



7th Edition, June 2006

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### Ed's bit

Our biggest and best newsletter yet, and its down to those members who have submitted the terrific articles, reports and pics . Just a reminder though, if you are sending pics, please.... please include a caption (where and who) with each. More importantly, tell me who took the photo so the appropriate credit can be given. So, read on and enjoy. The very best to all. Ed.

## THE PRESIDENT'S REPORT

Hi One and All

At recent meetings members have made us aware of your wants as members that more focus should be on socialising so we formed a social committee, and they have been hard at work to come up with a couple of event already (I take My hat of to them for their fine effort) I have also asked Rob if we could have a few more weekend away rides as the numbers on the weekly Sunday rides seem to have dropped and a couple of members have shown interest in simple inexpensive over night stays with out going monster distances but just taking the scenic route to get there giving you the option of not having a long ride home if so desired. Once again I ask You all to support these fine efforts and if you have an Idea or Suggestion please don't hesitate to come forward so we can improve your Branch of the greatest club on this planet. Last but not least I am currently putting together a list of all the business's that welcome or offer discounts to Ulysses Members so we can make a list to be sent to all our branch members and also the ridding on magazine for all to see, if you know any one please let me know. I look forward to hearing from you, till next time Ride Safe and Keep Smiling, Cheers. Hans

### So!.....Who's been a naughty member and not paid yet?

Have you paid your \$5 admin fee? If you are unsure, contact Barbara on 4473 7219 and check. If you have not paid your fees, your name will be sent to A.S.I.O. and deleted from the newsletter distribution list, OK!



### Intrepid Travelers Tilba to Tassie 2006 AGM Trip Report by Tony and Dianne Pye

We set out from Tilba Sat. 4th March - 6 intrepid travellers....Ken & Linda Jamieson, Tony & Di Pye, Dudley Lucas and Ernie Baddeley..3 bikes with trailers, 1 single bike. First mishap pre departure, Ernie hit a large piece of concrete near Narooma High School and buckled his front wheel which remained buckled for 3000 kms and survived. It was first time on a bike for Ken & Linda after 9 months of rehab after Kens illness and they were rearing to go ! Dudley had been packed for months !Tony & Di were still packing at 1 am, Tony having to work on the house site till the last minute....but we were off at 7.30 sharp!! Breakfast at Eden, lunch at Lakes Entrance and a HUGE dinner at Port Albert Historical Pub

(see Dudley enjoying the first of many great feeds !). Travelled around Victoria coast and villages to Kilcunda (friends house) and another great feed at "Killy Pub". Into Melbourne for a



The Intrepid Travelers L to R: Di Pye, Linda Jamieson, Ernie Baddeley (back), Stephen Dearnley, Ken Jamieson (back) Tony Pye and Dudley Lucas. Photo: The Pye's  
Some readers may recognize Stephen Dearnley, founder of the Ulysses Club, now 84 years young who has attended every AGM since the foundation of the Club in 1983. Stephen now estimates the Australia membership at 25,000 and the world wide total 40,000.

night out in Lygon Steet (lined with Restaurants-more great food and 'reds' consumed). Sightseeing Melbourne Tuesday before lining up for Spirit of Tasmania from 6 pm. with 200 other bikes.

Dudley & Ernie and several bottles 'rocked & rolled' with the boat till the early hours, while the other 4 woke refreshed and ready to ride straight to the AGM in Ulverstone. We were in a B & B in Devonport and did day trips to the AGM and north west coastline.

Had a ball at the Friday night Dinner - great entertainment and food and bus service. The parade through Ulverstone on Sat. morning was fantastic...the streets were lined with kids and people of all ages, for miles and miles, with signs of welcome (and love & kisses ). The shops were all decorated, many with actual bikes in shop windows and all had welcome signs. It's a wonder Tassie didn't sink ! with approx. 2500 bikes thundering along the coast. We did day trips to Stanley, Sheffield, Longford Car Racing Museum, and went to festivals and tourist sites as well as the AGM show-ground several times for Test rides and Ulysses gear. The party over, we took off for Launceston (with detours) on Sunday and 'did' the Tamar Valley region over a couple of days, and continued south to Hobart (with detours) for another few days. What a great city...a must for 'bikers' visiting Hobart is Joe's Garage (Bar), some great Irish pubs (again with great food & grog (a Guinness or two on St. Pats day), a Harbour Cruise, Salamanca Markets, Huon Valley, etc etc. After what seemed to be a continuing 'food & drink' tour we left Hobart, rode up the Midland Highway back to Devonport (the length of Tassie in 3 hours !!!) and boarded the Ferry on Saturday night for a very smooth cruise back to Melbourne...but it didn't finish there! We had pre-booked the Theatre to see "The Lion King" - fantastic, and before that we went to Melbourne's famous Chinatown for Yum Cha, and back to our Irish Pub accommodation for (another) great feed! A comfortable ride back saw us all "back in the grind" a couple of days later - all in one piece, well fed, fatter, but still feeding on memories of a great trip to Tassie. Roll on Coffs Harbour - 2007 !! Tony & Dianne Pye.



Dudley sizing up one of the BIG meals experienced on the Tilba to Tassie trip. Photo Di & Tony Pye.

Thanks Tony and Dianne for a great trip report. Sounds like you all had a disgustingly, well fed, fantastic time..... well done! Look forward to more reports. Ed.

## The 2006 Karuha River Rally Report Featuring The Terrific-Ten & Fantastic-Five



"The Terrific Ten" and their nice clean bikes, 0800hrs, Batemans Bay, 10th Feb, 2006. Day one, Karuha, River Rally Run. Photo: Ed

The brainchild of our ride coordinator (Rob), "The Terrific-Ten" were cobbled together from, who-knows-where, for the 2006, BMW Touring Club of NSW, Karuah River Rally run, held over the 11th, 12th February 2006.

So, who were these terrific people? **Rod (sheepdog) White**- Suzuki Vstrom 650. **Dick (avachat) Fitzgerald**- Suzuki Vstrom 1000.

**Rob (father of son-with-9-lives) Overdijk** - BMW 1100 RT.

**Rowan (son-with-9-lives) Overdijk**- Kawasaki ZX7 Ninja 750.

**Paul (keep-the-language-down) Wegman**- Honda Deauville 650.

**Arthur (avyaheardthisone) Flower**- Kawasaki GXR 1000. **Jim**

**(gentleman) Bain**- Honda CBR 1000F. **Jerry (dirt daredevil)**

**Quale**- Honda CBR 1000F. **Fergus (bigbox) Hood**- BMW 1150

GS Adventure. **Ross (Ed) Constable**- BMW 1150 GS Australian.

**Day one:** 0800hrs, departed the Bay in a manner typical of a group

who had not ridden together before, with the usual, finding the right speed and position in the line thing happening. One rider in particular, was probably a bit quick and eager to get there, despite four days and 1,500 kms of riding ahead. All went well up until Milton's main street, when a right-turning car stopped Jerry.... but not Rowan, riding behind. A big grab of the front brake dumped the Ninja and rider, clipping Jerry's rear tire and pannier frame before sliding under a parked truck. Fortunately, to the relief of all (especially Rob), Jerry stayed upright and Rowan walked away from the prang with only dented pride and a few bruises. For Rob, the accident meant a dash back to Moruya for the trailer and car to pick up the bent Ninja. For the remaining eight, it was on to Bewong for a coffee and accident de-briefing, involving a sobering reflection of what might-have-been in Milton. From Nowra, the eight headed up through Kangaroo Valley, Bowral and Mittagong via a most tortuous route known only to Dick, who used it during his trucking days to avoid road tax. Lunch time saw the group heading through Penrith, Windsor and on to the Putty Road for a hot afternoon run to the Half Way House, Bulga and the Golden Highway to our accommodation at the Commercial Hotel, Branxton. To call this Hotel "accommodation" is like comparing a Goldwing to a Postie bike (yes...I know, some people do). If you don't mind all night brawls, floor rattling juke boxes, mould in the showers, and beds with half the springs missing, you will love this pub. However, the highlight of the night was Rob catching up with the group at the hotel after an epic 800kms night ride, dodging roos on steroids and coal trucks.

**Day two:** Very little sleep, an early start, no coffee and a short trip to Maitland Park to pick up another rider, Bob (bungleg) Bennett. Here, the group watched (ogled) the local, all-female cricket team play while waiting for Bob. The dirty old perverts from Eurobodalla were so enthralled by the young ladies, it took ten minutes before anybody realised Bob had arrived, and was sitting amongst us ogling the girls as well.

After mending a puncture on Jerry's bike 50 meters from the park, Bob, being a local lad, led the way for the 40 minute run to Dungog and the 30 minute, dirt-road section to the rally venue at Frying Pan Creek, Gloucester State Forest. This would have to be one of the most beautiful places to hold a motorcycle rally. Perfect camp sites, terrific swimming holes, rainforest, warm, humid and just a great atmosphere generally. After the ten had set up camp, most could be found in their undies soaking in (polluting) one of the many swimming holes or exploring the characters and bikes in other camps. As the afternoon progressed, the place really started to fill up with bikes, trikes, tents, a few tossers, and NOISE! After a rigged raffle, supposedly in aid of the RFDS, (ha!) the sausage sangas were sold and by evening, the clearing in the valley had become a small city. By late evening, the dirty jokes, music, engines and laughter in the small valley was deafening. During the night, between more dirty jokes, some of the ten decided to see the sights around the Blue Mountains the next day, while others elected to head back down the Putty and the back roads into Oberon and beyond. This latter, more "dirt" (dirty) orientated people became known as the "....." *Fantastic Five* (FF).

**Day three:** After fare welling the "ordinary" four at Frying Pan, the FF (Rod, Fergus, Jerry, Dick and Ross) headed down the Putty Road to the Half Way House. At the Half Way parking area, there was a big line-up of bikes and riders out of Sydney, including the odd "boy-racer". Five kms south, one of these "boys" was lying face-up, looking decidedly unwell on the bitumen near the shredded remains of his machine. Just south of the Colo River, the five took to the dirt towards the Bells Line, the steep switchback trails not fazing Jerry or his CBR at all. From Mt. Wilson it was south towards Oberon via quick stop at Dick's friends place, except for Ferg, who got lost on the Jenolan Caves road. The rest took a short cut to Oberon for liquid supplies. Traveling south from Oberon, the FF voted unanimously that the best run of the trip was the section between Black Springs and the Abercrombie River (this is a fantastic, must-do, "sweeper-crest-dip" section of road) where Ferg found us and the re-united FF made camp for the night on the banks of the muddy Abercrombie.



Jerry goes for the flat tire fixing, world record, Maitland, day two. Official time: 1.5 rollies. Photo: Ed

**Day four:** After a very funny night, thanks to Jerry and Dick (ask Dick about the mustard incident!) the FF rode up out of the frost and made Goulburn for morning coffee. From there, Dick took the group on another of his tax dodging dirt routes through some beautiful country that skirted Braidwood, crossed Oallen Ford, went through Mongarlow, emerging back on the tar near the top of the Clyde, bringing the five to the end of a marvelous, four day, 1,500km run at Mogo.

**Trip Comments:** The rally was considered to be one of the best four day runs done by the group, made even better by the good-fun company, weather and similarly pace-matched riders. If going next year, get there early on the Saturday in order to get a good group camp site. The \$20 rally fee was considered a bit steep considering all one got was a badge and soggy sausage sandwich for breakfast. The raffle had to be rigged because none of the Eurobodalla lads won anything. UHF radios and helmet communications are the way to go on long group runs. They not only allow dirty jokes to be told on the move, they increase rider safety, allow the group to be informed of routes, turns, stops and women bathing topless. Many thanks to Rob for the ride organization and all that did the rally run. I look forward to doing it again next year with all you disgusting lot and others from the Branch (apologies to Goldwing and Postie bike owners and Dick for the mustard thing). Ed.

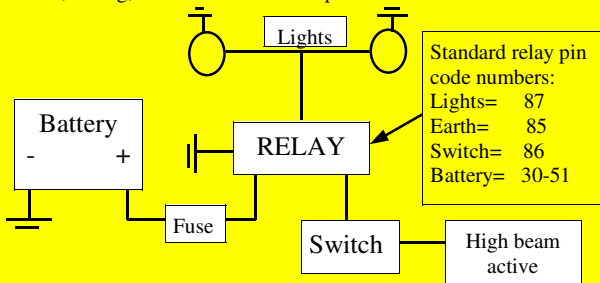


Frying Pan Creek, Gloucester State Forest. The venue for the BMW rally since the late 1970s. Photo: Ed.

## Tech Tip: "See And Be Seen"

Not happy with your bike's head light/s at night? Why not fit additional riding lights....here's how you can do it yourself:

1. Consult your owners manual "electrical specification" section.
2. Calculate the total wattage used by your bike with everything on. (don't forget the maximum battery charging amps).
3. Do the following maths to find the total amps (current) your bike uses.
4.  $P=VI$  (Power = Volts/Amps).
5. Determine what your alternator capacity is and how many "reserve" amps are available. For example, to run 2 x 55W halogen bulbs you will need at least 9.1 amps of alternator capacity.
6. Buy your lights, a good quality, 4 pin, 20 amp automotive relay, switch, wiring, connectors and 10 amp in-line fuse holder.



Mount the relay in a weather proof area of your bike. Locate the in-line fuse close to the battery. Take the power directly from the battery, not the head-light switch or you may overload it. Solder and insulate all connections. When selecting your lights, remember the intensity of any incandescent light has less to do with bulb wattage, more to do with reflector size and shape. Don't forget the law requires a switch between the relay and high beam active. As always, if you have any doubts about doing this yourself, give the job to your bike mechanic or auto electrician. Ed. Source: exploreoz.com

## Bemm River Run 22/23 April 06



**Above:** Three of the 12 lads (Hans, Jerry & Peter) who participated in the 2 day, Bemm River run about to partake in coffee at Cann River on their way home. This cold, 2 day run departed Narooma and headed in two separate bitumen and dirt groups via Bemboka,, Candelo, Bombala and Delegate, who later met up for lunch in front of the log fire in the Bendoc pub. From there, the whole group, riding a huge assortment of bikes, followed the "road-of-bends" (Bonang Highway) to Orbost, Marlo and Cape Conran, camping overnight outside the waterfront Bemm River pub. The highlight of the trip was; "follow-me, I know the way" Ed who took the wrong turn which put Peter's bike on its side and the whole group, including the big road bikes (and Hans) into a bottomless sand quarry. Photo: Ed.

**Did you know?** At 120kph your machine is covering 33.3m/s. Registering (seeing) a hazard, reacting and initiating evasive action (braking) will add another 33m to the distance covered for the average rider. Stopping the bike under ideal conditions using the optimum (crash) braking techniques will take another 100m of valuable stopping space. In the wet, stopping distance can be doubled. Ed. Source: Traffic Accident Research Unit.

## MEMBER'S OWN BIKE TESTS

### Who knows your bike better than you?

Absolutely no one does. So! how about telling others about it?

This new column gives YOU the chance to tell the world all about your bike. Your road test report can be one paragraph or one page long but it should be an objective, warts-n-all, evaluation of your steed. Throw in a digital pic, make it as technical or basic as you like, all of which could prove very valuable for those intending to acquire the same or similar model. To kick it all off and to provide an indication of we are after, here is my two cents worth on a machine I have owned, loved and hated for the last 3 years.

**Make/model:** 2003 BMW 1150cc GS (Australian). This model was touted by BMW as the "Australian" GS due to it having the 33 liter, GS Adventure fuel tank and the same gearbox as the 1150RT, which has a high 1st and overdrive 6th gear (the GS Adventure has lower 1st and 6th gears). This machine is also fitted with Metzler "Tourance" on/off road tires.

**Good points:** Beautifully engineered and finished, this machine has very powerful, linked, power assisted ABS with twin disks up front, all complemented by the leading link front and single arm, rear suspension system. Handling is excellent, especially under brakes, on the dirt or rough blacktop, despite it having 25mm less suspension travel than the Adventure. The bike sits on the road well and has a nice, light feel and handling once moving, despite its 240kgs. The shaft drive is maintenance free and quiet.

**General points:** Despite its 1150cc capacity, the twin boxer motor is not a "rocket-ship" power-plant, but has heaps of torque between 1,500 and 4,500rpm, probably due to the bore size, stroke and mass. Basically, above 90kms it will accelerate in 6th gear on just about any hill when other makes are going down one or two gears. Pushing the engine beyond 5,000rpm just turns fuel into noise, as the torque curve flattens quickly. 120kph in 6th, the engine ticks over at 3,500rpm. 140kms occurs at around 4,500rpm. Fuel consumption at 120kms is about 20kms/lt, ride it hard and the consumption figures go ballistic and filling the tank on this machine from empty is a bit like filling a small car. However, much to the annoyance of Fergus Hood, the GS Australian gets 25% better fuel economy than the Adventure due to the higher gearing.

Generally, the combination of engine torque, brakes and suspension makes for a capable, "all road" touring machine and one that can stay with most sport/tourers through corners and will out-stop many high performance machines. The bike definitely comes into its own on long distance, rough back roads or dirt touring, as it was designed to do. First timers on this GS model describe it as a heavy bike you "sit-in", rather than "on", and combined with its top end weight, big tank and wide handle-bars it has a "huge-bike" feel. Once moving, this feeling disappears and is replaced by one of confidence, especially on the dirt.

**Bad points:** The bike is very heavy (240kgs), far too heavy for anything but rough 2WD negotiable dirt tracks/roads. It is definitely not suited for rough, steep, fire trail or soft sand type riding. If it falls over with the panniers and rack loaded with camping gear, it needs two, strong gorillas to stand it up. The power assist brakes can be deadly at low speed, especially during slow speed turns. The brakes are basically useless with the ignition off, making it difficult to hold the bike on hills when parking. First gear is a tad high for slow, tight, off-road riding, requiring some clutch slipping and the seat is not very comfortable for skinny bums over long distances. The bike's engine management system is set up for Premium fuel which is sometimes not available in remote areas. Spare parts and servicing are expensive but the cost of the latter can be reduced if you are prepared to do some of the minor servicing yourself. Engine, diff and gearbox oil, filters and spark plug changing is easy but tuning requires specialized BMW workshops and computer diagnostic gear.

**Summary:** A heavy bike, definitely not suitable for rough, off road (fire trail) or soft sand riding. Typically nice BMW engineering and finish. A very nice handling, all road touring machine that has the traditional, lazy boxer engine performance that eats up long distances. **Owner added bits:**

The Ed's Beemer 1150 GS



Twin 50W driving lights. Wunderlich high windscreen and mounting kit. Wunderlich engine protection bar kit. SoundRider UHF bike to bike communication kit.

**Other bits needed to improve the bike:** Fifty kilos of weight loss, otherwise none I can think of. Over to you other owners. Ed.

## MEMBER'S PARKING

### “WRONG-WAY-NIGEL”, LEATHER COATS, FLAT-HEADS AND 44 GALLON DRUMS?

1. The first Air Raid Sat meeting in Moruya seemed to be a success this 4th March 2006. It bought out half a dozen members who have been missing from the Batemans Bay Bakehouse "Clubhouse".
2. Funny thing, Nigel was spotted riding North by the members at the Air Raid at the start of the coffee morning and riding south by members riding home to Batemans Bay after the coffee morning. Wonder if he went to Batemans Bay ??
3. Keith Brain, riding home from the Air Raid, spotted a man selling leather jackets from the back of a van on the north side of Moruya. Needing a leather jacket with Autumn now upon us Keith investigated the "jackets" and was amazed that the man also sold Blue Grenadier, Bream and Flatheads. Is there life after riding a motor cycle?
4. The best trailer spotted behind a cycle, by members at the Air Raid was a 44 gallon drum with wheels. Fair Dinkum that's what it was. There were lots of cycles going south most showing the Ulysses motto so they were probably going to the 2006 AGM. Keith. *Keith later brought to my attention that point No. 2 may have been due to a typo in the ride calendar. So, Nigel may have been heading the right-way after all. Ed.*

### ‘GRUMPY OLD MEN?’

One of our members recently took his bike to the Bay for a service. The bike had to stay for a couple of days so that meant our member had to get back home to the Narooma area so he decided to hitch-hike (naughty naughty). He got picked up by a young bloke in a courier van and as our member was thanking him, the young bloke said, "I took a good look at you and thought, well - he's an old bloke with a walking stick, he shouldn't cause any trouble" which left our member speechless (if you know our member, that's almost a miracle in itself). He can still be heard mumbling, "Old man?!?!?!?" to himself. Regards to all, Keith.

### HOT & DUSTY IN TALANGATTA

On the weekend of the 4<sup>th</sup> and 5<sup>th</sup> of March, several members attended the Tallangatta Rally. Flying the flag for Eurobodalla were, Des Ayers, Warwick Emerson, Frank and Sandra Hopkins, Lyell and Helen Jenkins, Bryan and Michelle Merry and David and Barbara Reynolds. A great weekend was had by all, lots of fellowship, story swapping, drinking, dancing and riding. It was hot and dusty but with some spectacular scenery. We had many comments on our shirts at the Saturday night dinner and had to explain where Eurobodalla was over and over again. Thanks to all for a great time. *Dave & Barb.*

### “Long Way Round” - A Quick Review

Made in 2004, this doco is about Ewan McGregor (Star Wars fame) and little known actor, Charley Boorman's 20,000 mile trip across continental Europe, Russia, Canada and the U.S. on BMW 1150 GS Adventures. If you are into Beemers you will find this a very interesting yarn. If not, the armchair traveller will appreciate the great scenery and insight into the countries, interesting and sometimes crazy people they encounter on their trip. The 3 disc, DVD package will take you about 4.5 hours to get through and is a compilation of the entire TV series of the same name. The film is, sometimes painfully (depending on what brand of machine you own) focused on the BMWs and these guys, who do produce some funny dialogue throughout. One of the best bits is where a couple of Mongol lads fix the gearbox on the cameraman's Russian bike in the Mongolian wilderness with nothing more than a screwdriver and hammer. Things get a bit side tracked once the bikes go on the trucks for part of the "road-of-bones" section. Taking nothing away from what these guys did, the commentary however, does get a bit self indulgent towards the end, especially considering how well supported they were by technology and sponsors. In summary, anybody who is into motorcycle touring, BMWs, travel or armchair adventure will find something of interest in this doco. Well worth the \$35 and the 4.5 hours duration. Available at: The Music Shop, "Stocklands", Batemans Bay. Ed.

### Evan's Bullet Bike Trailer

I sold my little Alilite trailer and I have now made a plywood cover and a shaped nosecone for the front of the new trailer (to overcome the vortices coming off the back of the bike which cause a sideways sway in cross winds). This new trailer is galvanized and made by Aunger. It sold for \$399 at K-Mart and Repco, and is really good value. It is a D-I-Y job to assemble it, but the instructions are in English rather than Chinglish so the task is quite straightforward. But, no, I'm not taking orders! However, if anyone wants to have a look or wants to take the measurements off my trailer I would be happy to co-operate. Safe and happy riding, Evan Holt.



Left: The NASA Space Shuttle inspired, "HOLT" supersonic, heat seeking, bullet-bike trailer. Want to know more about this engineering marvel? Contact Evan, 44724740. Photo: Evan Holt. *Evan! Where do the wings go? Ed.*

## Branch Notice Board

### Coffee, Rides, Runs, Rallies and Social Stuff

#### Alpine Rally No. 37

9-12th June, Yarrangobilly Village, Snowy Mtns. Highway 31 kms north of Kiandra. Fees, \$12 pre-paid or \$15 on-site. So far, 6 of our branch members are going and will be leaving the Narooma Visitors center 10am on the Saturday (home Sunday). Bring your winter woolies, hot toddies and sleeping bag warmers for this one. For further information, please give me a ring. Rob.

#### Winter Rally

8-9th July, Nerriga on the Braidwood - Nowra Road. Presented by the United Tourers, Cambeltown. Entry fee \$20. BYO everything else. Contact Alan 02 96334640 or Ken 0425 308356. Source: Feb. 2006 Riding On.

#### Gateway to the Rainforest Rally

9-10th September, licensed bar, live band, camping at the Kyogle Showground. Tickets pre-paid \$12, at the gate \$15. Contact Peter, (02) 66331203 or Bill (02) 66331293. Source: Feb. 2006 Riding On.

#### Eurobodalla Branch Coffee Dates & Places

Every first Saturday of the month at the Air Raid Hotel Moruya. Every Third Saturday OJs Café, Narooma. Any other Saturday at the Bakehouse, Batemans Bay. Rob

#### From the Social Committee

TO ALL MEMBERS.....SAVE THE DATE AND BOOK EARLY (IMPORTANT !!) SATURDAY 26TH AUGUST "BACK TO 60's & 70's" - DRESS UP !!VRA FUNDRAISER AT NAROOMA SERVICES CLUB. \$30 PER HEAD (PAYABLE WHEN BOOKING) FOR 3 COURSE DINNER. DRINKS AT BAR - CLUB PRICES.GREAT BAND. GREAT FOOD. GREAT FUN.PRIZES ETC. MAKE A WEEKEND OF THIS - MEET AT OAKLEIGH FARM, MYSTERY BAY ON SATURDAY AFTERNOON, WE'LL ORGANISE A BUS TO THE CLUB AND BACK TO YOUR CABIN (PRE BOOKED WITH BARB (SECRETARY) & DAVE WHO HAVE TAKEN OVER MANAGEMENT OF OAKLEIGH FARM COTTAGES....WHICH ARE BEING REFURBISHED ETC.) BREKKIE NEXT MORNING (BYO) AND JOIN SUNDAY RIDE. MORE DETAILS LATER, BUT BOOK THE NIGHT NOW WITH TONY & DI PYE 44 737 747 / 0427 27 2079 EMAIL: TILBATILBA@HOTMAIL.COM AND BOOK EARLY WITH BARBARA AT OAKLEIGH FARM 44 737 219 EMAIL: PHIXIT@DODO.COM.AU OTHER SOCIALS CURRENTLY BEING ORGANISED. CHEERS DI & TONY.

#### A few final words from Keith

You may have heard about the female Ulyssian who is riding around Australia on her Aprila. Her story is on her website and the Eurobodalla Group gets quite a nice mention with some nice photos. her site is :- [www.dragonlady1951.blogspot.com](http://www.dragonlady1951.blogspot.com) Tomakin member Dick Fitzgerald, last Saturday morning, 6th May 06, went to the Air Raid Tavern in Moruya for our Sat morning coffee. So far so good. He then went shopping and purchased so much that he could carry not it all on his cycle. He had food stuffed into his pockets, down his trousers, up his jumper, in his sleeves and maybe in other places that I cannot mention. OHhhh the joys of motor cycling. That's all for now. Keith. *I have seen Dick pack his motorcycle too Keith! Ed.*