

BUSHWACKER

Official newsletter of the Central Victoria Ulysses Branch

Why I Ride



How many times have you been asked "Why do you ride?" Like many I've asked myself that question a few times, usually when wet, cold, tired and far from home. How do you answer? To say "If you have to ask you'll never know" sounds trite and arrogant. I usually just say, "Well, I enjoy it". To those who say "I'd never want/let my significant other/child ride, it's too dangerous", my reply is along the lines of . "Yeah you're right, but I feel the risk is worth taking". I was reminded of why I think the risk is worth it yesterday (December 15).

First thing in the morning I walked down to the start of our drive to pick up the paper and it was quite cool. Knowing it was forecast to be extremely hot later in the week I decided now was the time for a ride. So after breakfast it was on the bike and off. I fuelled up then it was off down Storys Rd, Sedgewick Rd then onto North Harcourt Rd. Then it was briefly onto the old Calder Highway, over the freeway and on to Maldon. I rode up to the top of Mount Tarrengower thinking that I wouldn't want to be punting an old bike at speed up this bumpy road in the annual hillclimb, and checked out the view (smoky). I had a slight scare on the ride down the mount as a 'roo bounded across in front of me, then headed for Newstead.

Somewhere on this stretch of road a change slowly started to come over me. No, I didn't start to delude myself that I was Casey Stoner and screw the throttle on. I just started to feel at peace with the world, more relaxed. Through Newstead towards Guildford and this feeling increased. I wasn't riding any faster than normal, but as I relaxed it all became easier. I felt I was riding smoother, swinging through the bends was a joy. I nearly

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RIDES & MEETINGS

RIDES

Monthly ride on 2nd Sunday of the month. Depart Rotary Park, Kangaroo Flat, 10am sharp with full tanks.

Casual day ride 3rd Thursday of the month. Depart Rotary Park, Kangaroo Flat 10am sharp with full tanks.

Club's short social ride every Friday far enough to clear the pipes, leaving KFC at 1pm, Kangaroo Flat at 1pm. All riders welcome.

See 'rides & events' for details.

WEEKLY GET-TOGETHERS

Thursdays 10am - Eggington's Bakery, 96A High Street, Heathcote.

Sundays 11am - 2.30pm, Bendigo General Store (Tyson's Diner) Café, 145 Bridge Street, Bendigo

Saturdays 9.30am - 11am, Bendigo General Store, 145 Bridge Street, Bendigo

MONTHLY SOCIAL MEETINGS

See 'rides & events' for details.

BRANCH'S BUSINESS

The Branch's Committee meet regularly to process the Branch's business. Input from all Branch members is welcome and can be directed to any committee member. Members can also see either the President or Secretary if they wish to address the committee. Elections are held annually, usually in January



cvub.org.au

(currently under re-construction)



PO Box 736, Bendigo Central VIC 3552



CVUB sends a regular email and has a Facebook page with up-to-date info on events.

From the Branch President

GDR

At the time of writing this piece, we are thinking about the future of the Golden Dragon Rally. By the time it is published, the decision will have been made or will be about to be made. A little while ago I asked members for their thoughts on the viability of a GDR 2020. There have been a few submissions on Facebook and by e-mail. I will not discuss the matter here; that is for later but I wish to thank those who have contributed to the discussion. All submissions to date have been well thought out and will give the GDR committee food for thought.



Daytona Week

On a lighter note, I have been watching a lot of YouTube videos lately. Daytona Bike Week 2020 ran from 6th March to 15th March. By the end of March there were countless (seriously ... I could not count them) videos taken on the streets of Daytona and posted on YouTube.

The videos show motorcycles from plain ordinary to crazy customizations. One model which I saw a few of was a bike I could not identify. Its dimensions resembled a penny farthing with a super large front wheel and side boxes at the rear dragging along the road. If anyone knows what these bikes are, please let me know.

Also, lots of the ladies at Daytona must go to the beach because there were quite a few female participants in their bathers, ready for a swim.

Club activities

Our club contacts are down to just about nothing. I had hoped we would be able to have no-contact no-stopping rides during these days but that is out. All our activities are banned. They really want us to stay at home.

A few people are supporting Tysons Reef and getting a takeaway. I have run into a few Ulyssians there and had a yak while we wait for our coffee.

Social media and the Bushwacker are our only formal communication. I note that members who have social welfare interests have continued these activities. Of course, we do not know how long this state of affairs will last but we will hold onto our Ulysean aspirations and meet again on the other side of these difficult times.

Best Regards
Michael Hennessy

An advertisement for Elliott Bros. of Bendigo. The top part features the company name 'ELLIOTT BROS.' in large, bold, red letters with a black outline, followed by 'of BENDIGO' in smaller black letters. Below this are the logos for Honda (a red wing) and Kawasaki (a green arrow). To the right is a photograph of the dealership building, which has 'HONDA' and 'Kawasaki' signs. At the bottom, the phone number 'Ph: 03 5443 5555' is displayed in red text.

(Continued from page 1)

turned around to ride the last stretch of road before Guilford again!

Time for a coffee. I sat outside the general store and took in the serenity, nodded to a few locals as they entered the store and relaxed. A group of bikes came down the road from the Vaughan Springs direction and turned towards Daylesford. Sports bikes, a Ducati Monster, Yamaha XSR and leading the pack a KLR Kawasaki. No doubt Ron would say that leading the pack is the rightful position for the legendary KLR. Maybe it was a case of having the slowest bike leading, or perhaps the owner was just a damn good rider, either way it brought a smile to the face. I went to the end of the street and admired that wonderful old gum tree there. So beautiful and so old. To think that tree was alive long before Australia was even "discovered" by Europeans, it's hard to get your head around its age.

On again. Via Vaughan Springs and Fryerstown I rode feeling at ease with the world, and having trouble coming to terms with how much I was enjoying every corner. The danger was that I was feeling so good that now I was fighting the urge to up the pace. Not a good stretch of road for that, too narrow, and too much gravel gets strewn across the surface. Chewton came and went. I turned onto Golden Point Road. I've never really come to terms with the blind curves on this road but, on this occasion I sailed through them. I'm not a fast rider, I'm too chicken for that but, on this day I was considerably faster (by my standards) than ever before through this stretch. Plus I've never found those corners so easy to negotiate. What's going on here?

I turned onto the old highway, briefly thought of stopping at Blackjack winery to say hello to owner Ken, but time was getting away. I've always liked North Harcourt Rd, today even more so! I decided to head up Barker Rd, it's a good view of the surrounding country from the top. I had to slow to allow a dozen or so wood ducks get out of the way, then at the top here was a black snake making its way across the road. Red bellied black snakes are my favourite snake, usually docile and lovely colours. My day was getting even better. I pulled up a few metres behind it, it stopped, up went the head tasting the air (friend? foe? dinner?) and then it took off through the fence and down to a dam.

I continued on, nearly home now. I turned onto Storys Rd and the corners were still flowing easily. I got a slight shock when I glanced at the speedo. Hmm, a bit quicker than normal for me through here. "I'm sorry officer it didn't feel that fast" probably wouldn't cut it either. Slow down Reg! I couldn't resist holding a lower gear than normal down Hargreaves Rd as I went through the left then right bends, a couple more minutes and I was home.

I got off the bike and contemplated my ride. I guess something just clicked. The worries washed away, I relaxed, and you ride better in a calm, relaxed state. Well, I dunno, let's not get too deep here, but, did someone mention Zen? Who knows, I may never capture that feeling again. I can remember once years ago riding hard and fast and thinking "Who is riding this bike? It's not me". But that was different, the adrenaline was pumping. Next ride I might be rubbish on the bike again. But I'll always have that ride.

Reg.



Prepping For A Trip To Cameron's Corner

A little history

For many years I've wanted to do more outback adventure riding and thought that on retirement that this would be possible with my mate of 40 years, Neil. It looked like that it was going to happen in 2018, together with some other motorcycling friends, that invited us to join them. I was nervously thinking about what I'd have to do to prepare my Honda Varadero (XL1000) for the trip, knobby tyres, soft panniers, watching videos on how to ride a bike in serious off-road conditions, etc.

Neil had previously had a health cancer scare but had been given a clean bill of health and told to get on with life. Unfortunately, in 2018 cancer had other ideas and came back with vengeance and Neil succumbed to this horrid relentless disease, at the time we were due to go to Cameron's Corner.

Prior to his death I helped him to sell off some of his bike collection and he wanted me to have his KLR650 2005, it had only been registered for one year, travelling only 8,650kms, then put in the corner of the shed where he took parts from it to keep his beloved KLR650 1987 in top working condition.

I took both bikes home and swapped the parts back onto the 2005 model - wheels, choke switch and the headlight fairing, mirrors, blinkers and hand guards, etc, etc and the 1987 bike was sold as per his wishes.

Getting the bike back on the road

A Motobatt deep cycle battery was purchased to get things going. Electrically the bike checked out okay, just the side stand switch needed to be reconnected. Put fuel into the tank and after a few go's it fired up and idled away nicely.

The bike was unregistered and the first main task was to get a roadworthy (RWC) and register the bike, the first inspection's items to attend too were that I didn't have any end plugs in the handle bar and that the front brake pads needed to be replaced, oh and by the way there is only one (yes 1) brake pad in the rear calliper. Like I said above he'd been using it for parts, but I wasn't expecting that!!

New brake pads all-round and my indecision about what bar ends to get was forced upon me and I fitted Barbusters hand guards. RWC received and the bike was registered. A few test rides revealed that the bike was performing well. In amongst the mountain of parts that came with the bike, there was an Eagle Mike Doohickey kit, various gasket sets, puller and a special spanner. After a little bit of Googling all was revealed that the tension spring that puts the tension on the timing chain is subject to failure, with many, many videos showing the damage and wear on the springs. So, the Doohickey with its torsion spring was fitted, the many gaskets replaced, new oil and service and it is running very nicely indeed.

I previously had owned a 1996 KLR650 back in 1999 and had forgotten what a great bike they are, light and easy to ride, I remembered how uncomfortable the seat was, but amongst the items that came with the bike there was an AirHawk seat, so nice on those long rides.



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Getting the bike ready

I set about making a list of things that I'd need to put on for the big trip and other items that I would like. First on the list were some crash bars, it appears that any KLR prior to 2008 (gen2) is not very well catered for in accessories, eventually I found a set, the one and only, which also had a rear set as well. They dually arrived in the post, unpacked them only to find that they didn't come with the required longer bolts to replace the originals, so they could be secured to the bike – not to self, read the very fine print. Off down to the local country town guy to order in all of the bolts required and wait for them to come in, the bars went on the bike quite easily and I was happy with the protection they were providing and the rear ones also doubled as the pannier rack for the soft panniers.

I fitted a 7" driving light under the headlight, for added protection against kangaroos on the country roads, wired to the high beam switch and an on/off switch as well. A couple of small LED tail lights are fitted up under the rear carrier rack for when I'm riding on my own at night, or when visibility isn't that good (fog, smoke, dust) with an on/off switch. I made up a small dash to house the switches, as well as a power plug for the phone, pump, etc. For a bit more safety I fitted that Barbuster daylight lights to the hand guards and have found them to be excellent for being seen, you can see the car/truck driver notice you earlier than they usually would.

Oxford heated grips were fitted, as there are no prizes for being cold and the Tom Tom GPS mounting base was fitted. I have a Tom Tom Rider 400, motorcycle specific and use it on the Honda as well as both our cars.

For the last 20 years I've had a couple of Honda Varadero's, complete with the top box and panniers and had for that period ragged my mate Neil about the milk grate he had on the back of the KLR. But he insisted on putting everything in plastic bags and putting them into the milk crate, on the carrier rack, along with everything else that was tied onto the back seat of the bike and strapped down. It eventually became a fun ribbing thing between us milk crate v hard top box and panniers, he claimed that the milk crate was very aerodynamic compared to the top box, especially when empty, if something fell out of the milk crate, I'd say it wouldn't happen with a top box. So, I can't bring myself to take it off the bike and have improved how it was fixed to the bike and got a small cargo net for it.

A couple of test rides revealed that the adventure boots I'd purchased for the trip had great difficulty in fitting under the gear change lever and an after-market extended (20mm) gear lever was sourced and works well. The other thing that was revealed was that the single disc with single cylinder front brake was quite inadequate and required a full hand and a massive grip to get any reasonable response. I wasn't sure why this was, was it because the Honda has twin disc's and linked to the rear brake, which work extremely well and only requires two finger operation or was it because I hadn't ridden a KLR in a long time. The bike had been unused in 14 years, so I replaced the brake fluid and it improved it slightly and after some advice from my mechanic I purchased a HEL Performance braided line and now the braking is quite good.

A rear wheel was purchased from Dubbo via eBay, complete with the disc, chain sprocket and a Dunlop D606 (with little use), a bargain at \$241.00 delivered to my door. A front wheel has not been able to be found, I guess everyone crashes them, so I've had a new D606 fitted to the existing wheel. What I want to achieve was to have the off-road Dunlop D606's on a set of wheels and the Dunlop TrailMax on another set so that I could swap them in and out as needed, the search will continue for the front wheel.

A trip down to Andy Strapz was made to purchase the soft panniers and to see how they'd fit with the rear crash bars. They fitted well and I only had to fit some stainless-steel eyelet loops to the crash bar to keep the straps in place. This trip also served as a long-distance day ride (470kms) test for the bike, which revealed a few small issues and a test for my old body to see how it would cope. The AirHawk seat was a great asset, the serious cross winds were a physical challenge and I slept well that night.

Other items included fitting some aluminium flywire in front of the radiator, something I've done on all my cars and bikes, to keep the little stones and bugs at bay. I fabricated a bash plate to provide more protection than the original plastic one and extended it past the back of the engine, with a hole for the sump plug access.

A test ride on the new D606's proved what I thought, I've a lot to get comfortable with on the dirt. Also

the water temperature climbs quickly at the slower off road speeds with the fan coming on occasionally, I checked this with the KLR Riders Facebook group and they said yep that's normal, so a bit more comfortable with that now.

Well ready to go

Or not.....COVID19 has foiled my second attempt to make the trip to Cameron's Corner and the group has deferred the trip until 2021.

On the positive side I have 12 months to look for a front wheel and to practise some more off road riding.

Stay healthy both physically and mentally, be kind to one another and be safe.

Regards,

Danny Johnson

#67212

Hospital Humour

The voice on the other end of the line said, "What is the patient's name and room number?" She said, "Yes, darling! She's Sarah Finkel, in Room 302."

He said, "Oh, yes. Mrs. Finkel is doing very well. In fact, she's had two full meals, her blood pressure is fine, she's going to be taken off the heart monitor in a couple of hours and if she continues this improvement, Dr. Cohen is going to send her home Tuesday."

The woman said, "Thank God! That's wonderful! Oh! That's fantastic! That's wonderful news!"

The man on the phone said, "From your enthusiasm, I take it you must be a close family member or a very close friend!"

She said, "I'm Sarah Finkel in 302! Cohen, my doctor doesn't tell me a word!"

Hospital regulations require a wheelchair for patients being discharged. However, while working as a student nurse, I found one elderly gentleman already dressed and sitting on the bed with a suitcase at his feet, who insisted he didn't need my help to leave the hospital.

After a chat about rules being rules, he reluctantly let me wheel him to the elevator.

On the way down I asked him if his wife was meeting him.

"I don't know," he said. "She's still upstairs in the bathroom changing out of her hospital gown."



A Spaced Out Story

At the last Bendigo swap meet, I purchased a 1989 250 Spacy scooter. Ron Jarmyn had a stall opposite a site with a Suzuki and a scooter on display. The scooter had \$40 scrawled on the top box in texta. For the next few hours we laughed at the \$40 top box, but finally curiosity got the better of us.

On enquiring as to what the rest was worth, the answer was, "No mate, 40 bucks the lot."



Those of you who know Ron and I know we cannot help ourselves with a bargain. On examination, the seat was perfect, it had new tyres, keys good and was complete. The fairings were extensively damaged and windscreen was missing from a slow drop. It still had plates and the sticker expired in 2014. On enquiring as to why it was so cheap, I was told the engine was seized. I had been chasing mirrors for the BMW with no success. The spacy mirrors were perfect, so in buying the mirrors I had to take the scooter.

Checking the scooter out, the battery charged okay, but the starter was dead. Crossing the solenoid terminals with screwdriver proved the engine was not seized. With a short piece of wire on to the solenoid and fresh fuel, the engine started instantly and ran perfectly. On the centre stand, the transmission was okay, and lights, brakes and coolant system were all okay.

The starter switch was not repairable, so I had to

spend a whole \$13.50 on a waterproof starter button. At this stage a decision had to be made on the scooter's future. As Paul would say, my decision was to polish the turd.

On stripping the scooter, apart from the damaged fairings which have been repaired, I found the other reason for its demise. There is a Y shaped forging on the right-hand side which is removed to take the rear wheel. This is bolted to lugs cast on to the engine case and carries the muffler. The bolts were missing so the rear end would have been a bit flexible. The upper lug was good but the lower had minor damage. Fully threaded socket bolts were screwed into the lugs from the inside with Loctite and the damage filled with Devcon. There are now studs, and Y bracket is fitted on with nuts and washers.

Costs so far are only service items, a small amount of fiberglass, the switch and some bolts. Paint was another story and cost \$95 because it's a four-coat system in pearl. I will have to find mirrors for the BMW as I will pinch them back to keep the Spacy original. TCF is waiting to roadworthy it for club plates, and hopefully it will be ready for when we can coffee again Saturday mornings.

Over the last few years I have resurrected other bikes, but none have been as much fun or interesting as the Spacy. There are still cheap barn finds out there and there is great satisfaction to be had firing them up. In our branch we have members with a fount of knowledge and a willingness to help with projects.

Think about tinkering.

- Bob Waterhouse

Buying A New Helmet

I have been thinking about buying a new helmet for a while. I recently was looking through some early bike photos and received a surprise at just how long I have had my current helmet; hmmm where did those years go? So, it was time to upgrade. So, on to google for some research. The selection of helmets is huge with many different brands, and that most important question is where they are made which I found disappointing for some of the leading brands.

For a start I had a couple of brands in mind from brands that I have had in the past: Nolan, AGV, HJC and one open face which was from my teen years on the farm. Everyone has heard the saying \$200 dollar helmet \$200 head. Well that is not always the case as some of the cheaper helmets scored better than or as good as the expensive ones.

So, let us start with the **Vozz** helmet.



This one is different to say the least and may be the future design. It is strapless for a start and is a two piece shell with a hinge, two locking clips when you lock the helmet on your head which are also your release buttons, and it has an emergency release which I thought was a good idea. Paramedics could remove the helmet with no movement of the head which is better than a full face. You can also put this helmet on with your glasses and gloves on. The Vozz is an Australian design with Kangaroo skin lining it gets fairly good reviews, I did try this helmet on and it was ok. But there is nowhere to strap it to your bike and if it came apart on impact your head would be toooooo exposed. Made in China. Check it out on vozzhelmets.com.

Shoei helmet

The Shoei helmet is well made, quality lining, and most people that have a Shoei helmet will most likely buy the brand again. They are expensive, receive good reviews and as before they don't fit my head. Made in Japan

Nolan helmet

Nolan was my first full face helmet. The brand has been around for some time so I tried it on and damn near could not get it off as it appears the lining that shapes around the neck and base of the head was too tight for me. But the helmet fitted good otherwise. The reviews are good. Made in Italy.

AGV helmet

The AGV I had was very quiet and fitted well but was heavy. I think I have worn this helmet near as long as the HJC. I still have this helmet in the cupboard. Research say that nearly all AGV lines are made in China except for a couple. The one I tried on was from China.

HJC helmet



HJC is my current helmet and it has served me well so when I tried the new one on it fitted very good. So I purchased the FG-Sports Touring model and I am very happy. The first thing I noticed with all of the helmets is weight. This has to be a good thing on long trips now. I know lining removal has been around for a long time but do many riders remove the lining for cleaning? Ventilation through the helmet is far better. The new helmet is very quiet but having said that what new helmet would not be better than the old one? The drop-down shade visor is a good feature; maybe no more tape on visor and the pin lock screen came with it.

The other feature is the main screen when closed is locked which is good if you come off the bike. It should stay closed protecting your face. I on the other hand like my visor open a little all the time. The HJC helmet is Made in Sth Korea and Vietnam. It received good reviews and crash ratings. It also has double d

rings for the chin strap and you can lock the helmet to the helmet lock on the bike and double d rings are the only chin strap lock allowed for motor sport still today.

To check out safety helmet ratings (which is a UK site yes I know but it is worth a look if you are thinking of a new helmet), see sharp.aftgov.uk

Regards Robert Walder 11192

Dude Food

Peach, Orange and Onion Salad

Normally peach and orange is not something I would associate with blokes food, but even die-hard salad haters will eat this one. It goes great with BBQ's and the acidic juice and freshness cut through the fattier cuts of meat like American Ribs, Pork Belly, anything 'pulled' 'smoked' or 'slow roasted'. There is not one skerrick of rabbit food in it.

Serves 4

2 oranges,

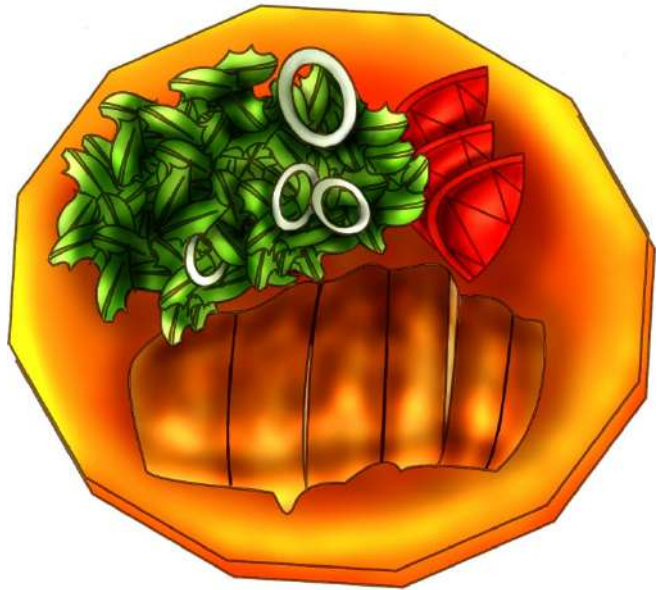
425g can sliced peaches, drained

½ small onion, peeled

Parsley or mint leaves (optional)

Cracked black pepper.

With a knife, cut the rind off the oranges and cut into rounds. Cut the onion into thin slices, the thinner the better. In a bowl, combine the oranges, onion, peaches, and a pinch of cracked black pepper. Add some torn parsley or mint leaves if you like. Toss together and leave to marinate for ½ hour. Serve.



- Thanks Kylie

From the Editor

Wow!

I put an insert in March's Bushwacker pointing out that I wrote a lot of the material for that month, and asked for contributions from more members. After all, it is OUR Bushwacker and I have the privilege of pulling it together in a manner that hopefully is good reading for our members and adds to the life of our Branch.

You responded brilliantly! There's a couple of articles; I won't name them, that are not likely to come from me and yet I know pushes the buttons of many of our members. I sincerely hope you will see more such articles in future issues of the Bushwacker. ALL articles are just really good reading. I did a little tweaking on some sentences to hopefully make them easier to read and added the odd pic to increase interest. Otherwise, we've ended up with a brilliant issue for April. Now, regarding May's issue

Bruce

March's Mid-Week Ride

I am so sorry folks, for not getting this report in last month. It's been rather challenging times.

Michael, Robbie, Evan, Whiskers (Kent Morrow) and me (Kylie) turned up at Rotary Park, but we left without Michael, who opted out of the ride at the last minute. Coincidentally Susan Kirchofer was at Apco petrol station, across the road that morning and came over to say hello to everyone. So, four of us left rotary park, through Kangaroo flat towards Harcourt. Robbie led the ride on his Yamaha XJR, followed by me (Ninja 250), Whiskers and dear Evan on his scooter. Whiskers was keen to trial his newly acquired 2017 F3 Limited 6 Spyder and indeed the bike is a good looking, polished beast. He admitted it takes a bit of adjusting from 2 wheels to 3. On the Diamond Hill route, we rode through a kilometre or so of graded, muddy gravel road and arrived at the Harcourt General Store covered in mud splatter. For the record, I hate riding on gravel. Give me a solid surface any day!

We enjoyed our stop at the General Store. Compliments all round - good food, good coffee, good, if rather quiet, atmosphere. (The pandemic scare was just starting to get a foot hold). When we geared up again to head off, Whiskers decided he was heading off to Castlemaine, but Robbie, Evan and I were keen to get back, so we took the shorter route via the freeway back to Bendigo. I was the only one riding on to Tysons Café. When I got there, Michael was sitting back enjoying the sunshine and Whiskers, having aborted his plans, pulled up 30 seconds after me. It was bizarre.



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RIDES & EVENTS

Due to the uncertainty of any gatherings of any description in the immediate future because of the corona virus, this segment of the Bushwacker is not going to run UNTIL we can schedule rides and social activities with reasonable certainty they won't negatively impact the health and wellbeing of participants under normal circumstances.

The Last La-HA-HA-ugh!

Laughter IS the best medicine!



A doctor has come to see one of his patients in a hospital. The patient has had major surgery to both of his hands. "Doctor," says the man excitedly and dramatically holds up his heavily bandaged hands. "Will I be able to play the piano when these bandages come off?"

"I don't see why not," replies the doctor.

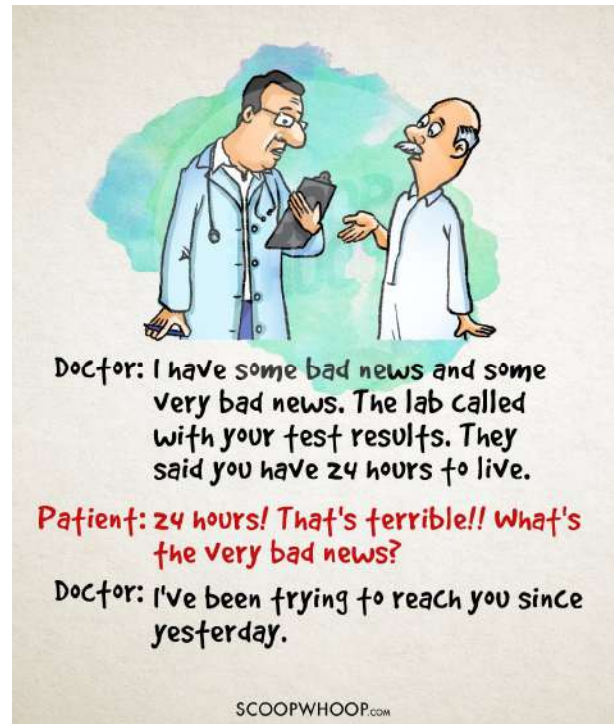


"That's funny," says the man. "I wasn't able to play it before."



JuicyQuotes.com

THE BEST JOKES TO SHARE



Q: What's It Called When A Hospital Runs Out Of Maternity Nurses?
A: A mid-wife crisis!



comicbookandbeyond.com

