

# The *Flywheel*



*The Bi-Monthly Journal of the Central Coast Classic Motorcycle Club*  
Now on line@ <http://www.centralcoastclassicmotorcycleclubnsw.com/flywheel>

*Right; The two oldest bikes in the Pelican Rally; Frank Dyer's 1933 500 BSA and Kim Carothers' 1937 750 BSA.*

*Below; Rally goers inspecting the bikes, Col Graham's Nortons to the fore*



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

## CCCMCC OFFICE BEARERS 2016

POSITION	NAME	CONTACT
<b>President</b>	Mark Gattenhof	43 284 060; 0419 237 706
<b>Vice President</b>	Barry Allertz	0425 286 201
<b>Secretary</b>	Ray Spence	43 898 446; 0417 434 667
<b>Treasurer</b>	George Buroughs	43 623 585; 0407 185 646
<b>Public Officer</b>	Mark Gattenhof	43 284 060; 0419 237 706
<b>Committee:</b>	Tony Carter	43 295 478; 0415 488 194
	Neil Crocker	0418 233 196
	Dave Jackson	9985 9150; 0438 859 150
	Allan Hawkins	43 902 068; 0404 867 846
	Robert Orr	43 673 055; 0414 692 018
<b>Events Co-Ordinator</b>	Vacant	
<b>Mid-Week Runs</b>	Barry Allertz	0425 286 201
<b>Sunday Runs</b>	Col Graham	43 243 259; 0417 203 322
<b>Rally Co-Ordinator</b>	Vacant	
<b>Catering</b>	Merrilyn Gattenhof	43 284 060; 0415 867 314
<b>Club Trailer</b>	Eric Soetens	0402 279 208
<b>Editor</b>	Clinton Williams	49 912 844
<b>Library</b>	Bill Worden	43 324 485
<b>Machine Registrar</b>	Ian McDonald	43 922 151; 0409 522 151
<b>Property Officer</b>	Tony Carter	43 295 478; 0415 488 194
<b>Regalia</b>	Allan Hawkins	43 902 068; 0404 867 846
<b>Web Master</b>	Bryan Ratcliffe	43 522 096; 0418 966 751

### MACHINE EXAMINERS:

<b>BENSVILLE</b>	Kim Carothers	43 693 097
<b>ERINA</b>	Robert Orr	43 673 055; 0414 692 018
<b>GOROKAN</b>	Ian McDonald (Bikes & Cars)	43 922 151; 0409 522 151
<b>MOONEY MOONEY</b>	Dave Jackson	9985 9150; 0438 859 150
<b>NIAGARA PARK</b>	Tony Carter	43 295 478; 0415 488 194
<b>TOUKLEY</b>	Bruce Cruickshank	43 964 647
<b>WARNERVALE</b>	Ron Smith	43 923 725
<b>WYOMING</b>	Col Graham	43 243 259; 0417 203 322

**LIFE MEMBERS:** Vern Whatmough, Brian Wishart, John Cochrane, Noreen Cochrane, Mark Gattenhof, Merrilyn Gattenhof, Paul Kiley, Clive Townsend, Lindsay Brown, Alix Brown, Norm Neill, Bruce Cruickshank, Edna Cruickshank, Col Graham, Jack Taylor

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**Magazine Distribution:** Ian McDonald

**MEETINGS:** Held on the **4<sup>th</sup> Tuesday** each month (except December) at Ourimbah-Lisarow RSL Club, Ourimbah commencing at 7:30 p.m. Visitors welcome.

**MEMBERSHIP:** By nomination only, open to persons with an interest in the preservation, restoration and use of Veteran, Vintage and Classic motorcycles.



## ***President's Report***



It's good to see our members heeding the Editor's plea for articles for the Flywheel. Dave Young's story about his Suzuki T500 Titan brought a smile to my face. You've certainly got a way with words Dave. Bruce Cruickshank's Velo article was another good one. And we can't leave out or beloved Editor and the stories of the bikes that reside from time to time in his garage.

The Hub Run at Woodbury Park on 31 July was very well attended with 44 names in the attendance book and a few more as well. Col somehow managed to keep everyone fed with the help of Marilyn and their catering assistants. There was also a few ladies present. Marilyn, Gwen, Daphne, Sue, Dianne and Mrs. Davis all seemed to be enjoying a day out. Nice to see the ladies out and about.

The Saturday Workshop afternoon on 6 August was another popular event with 15 members attending. We were treated to a demonstration of how to solder a nipple onto a cable by Ian and Allan gave us some tips on MIG welding with Bob Orr having a crack at it. Allan was also in the process of stripping down a Honda 750-4 which he had recently acquired and the lads were eager to help. I was amazed watching Mick Duncan dismantling nuts and bolts with one hand. Colin Faithfull attended for the first time and had a bit of trouble finding the place as he expected to see a lot of bikes parked there. Owing to threatening skies, not one motorcycle was to be seen!

A great day was had by those members who made the trip to Luskintyre Airfield on Sunday 11 September. Brian and Charlotte Zeederberg were our hosts for the day and excelled themselves by managing to get the Tiger Moth off the ground even with Big Al Hawkins on board! Several members and a couple of wives enjoyed a circuit over the Hunter Valley on a picture perfect day. Thanks to Brian and Charlotte for making the day possible. We might even manage to include a similar day in the future.

The Pelican Rally is over for another year. Somehow or other we've managed to do this for the past 33 years. Thanks to the many members who pitched in and lent a hand over the weekend. Special thanks to the catering team who kept everyone fed. Thanks to the marshals who kept us on track. One of the few times you can tell people where to go and they will thank you for it. Marshal extraordinaire would have to be Mark Kunze who was on the corner of Dickson and Durren sprawled back in a three seater lounge that some kind person had left by the side of the road. A report on the trophy winners appears elsewhere in this issue.

The Annual General Meeting will be held in November. Now is the time to put your hand up and make a difference to your club. Don't rely on other people to do it all the time. A nomination form is included in this issue.

Ride safely,  
*Mark Gattenhof*

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



This year's Pelican Rally has been run and went quite smoothly however possibly due to the dodgy weather the numbers registered were down on previous years Saturday's weather was fine for the main ride and some people joined us at Dooralong Hall as well as later on at Kulnura.

Recently I had the opportunity to go for a short flight in a 1942 Tiger Moth as featured further on in the magazine. The Tiger Moth enthusiasts Club based at Luskintyre have the largest number of these aircraft assembled in one place in the world. These planes first built in 1930 were used as training planes during WW2 and later as civil aircraft and feature an upside down mounted 7 litre inline four cylinder air

cooled engine with separate barrels and heads. The unusual mounting method is used to give the pilot better vision and to balance the plane. Brian Zeederberg built the laminated wooden propeller himself from 12 pieces of pressed and glued together ply.

It was a beautiful day weather wise and I got a bird's eye view of the countryside, since several people had been up before me I had no concerns. Brian has flown his plane to Adelaide on a club outing. He also has a Rudge Ulster 500 pictured further on.

The Macquarie Towns Rally was an event I participated in in late July I'd been wanting to go on this rally for a while and for mid- winter the sunny weekend and a new to me VT500 Honda was all the incentive I needed.

Thanks to those who contributed to this issue and to the organisers and workers who made our rally a success.

*Clinton Williams.*

***Please note: CCCMCC Christmas Party  
Sunday 11 December 2016  
Woy Woy Bowling Club***

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



## GENERAL PHOTOS



*Three R90S BMWs at Kulnura 22/7/2016 with Mick and Trev*



*Brian Zeederberg's 1936 model Tiger Moth in his hangar*



*A classic looking SR500 Yamaha custom and Norton Commando at Dooralong hall on the Pelican rally*



## PELICAN RALLY 2016



This year's Pelican Rally held at Camp Chapman again was down on numbers probably due to the dodgy weather but thanks to Neil Crocker and the team it all ran smoothly, the marshals drew praise for their directing as this year we skipped the expressway and rode on back roads to Dooralong hall for a delicious morning tea. More club members joined us there as well as a few other interested parties.

After morning tea we rode along Yarramalong Valley and up Bumble Hill to the oval opposite the fire station hall for lunch and put the eligible bikes on display for judging. On the way up Bumble Hill we encountered an estimated three hundred Harleys on a Poker run it seemed they would never stop coming especially as the road is

quite narrow. Jerry and a few other café regulars joined us and checked out the bikes.

This year we had the usual mix of mostly British and Japanese bikes with a few BMWs and a Moto Guzzi.

My Kawasaki Z1300/HRD combo was the only bike and sidecar but the category was omitted from the judging I didn't complain because it wouldn't have been a true trophy winner without competition.

The dinner was well prepared by our catering crew and I now have enough cable ties to last a lifetime as I won a pack of 500 in the raffle and Jim Scaysbrook's book in the one prize.

The ride home was drizzly but trouble free.

*Clint.*

**Top: Brake adjustments on an R90S BMW as rally goers look on**

**Centre: Trophy winning Honda 500 Turbo and owner Cephas Rogers from the Macquarie towns club with Andrew's Vincent Comet behind**

**Bottom: Bill Brooks' trophy winning 1976 Triumph Bonneville with a '66 paint scheme were it not for the disc brakes and tail light it could be mistaken for an earlier model**





## **33<sup>rd</sup> ANNUAL PELICAN RALLY REPORT**

**Total entries:** 62 plus 2 late entries on Saturday (both from this club)

**CCCMCC entries:** 40 (126 current members)

**Friday night:** 10

**Presentation dinner:** 40

**Sponsors:** Gosford Motorcycles, Jerry's Café, The Tyre Yard West Gosford, Australian Reptile Park, Grange Hotel Wyoming, Jim Scaysbrook.

Category	Bike	Rider
Pre 1945	1937 BSA 750 Y13 V twin	Kim Carothers
1946-1955	1 <sup>st</sup> : 1955 BMW 250 2 <sup>nd</sup> : 1955 BSA Road Rocket	Adrian Kuiters Les Graham
1956-1965	1 <sup>st</sup> : 1959 BSA Gold Star 2 <sup>nd</sup> : 1958 Norton Mod. 99	Bill Worden Steve Graham
1966-1970	1 <sup>st</sup> : 1970 Honda CB750 2 <sup>nd</sup> : 1968 BSA Lightning	Mark Dawson Bob de Vries
1971-1975	1 <sup>st</sup> : 1973 Norton Commando 2 <sup>nd</sup> : 1973 Norton Commando	Paul Stallard Anthony Colbourn
1976-1986	1 <sup>st</sup> : 1976 Triumph Bonneville 2 <sup>nd</sup> : 1982 Honda CX500	Bill Brooks Cephas Rodgers
Unrestored	1951 Norton Mod. 7	Jeff Graham
Hard Luck		Ray Spence (dislocated hip – unable to ride)
Longest Distance Ridden	1982 Honda CX500	Don Seedsman (Victoria) 1,050 kms
Best Bike	1937 BSA 750 Y13 V twin	Kim Carothers

### **PELICAN RALLY 2016 - A VIEW FROM THE KITCHEN**

Another rally over – they seem to come around more quickly every year.

Numbers were down – there must have been something good on somewhere else the few who attended Friday night enjoyed lamb's fry and bacon, vegetable soup, hamburgers and cakes.

Saturday was a fine day and after a breakfast of bacon and egg rolls or cereal and toast, the assembled riders headed off to Dooralong Hall for a morning tea of cakes and sandwiches provided by the local ladies. Lunch and judging was at Kulnura Hall and Col and his team served hot beef rolls, a drink and a piece of fruit.

Afternoon tea was back at Camp Chapman – savouries, little pies and more cakes!!

Col and his team were back on duty cooking and serving a hot dinner and sweets.

Unfortunately Sunday dawned dull with drizzly rain which only got heavier as the day went on.

Special thanks go to Noleen for all her cooking, Gwen on the tea and coffee counter and Col and his team

who were always on hand to take on any task. Not

to forget Pete Anderson who fulfilled his childhood dream to become a "fire man".

Thank you to everyone who brought along cakes and Rob's daughter who never fails to treat us with Rocky Road and Chocolate Spiders.

If you didn't attend you missed a great weekend, so put it on the calendar for next year.

*Merrilyn,  
Catering Officer*



**Mark presenting Kim Carothers with one of two trophies for his rare immaculately restored BSA 750 OHV V twin**

## MACQUARIE TOWNS RALLY - WINDSOR

On Friday July 29<sup>th</sup> I set off from Cessnock on my VT500 Honda for the Macquarie Towns Rally at Maralaya, a suburb of Windsor. At Mulbring the VT died due to the negative battery bolt coming loose and falling off I jury rigged it to get to Freemans Waterhole then it came to me that I could take a less important bolt from under the seat and secure the earth lead with that. From there I rode to Jerry's to meet Mark and drop off a USB plug with July's Flywheel on it.

The road to Wisemans ferry has been improved a lot since I last rode along it and I arrived at the rally site with enough time to find a room at The Vineyards motel and had a good evening chatting with locals and two blokes from Orange; their club has only 30 members but they organise a great rally as we all know.

The weather couldn't have been better for mid-winter and the ride covered the winding back roads between Windsor and the Hawksbury River crossing Sackville punt along the way. The turnout of around 140 classic bikes featured a few Italian bikes, an Indian Scout, British twins including an immaculate 850 Interstate Commando and various more modern machines. On the ride I was behind a bloke on a Triumph bobber when a car driver did a U turn in front of us across double centre lines luckily his brakes were good it could have been a very nasty experience.

Morning tea was a bit ordinary we stopped under a bridge and had tea/coffee and biscuits I rode the rally route to the lunch stop at a school, the lunch was quite good especially as I was hungry by the time we got there. One rider

had a 1982 Harley Low Rider which was immaculate but he said it was not the bike for him and was going to sell it I thought that a bit strange as he had bought the bike new! The bike did look good but having a Shovel Head motor which was the model that almost sunk Harley I had to pass. I then decided to ride home as I had not booked in for the club dinner as all seats were taken by the time I arrived. The ride back was good with another stop at Jerry's before arriving in Cessnock before dark.

I would encourage other active members to go on this rally as it is not very far away the quality and variety of bikes was very good as you can see from the photos and quite a few Macquarie Town members regularly attend our rally.

*Clinton Williams*

Italian bikes are generally not well represented at most rallies but these two red machines were excellent. The 851 Superbike owner did not realise that he had bought the first Ducati that was raced in World Super Bikes until after he bought it. The older Guzzi Falcone had unusual friction damped rear suspension and a 'bacon slicer' exposed flywheel.



Two of several Italian bikes at the rally; a Moto Guzzi Falcone 500 and the first homologated Italian Superbike.

The owner did not know what he had bought beyond the stickers and was chuffed to find that this model has such a rich history.



## MACQUARIE TOWNS RALLY

*Right: Indian Chief,  
Below: an early ES2 Norton  
Middle: a Harley Shovel Head  
trike.  
Below: My VT500 at the rally  
starting point.*





## BEEZER BILL'S FIRST CLUB RIDE

My first ride with the club back in the last century was as follows,  
We all met at the Ourimbah rest stop and we set off up the F3 to head for Kulnura via Yarramalong (all new to me).

I expected the riders to be going very slowly but we were going at a good pace. Then somebody on a Jap bike broke down so I stopped to help with I think Temple Eyre. The rider on the Jap bike said he would be ok as the club trailer would be along soon.

So I followed Temple at a cracking pace as I didn't know the way and we turned up Bumble hill (first time up the hill).

Not knowing what was round each corner was scary as I tried to keep Temple in sight and he was flying up the hill.

Anyway I just managed to keep him in sight and arrived at Kulnura safely.

I must have enjoyed my first ride so I have been on a couple more rides with the club.

*Bill AKA Beezer Bill*



**Bill has progressed to a Trophy winner for his 1959 BSA Gold Star 500 at this year's Pelican Rally.**



*Left; since I didn't get any photos of Bill's Gold Star I included this charming 250 SS80 which is now owned by Steve Cooper and was ridden on the rally. Bill restored the bike from a box of parts bought at a swap meet as he once owned one like this in England.*



## HERE IS AN EXCLUSIVE SCOOP TO THE FLYWHEEL.

Pictured here is local ACE Peter A (full name withheld) testing what looks like a brand new "bespoke" racing mount.

Rumours have it that this machine will be developed to catapult Pete back into the winners circle.

Picture 1 shows Pete "measuring up" but in the excitement of the moment he overlooked that the bike had no seat fitted; only 2 vertical retaining bolts in a critical position. Picture 2 shows Pete (after recovering from the painful incident) demonstrating one of the new and daring riding positions he plans to employ in his quest for stardom. Whatever the outcome, if any, we wish Peter the best of luck.

PS. At the time of writing it was not known whether or not an engine would be fitted to the machine.

*Barry Alertz*



*The bike pictured in Allan Hawkins's workshop is actually the beginnings of a café racer Allan is building*





## BMW R69S- ENGINEERING EXCELLENCE

The R69WS was developed from the more sedate 35bhp R69 that was produced from 1955 to 1960, the R69S benefited from BMW's extensive racing experience by that time and shared some of that race technology. The R69S featured a vibration damper at the end of the crankshaft and the main bearings were designed to withstand whip and flex in the crank the motor also had gear driven cams and shaft final drive like all BMWs of the time.

It was BMW's flagship sports bike throughout the 1960s and although it didn't look like a sports bike and wasn't the fastest machine on the roads top speed was still a very respectable 110mph. It was renowned for its superbly smooth handling, reliability, build quality and finish - as well as its classic clean looks. In fact, BMW got the package so close to perfection that 11,317 units of the bike were produced from 1960 to 1969 with hardly any changes or updates.

Based around a 594cc air-cooled boxer motor making 42bhp, the S model was BMW's top-of-the-range machine when it was launched and, as such, also featured added luxuries like plush Earles fork and a steering damper as standard. The R69S was, and remains, a prestige motorcycle and has been described as a 'work of mechanical art.' It's still considered by many to be the ultimate BMW production motorcycle.

Styling and engine configuration was not appreciated by all- almost all BMWs came in either all black with white pin striping or all white including the frame with black striping on the tank and guards sports riders feared scraping the rocker covers at full lean, this was only a possible problem on a race track- the R69S was probably the first sports tourer with reliability built into every part of the machine.

In 1979 I picked up an R69S with an R50 motor rated at 25 hp it was in poor shape so I got it for \$490 but after sorting it out I had many years of service from it and flogged the low powered motor which already had many miles on it. I rode it from Adelaide to the Central Coast and found it would sit on the advertised top speed of 130 kmh all day- the higher ratio dif' meant the motor had an easier time at this speed. The handling was good once I got used to the front end rising under brakes rather than diving as conventional forks do the torque reaction was much less than the bigger motors the R50 had smaller overall dimensions to the 600s so scraping the rocker covers was impossible without crashing the bike which I only did on three occasions once was on a country street when my passenger jumped off the back anticipating that we were going to hit a dog- we didn't hit the dog which I think was an experienced car chaser but my passenger caused me to crash unexpectedly and this sent the bike sliding along the street which had a jagged aggregate surface this wore a hole in the rocker cover and subsequently bent a valve. The motor still ran enough to get home and I removed the head and valve straightened the valve in a lathe and replaced the valve collets as a groove had been worn in one and they would not seat properly. The motor ran fine with a new rocker cover for many more kms.

When the motor was finally at death's door I replaced it with an R75/5 engine and put my sidecar on it that was the machine I had when I first joined this club in 2007. Rebuilding those engines was a specialist job as they were pressed together- a certain shop on the Central Coast attempted to strip the motor to give me a quote and could not even remove the magneto as the "mechanic" obviously had no knowledge of these engines. Don Wilson now passed away said there was a six week waiting list and convinced me to

transplant the 750 from an accident damaged bike he sold me.

Lance Gilbert from Kempsey has restored many of the 1960s models Adrian Kuiters and I have sourced parts from him, he is a keen rally/ swap meet attendee most times on an R60 he finds the less sporty motor sweeter to ride due to its lower compression.

The factory fitted Steib sidecar combination opposite is much desired by sidecar enthusiasts.

*Clinton Williams*



## SPECIFICATIONS BMW R60 - R69S

### Engine

- Type four-stroke, two-cylinder, air-cooled horizontally opposed
- Bore/stroke 72 mm × 73 mm
- Cubic capacity 594 cc
- Maximum power 30 hp @ 5,800 rpm **R69S 42hp @ 7,000rpm**
- Compression ratio 7.5 : 1 **R69S 9.5:1**
- Valves per cylinder 2
- Carburation system 2 Bing 1/24/125-126 1/24/133-134 od. 1/24/151-152 **R69S 1/26/751/26/76 or 1/26/91 - 1/26/92**
- Engine lubrication forced-feed lubrication
- Oil pump gear pump

### Power Transmission

- Clutch single disc saucer spring, dry
- Number of gears 4
- Shifting foot left side

### Electrical System

- Alternator Bosch LJ/CGE 60/6/1700 R
- Ignition magneto ignition

### Suspension

- Type of frame twin-loop steel tubular frame
- Front suspension long swinging arm with strut and oil-pressure shock absorbers
- Rear suspension long swinging arm with strut and oil-pressure shock absorbers
- Wheel rims deep-bed 2.15 B x 18 at sidecar, rear 2.75C x 18
- Tires front 3.50 x 18
- Tires rear 3.50 x 18 ( at sidecar 4 x 18)
- Brakes front drum brake, 200 mm Duplex full hub
- Brakes rear drum brake, 200 mm Simplex full hub

### Dimensions and Weights

- Length x width x height 84 x 26 x 39 inches (2125 x 660 x 980 mm)
- Wheelbase 55.7 inch (1415 mm; with sidecar 1450 mm)
- Tank capacity (17 litres) / optional (24.6 litres)
- Unladen weight, full tank 430 lb (195 kg; with orig. BMW sidecar 320 kg)
- Load rating 360 kg (with orig. BMW Stieb sidecar 600 kg)

### Performance

- Fuel consumption ( 5.0 l / 100 km)
- Oil consumption ca. 0.5 - 1 ltr / 1000 km
- Top speed 90 mph (145 km/h) **R69S 110 mph (176 km/h)**





## **TIGER MOTHS AT LUSKINTYRE**



*Top and Centre: Allan about to take a Tiger Moth ride he was very keen to have the experience. High up another Tiger Moth can just be seen in flight*

*Below: Tony being instructed by Brian Zeederberg and kitted up for his flight. Brian or Charlotte took up all those who wanted a flight which was very generous of them- it was a first for most of us. A new experience is always exhilarating and the 1942 built bi-plane never missed a beat.*





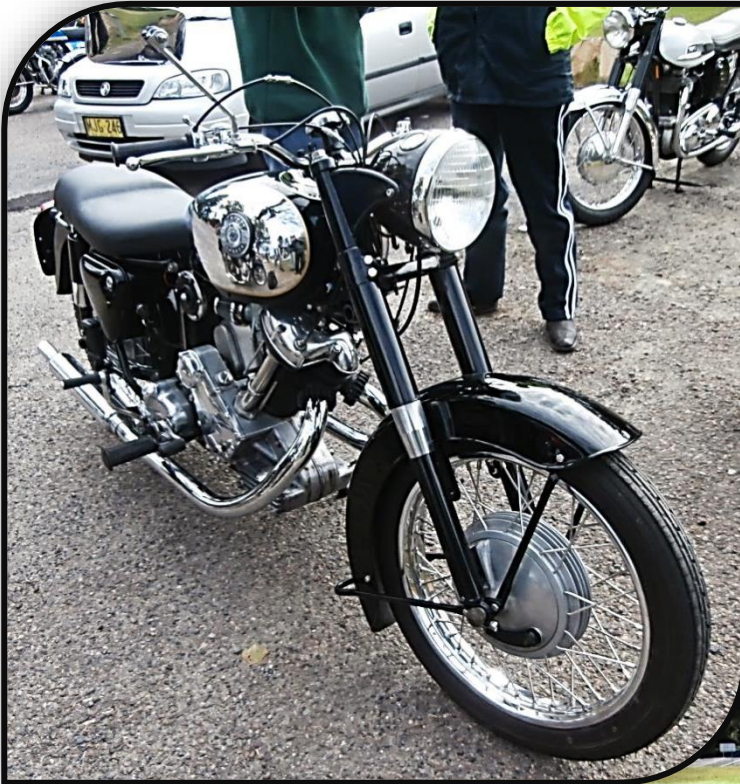
## HUB RUNS



*July*

*Above Kim Carother's 1930s BSA 750 which later won Best Bike of this year's Pelican rally. Fred Jones' Blue Norton Roadster is behind.*

*Left; Panther 600 Sloper*



*August*

*Right; Mark Kunze and Col Graham recently restored this 1959 BSA Gold Flash*

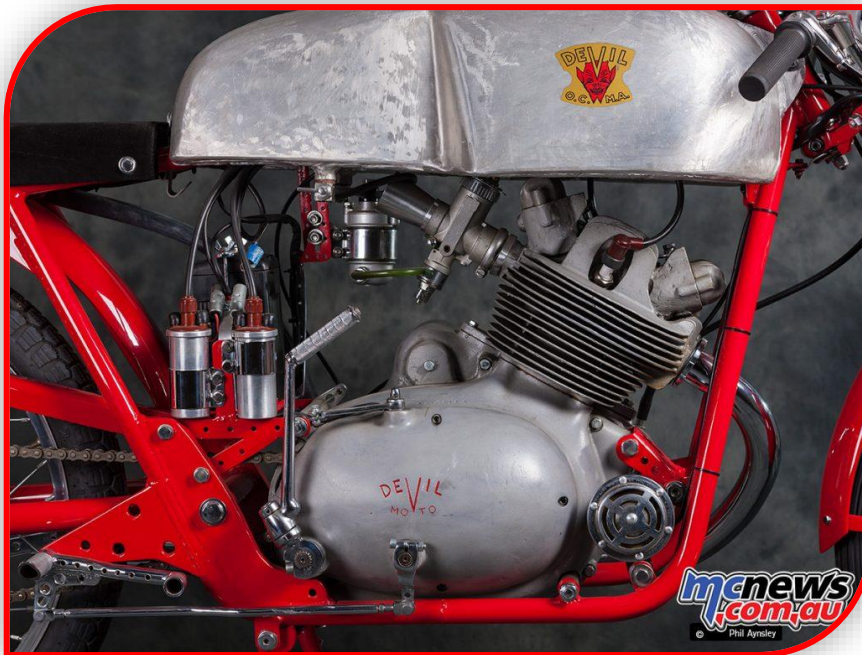




## MISCELLANY

Last issue I incorrectly stated that Trevor Davis's R26 BMW was a recent purchase when it was in fact a recent ground up restoration done by Trevor. *Editor*

*The short lived (1953 to '57) Moto Devil an attractive Italian 175 single <http://www.mcnews.com.au/moto-devil/>*



**Brian Zeederber's 1936 Rudge Ulster; close to being a road going replica of the Ulster GP winning model.** Rudge-Whitworth's last production racing motorcycle was named after [Graham Walker's](#) 1928 race win in the [Ulster Grand Prix](#), only the second time a road race had been won at over 80 mph. Graham was the father of racing commentator [Murray Walker](#) and was made Rudge Sales Manager in 1929. His win was particularly welcome as he had been unlucky in the [Isle of Man TT](#) on the same motorcycle two months earlier, when he narrowly lost the Senior TT race due to oil flow problems on the last lap. As well as Walker's 1928 Ulster Grand Prix win, in the same year Ernie Nott secured the world two-hour record at over 100 mph on the Rudge and set further records in 1929. In 1930, under the guidance of team boss George Hack, Nott, Walker, Smith and [Wal Handley](#) were on Rudge 500 cc motorcycles for the [Isle of Man TT](#) Senior race, Handley winning at a record speed of 74.24 mph with Graham Walker coming second, Smith 6th and Nott 7th, winning the Team Prize for Rudge.



## ***JOKES PAGE***

A young man named John received a parrot as a gift. The parrot had a bad attitude and an even worse vocabulary. Every word out of the bird's mouth was rude, obnoxious and laced with profanity. John tried and tried to change the bird's attitude by consistently saying only polite words, playing soft music and anything else he could think of to 'clean up' the bird's vocabulary.

Finally, John was fed up and he yelled at the parrot. The parrot yelled back. John shook the parrot and the parrot got angrier and even ruder. John, in desperation, threw up his hand, grabbed the bird and put him in the freezer. For a few minutes the parrot squawked and kicked and screamed.

Then suddenly there was total quiet. Not a peep was heard for over a minute.

Fearing that he'd hurt the parrot, John quickly opened the door to the freezer. The parrot calmly stepped out onto John's outstretched arms and said "I believe I may have offended you with my rude language and actions. I'm sincerely remorseful for my inappropriate transgressions and I fully intend to do everything I can to correct my rude and unforgivable behavior."

John was stunned at the change in the bird's attitude. As he was about to ask the parrot what had made such a dramatic change in his behavior, the bird spoke-up, very softly, **"May I ask what the turkey did?" And you thought there were no clean jokes left!**

*A worldwide survey was conducted by the UN. The only question asked was: "Would you please give your honest opinion about solutions to the food shortage in the rest of the world?" The survey was a huge failure. In Africa they didn't know what "food" meant. In Eastern Europe they didn't know what "honest" meant. In Western Europe they didn't know what "shortage" meant. In China they didn't know what "opinion" meant. In the Middle East they didn't know what "solution" meant. In South America they didn't know what "please" meant. And in the USA they didn't know what "the rest of the world" meant.*

**A Ukrainian migrant** to Australia wanted to become a cabbie so he had to go for an eye test for his driver's licence. He was shown a card with the text CWNSCZYZQOCTAZS. He looked at it with wide open eyes, looking very surprised. The examiner said impatiently; well? And the Ukrainian answered; I know that bloke...

**If your dog is barking at the back door and your wife is yelling at the front door, who do you let in first?**

The dog of course, he'll shut up once you let him in.

*Did you hear about the blind skunk? He fell in love with a fart.*

I got an odd-job man in. He was useless. Gave him a list of eight things to do and he only did numbers one, three, five and seven.

*I needed a password eight characters long so I picked Snow White and the Seven Dwarfs.*

I went to buy some camouflage trousers the other day but I couldn't find any.

*My girlfriend told me to go out and get something that makes her look sexy... so I got drunk.*

Gambling addiction hotlines would do so much better if every fifth caller was a winner.

*My wife told me sex is better on holiday... that wasn't a very nice postcard to receive.*



### **SWAP MEETS**

9/10/2016	6.00-2.00pm	Maitland Swap	Maitland Showground	4953 2464
13/11/2016	7.00	Gulgong Swap	Gulgong Showground	0432621204 <a href="mailto:gulgongvcmc@gmail.com">gulgongvcmc@gmail.com</a> <a href="http://www.gulgongmotorcycleclub.com">www.gulgongmotorcycleclub.com</a>

### **Up and coming Rallies**

COOMA-GIRDER FORKS RALLY	OCTOBER 15-16 Ph 6452 2510
GOULBURN	OCTOBER LONG WEEKEND
PARKES	OCTOBER LONG WEEKEND
GULGONG	OCTOBER LONG W/END Ph 0428 330338
HAT HEAD	NOVEMBER 4 <sup>th</sup> to 6 <sup>th</sup> Ph 6562 7784

### **CESSNOCK POSTIE BIKE GRAND PRIX RACING IN THE STREETS OF CESSNOCK SUNDAY 30 OCTOBER TO MONDAY 31 OCTOBER 2016.**

#### **CCCMCC REGALIA**

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

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

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

### **FOR SALE**

XS1100 Yamaha 1978 model -60,000 kms with DJP sidecar new tyres strong motor.  
Spare forks, wheels and discs.  
\$6,000 ono Call Clint 0422059995



**CLUB RIDES**  
**OCTOBER**

Sunday 2/10        **HUB RUN**

Wednesday 5/10   Pokolbin Village or Broke for M/tea; Jerry's for lunch.

Sunday 9/10        Brush Road to Terrigal then Woy Woy

Wednesday 12/10   Jerry's for M/tea; Weston for lunch

Sunday 16/10        Swansea-Budgewoi Fish and Chips

Wednesday 19/10   Freeman's Waterhole for M/tea; Stockton pub for lunch.

Sunday 23/10        Mount White Pie in the Sky for lunch

Wednesday 26/10   Pie in the Sky for M/tea; Jerry's for lunch.

Sunday 30/10        **HUB RUN**

**NOVEMBER**

Wednesday 2/11    Spencer for; M/tea then Wiseman's Ferry pub for lunch.

Sunday 6/11        Spencer M/tea Jerry's Café for lunch

Wednesday 9/11    Road Warriors for M/tea; Pie in Sky for lunch via Berowra Ferry and  
Galston Gorge

Sunday 13/11        Freemans Waterhole- Wangi Wangi or Weston Worker's Club for  
lunch

Wednesday 16/11   Jerry's M/tea; Weston for lunch via Wollombi.

Sunday 20/11        Rider's choice

Wednesday 23/11   Freeman's M/tea, Jerry's via Sandy Creek Road for lunch.

Sunday 27/11        **HUB RUN**

Wednesday 30/11   Jerry's M/tea, Pie in Sky for lunch

*Sunday and Wednesday rides depart from McDonald's Tuggerah at 10.00am unless otherwise stated. Every Friday ride is from your place to Jerry's.*

*If you are riding a club plated bike to an away rally, please notify the Club Registrar of your proposed ride.*

***The FLYWHEEL***

The magazine of: -

The Central Coast Classic Motor Cycle Club Inc.

P.O. Box 9006

WYOMING NSW 2250

