286 201
Treasurer	George Burroughs	0407 085 646 helgaandgeorge@hotmail.co.uk
Public Officer	Mark Gattenhof	43 284 060; 0419 237 706
COMMITTEE:	Neil Crocker	0418 233 196
	Mark Richardson	0432 774 060
Property Officer	Tony Carter	43 295 478; 0415 488 194
Regalia	Peter Anderson	4388 1857; 0409 714 951
Library	Bill Worden	43 324 485
Catering	Merrilyn Gattenhof	43 284 060
Editor	Clinton Williams	49 912 844; 0422 059 995
Club Trailer	Eric Soetens	0402 279 208
Events	Barry Allertz	0425 286 201
Rally Co-Ordinator	Vacant	
Rally Secretary	Vacant	
Machine Registrar	Ian McDonald	0409 522 151 ianjan38@bigpond.com (preferred contact)

MACHINE EXAMINERS:

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

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

JOKES PAGE

A nice, calm and respectable lady went into the pharmacy, walked up to the pharmacist, looked straight into his eyes, and said, "I'd like to buy some cyanide."

The pharmacist asked, "Why in the world do you need cyanide?"

The lady replied, "I need it to poison my husband."

The pharmacist's eyes got big and he explained, "Lord have mercy! I can't give you cyanide

To kill your husband, that's against the law? I'll lose my license! They'll throw both of us in jail!

All kinds of bad things will happen. Absolutely not! You CANNOT have any cyanide!"

The lady reached into her purse and pulled out a picture of her husband in bed with the pharmacist's wife.

The pharmacist looked at the picture and said, "You didn't tell me you had a prescription."

EMPLOYEE NOTICE

Due to the current financial situation caused by the slowdown in the economy, the Government has decided to implement a scheme to put workers of 60 years of age and above on early, mandatory retirement, thus creating jobs and reducing unemployment.

This scheme will be known as RAPE (Retire Aged People Early).

Persons selected to be RAPED can apply to the Government to be considered for the SHAFT program (Special Help After Forced Termination).

Persons who have been RAPED and SHAFTEd will be reviewed under the SCREW program (System Covering Retired-Early Workers).

A person may be RAPED once, SHAFTEd twice and SCREWED as many times as the Government deems appropriate.

Persons who have been RAPED could get AIDS (Additional Income for Dependents & Spouse) or HERPES (Half Earnings for Retired Personnel Early Severance).

Obviously persons who have AIDS or HERPES will not be SHAFTEd or SCREWED any further by the Government.

Persons who are not RAPED and are staying on will receive as much SHIT (Special High Intensity Training) as possible. The Government has always prided themselves on the amount of SHIT they give our citizens. Should you feel that you do not receive enough SHIT, please bring this to the attention of your MP, who has been trained to give you all the SHIT you can handle.

Sincerely,

The Committee for Economic Value of Individual Lives (E.V.I.L.)

PS - Due to recent budget cuts and the rising cost of electricity, gas and oil, as well as current market conditions, the Light at the End of the Tunnel has been turned off.

Like everyone else – I read the news. The “can you hear me?” phone scam has reportedly been prolific in the United States and the United Kingdom since very early in 2017.

Weeks ago I was interested to read that the phone scam had hit Australia's shores.

I just had lunch with one of the Mackay police station's Volunteer in Policing who received a “Can you hear me?” phone call at their home number on Monday April 24!!

What do you need to know? Victims receive an unsolicited phone call (business or home number) ... after you answer, the scammer will simply say “Can you hear me?” several times. Most people say “yes”.

The scammer then ends the call. It is believed that the scammer is recording your “yes” response and that this recording is being used to authorise payments or charges – in your name!!! Good luck disputing or contesting the payment or charge after the event with a recording of your “yes” on file authorising it ☐

If the scammer already has your mobile phone number and some sensitive identification information of yours... you may have some serious and legitimate reasons to be concerned!

We're now sharing this post state wide as we believe it to be hitting many areas.

Our advice to combat this phone scam :Spread the word – Share this information If you receive a “can you hear me?” phone call – hang up – don't respond! If you did respond with a “yes” ... alert your financial institution, begin to monitor your accounts closely and contact ID CARE

EVENTS CALENDAR 2017

JUNE

Date	Event	Remarks
Sunday 4	TBA	
Wednesday 7	Club Breakfast at Jerry's	Pie in the Sky for Lunch
Sunday 11	Swansea Macca's	Budgewoi Fish and Chips for lunch
Wednesday 14	Club Breakfast at Jerry's	Lunch at Weston
Sunday 18	Corrugated Cafe (via Bumble Hill)	Lunch at Road Warriors
Tuesday 20	Committee Meeting	Ourimbah RSL
Wednesday 21	Club Breakfast at Jerry's	Wiseman's Ferry Pub for Lunch
Sunday 25	Freeman's for Morning Coffee	Wangi RSL for Lunch
Tuesday 27	General Meeting – 7.30 p.m.	Ourimbah RSL
Wednesday 28	Jerry's for Breakfast	Patterson or Morpeth for Lunch

JULY

Date	Event	Remarks
Sunday 2	Hub Run	Woodbury Park
Wednesday 5	Jerry's for Club Breakfast	Pie in Sky for lunch
Sunday 9	Spencer Morning Tea	Jerry's for Lunch
Wednesday 12	Breakfast at Jerry's	Broke for Lunch
Sunday 16	Freeman's Morning Coffee	Dora Creek RSL for Lunch
Tuesday 18	Committee Meeting	Ourimbah RSL
Wednesday 19	Jerry's for Club Breakfast	Weston for Lunch
Sunday 23	Corrugated Café	Road Warriors for Lunch
Tuesday 25	General Meeting – 7.30 p.m.	Ourimbah RSL
Wednesday 26	Jerry's for Club Breakfast	Pie in Sky for Lunch
Sunday 30	Hub Run	Woodbury Park

Note: Every Friday morning we have a social gathering at Jerry's Café at Kulnura. *Those members riding club plated bikes not on the 60 days trial must go directly to Jerry's from their home on Fridays*

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

The FLYWHEEL

