



Eurobodalla Branch Newsletter

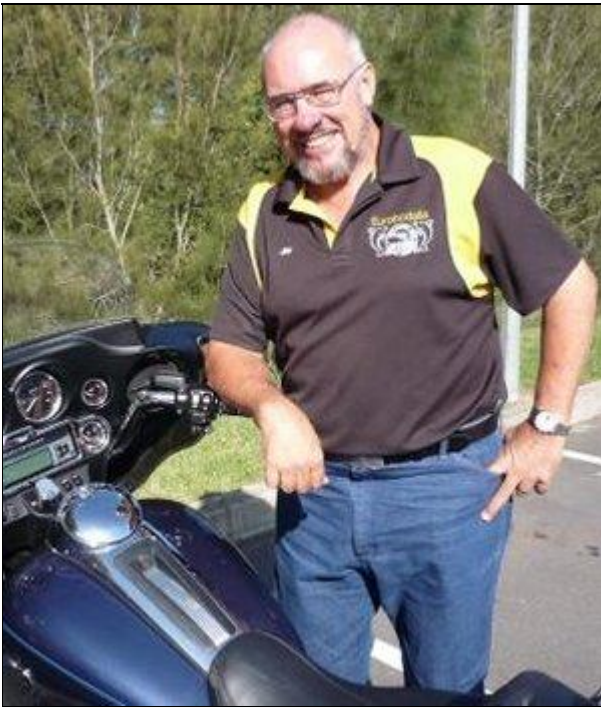


**October to December 2011
Number 2011-4**

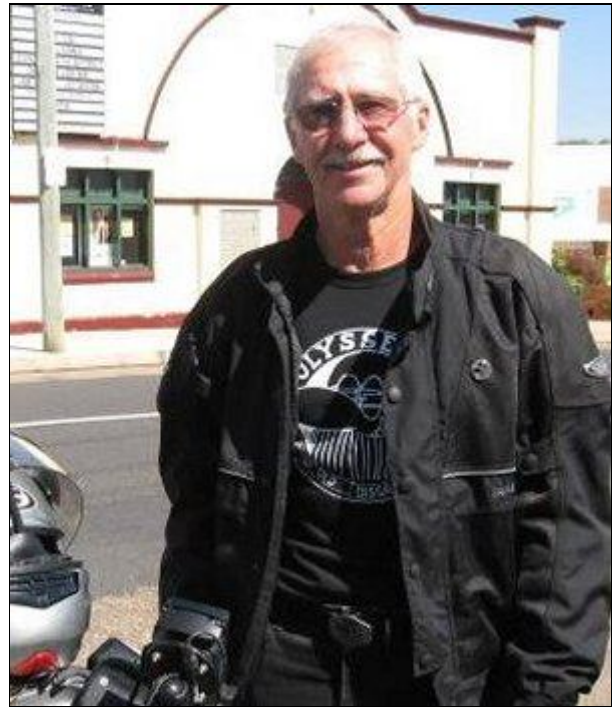
Inside this issue

Office Holders	2
Office Holder Reports	4
What's happening in our Branch?	8
— Mystery Bay BBQ	9
— Visitor from Holland	11
Jack Lewin	13
Bikes on the Net	15
For sale	23
Those who support us	25

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Office holder reports

The President's Message

Hi all!

Well at last we are getting closer to the more rideable (is that a word?) weather. I must admit to being a bit of a sook when it comes to bike trips in winter; not to worry, it's probably an "*age thing*". I just looked at our Ride Calendar and Rob/Chris have laid out a pretty good programme (please note the spelling - old-world, proper - and my spell-check didn't mind) of events for the next few months. Rides to Candelo, Kangaroo Valley, Gunning and a progressive lunch thingo in October is great, the Snowy Ride, Yellow Pinch, and a trip to Temora in November, and the Christmas get-together at Chris and Jenny's on the 3rd/4th of December. Back to November however, I might opt for a tent in a paddock at Bombala, just so I can be there when I win the 1979 Triumph raffle - dream on boy.

The last general Branch meeting was held at the Bermagui pub. It was a quick meeting, but one important announcement was made; our Secretary/Treasurer Frank Hopkins has decided to hang up his biro at next year's AGM in order to do a bit of travelling and relaxing. Frank, as we all know, has played a pivotal role in the development of the Eurobodalla Branch and has become a very "high-profile" player within the Ulysses organisation over the years and we have been a fortunate Branch indeed to have his services. We now have four or five months to find a Sec/Treas. So I urge you all to give it some thought, and then speak to me about any ideas you might have.

I would like to wish all those people heading off on trips, bon voyage and a safe return. Those heading to hospitals (Doc) best of luck. And I will finish with one question: "Who knows what the inside of a Harley Davidson primary chain case looks like? I do, and it's fascinating."

Cheers,

Jim Chaplin
#38825

Other Reports





There are no other office holder reports for this issue. There was a General Meeting held recently at Bermagui and reports were given/issued then.

President Jim has already mentioned that Frank Hopkins, our esteemed Secretary/Treasurer, is not intending to nominate for the Branch Committee next year. Frank has asked me to also mention his pending release (as in an act of liberation) from the role he has served us for such a long time. Frank wants any aspiring Secretaries and/or Treasurers to know that the job is not onerous and that he is prepared to offer incoming replacements any help they need to pick up the reins. Think about standing! There are no difficult jobs on our Committee (except for the Editor 😞). However, the Branch ceases to exist if somebody does not step forward to help run it. Have a chat to Frank or Jim and see if you can do a bit.

Editors ramblings

My seventh issue of the Branch Newsletter is close to finished as I write this. Its a nerve-wracking job putting each issue together. I start out with what seems like nothing to put into the next issue but as time goes by and the issue takes shape I have the reverse situation — there is too much content and I am faced with the task of culling. So far the culling process has not had to be applied to Branch news; I can always do with more news about us.

The production of this issue has had to compete with a much more interesting task — organising our holiday to France and Italy. Bev and I will be away from mid-October to late-December. This sojourn in the South of France will impact on my time to produce the 2012 Issue 1 newsletter; I will endeavour to get something out but it will be a "light-weight" effort compared to the normal tome.

I would like to take this opportunity to say Merry Xmas and a really Happy New Year to all of you and your families. Thank you to everybody who has contributed content to the Newsletter over the last year. I live in eternal hope that there will be even more content next year and from even more contributors. Remember, if you are looking for something from Old Saint Nick in a few months time then have a look at the businesses listed at the back of the Newsletter, they all give us a reasonable discount.

Feel free to give me your comments on the Newsletter; glowing praise will be readily received while abrasive criticism will probably be ignored 😊.

Peter Anderson
#48070

A bit of humour!



A fifteen year old Amish boy and his father were in a mall. They were amazed by almost everything they saw, but especially by two shiny, silver walls that could move apart and then slide back together again.



The boy asked, 'What is this Father?'

The father (never having seen an elevator) responded, 'Son, I have never seen anything like this in my life, I don't know what it is.'



While the boy and his father were watching with amazement, a fat old lady in a wheel chair moved up to the moving walls and pressed a button.

The walls opened, and the lady rolled between them into a small room.

The walls closed and the boy and his father watched the small numbers above the walls light up sequentially.

Continued on the next page...



They continued to watch until it reached the last number — then the numbers began to light in the reverse order.

Finally the walls opened up again and a gorgeous 24-year-old blond stepped out.



The father, not taking his eyes off the young woman, said quietly to his son...

'Go get your Mother'

*The Archbishop of Canterbury and The Royal Commission for Political Correctness announced today that the climate in the UK should no longer be referred to as '**English Weather**'*

*Rather than offend a sizeable portion of the UK population, it will now be referred to as: '**Moslem Weather**'*

Partly Sunni, but mostly Shi'ite 😊

What's happening in our Branch?

New members

Welcome to the following new members of our branch:

- Chris Wood, member # 26885 (chriswoodie@bigpond.com) has moved to Ulladulla from Orange and requested to join our Branch.

Make sure you say "Hello!" to them next time you see them.



Saturday morning coffee ride

The Branch organises an enjoyable soir e each Saturday morning for a short ride (for those who'se bikes don't get out much), stimulating conversation (on subjects such as the differences in valve stem guides between the 1975 and 1976 BMW R-90 - fascinating) and good coffee (tea or Bonox is optional). These pleasant get togethers alternate between:

- First Saturday of the month: Bodalla Bakery, Bodalla
- Second Saturday of the month: By the Beach Bakery, Lilli Pilli
- Third Saturday of the month: Bodalla Bakery, Bodalla
- Fourth Saturday of the month: By the Beach Bakery, Lilli Pilli
- Fifth Saturday of the month: Bakehouse Batemans Bay

Come along for a pleasant morning with your fellow members. If you are a prospective member this is a great way to "try before you buy".

Wednesday rides



If you find yourself at a loose end any Wednesday morning consider coming for a ride. Mid-week is often a much more pleasant time for a ride than over the weekend; there is not as much traffic and the destinations tend to be much less crowded. Ride destinations are published on the Ride

Calendar but because numbers are often small there is some scope for variation. If you want to know more contact Peter Anderson on (02) 4472-2274 or 0458-13-95-95.

The Branch has a Welfare Officer

Neil 'Doc' Adams is the Branch's Welfare Officer. He asked that this small piece be included in the Newsletter so that members know he's there if needed.

"I am available if needed for any matter that might require the help of some body wearing the label 'welfare officer'. It might be the case that, since we are all pretty independant and self sufficient buggers, we don't like to ask for help when it might be needed. So I might ask that if any of us does know of a fellow member who might be in need of a bit of support of some kind, but would never ask for it himself, they might let me know and I'll try to make an appropriate offer or approach. Although it may not be relevant to my current role, I should mention that I spent quite a few years as a counsellor, including drug counselling and marriage guidance counselling."

Regards, Doc

Murphy, a furniture dealer from Dublin, decided to expand the line of furniture in his store, so he decided to go to Paris to see what he could find.

After arriving in Paris, he visited with some manufacturers and selected a line that he thought would sell well back home. To celebrate the new acquisition, he decided to visit a small bistro and have a glass of wine.

As he sat enjoying his wine, he noticed that the small place was quite crowded, and that the other chair at his table was the only vacant seat in the house.

Before long, a very beautiful young Parisian girl came to his table, asked him something in French (which Murphy could not understand), so he motioned to the vacant chair and invited her to sit down.

He tried to speak to her in English, but she did not speak his language. After a couple of minutes of trying to communicate with her, he took a napkin and drew a picture of a wine glass and showed it to her. She nodded, so he ordered a glass of wine for her.

After sitting together at the table for a while, he took another napkin, and drew a picture of a plate with food on it, and she nodded. They left the bistro and found a quiet cafe that featured a small group playing romantic music.

They ordered dinner, after which he took another napkin and drew a picture of a couple dancing. She nodded, and they got up to dance. They danced until the cafe closed and the band was packing up.

Back at their table, the young lady took a napkin and drew a picture of a four-poster bed. To this day, Murphy has no idea how she figured out he was in the furniture business.

Mystery Bay BBQ

Sunday the 18th of September found 15 bikes and a few cars heading to Mystery Bay for a good time to be had for a BBQ lunch. It was good to see a few new faces in the group and a few we hadn't seen for a while.

As with the previous BBQ day at Mystery Bay the sun came out after a windy start the day turned out to be a good motorcycle riding day. There was around 24 of the group who came out for the

day and as I have mentioned it was good to see a few that we haven't seen for a while as with Evan Holt and his new outfit with the yellow trailer in tow and Barry and Sue Muirhead from Moruya.



It appears that from the good response to holding the BBQ at Mystery Bay then it will be a regular feature to the ride calendars in the future.

Thanks to those who contributed to the day's enjoyment with bringing the sweet things we all enjoyed and thanks to all who came on the day. It makes it all worthwhile and the effort is rewarded when it is seen people enjoying themselves.

Regards,
Chris Zammit

Visitor from Holland



On Saturday 23 July , David Lovie came across this heavily loaded bike on his way to the Lilli Pilli Saturday coffee and he invited the rider to come and join for coffee . He turned out to be a very well travelled Dutchman. When I arrived at the By The Beach Bakery, this loaded up bike with a dutch numberplate stood out. Roel Nagtegaal has been on the road for about 2 years traveling mainly by land from Holland to Australia on his 1993 Honda Africa Twin.

He has traveled through countries like Iran, Afghanistan (don't mention the war), India, Thailand etc to get to Australia and intends to travel for several more years.

Note the Eurobodalla Branch sticker on the Honda's tank which was to end up somewhere on one of the panniers. It was very interesting to hear about some of his adventures along the way. Good luck on his travels.

Progressive lunch and ride

In regard to the proposed progressive lunch ride on **Sunday the 9th of October**, the advertised morning tea destination of Braidwood has been discussed by the committee and it has been decided to make a change. The new morning tea destination is to be at the new shop at Nelligen.

The advertised starting time and point of Batemans Bay at 9.00 A.M. will remain the same.

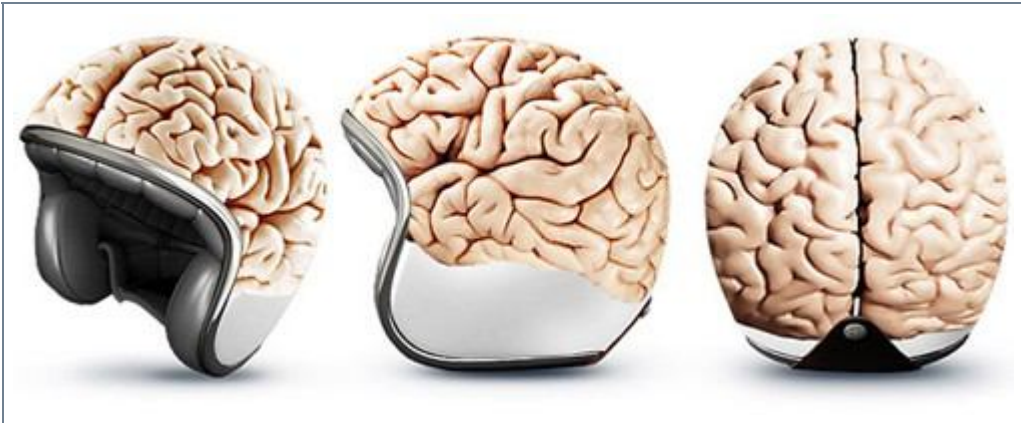
Regards,
Chris

Changed venue for "5th Saturday morning" ride

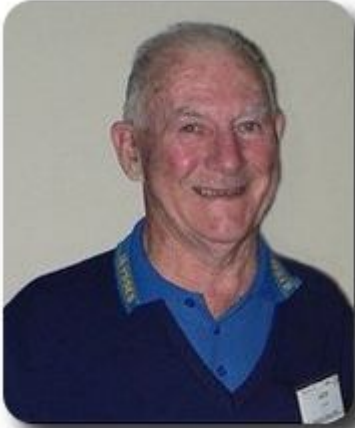
On Saturday, 29th of October the destination has been changed from the Batemans Bay Bakehouse to the new shop at Nelligen (same location as the Progressive Lunch morning tea).

Any queries please call Chris Zammit on (02) 4474-2448 after 7.00 p.m.

New helmet styles



Jack Lewin Founding Member # 3 has Ridden On



John (Jack) Lewin, loved husband of Vi, devoted father of Kate, Megan and Belinda, father-in-law to Ronald, Graham and Marc, Grandfather to Wallis, Irving, Mason and Mia, Founding Member (#3) of the Ulysses Club Inc., friend to many, lost his short battle to cancer on Thursday, 11th August 2011.

The National Committee of the Ulysses Club Inc. extends their sincere condolences to Vi, Jack's daughters, sons-in-law and grandchildren during this very sad and heartbreaking time and we offer them and their families our support through love, thoughts and prayers as they grieve for their loss.

Jack enriched many peoples' lives; he was a true gentleman, a proud man, always kind, polite and unassuming. He was genuinely interested in other people and enjoyed listening to their stories. He will be sadly missed by all who knew him including his extensive Ulysses family who are forever indebted to Jack for his contribution to the Ulysses Club.

A dedication from Stephen Dearnley Founding Member #1

Vale John (Jack) Lewin

"Jack Lewin has ridden on 11th August 2011"

Such sad and simple words to mark the death of a great Ulyssian.

Not only is the whole of the Ulysses Club diminished by the passing of its first and founding Secretary but it is likely that its present status as the largest club of its kind in the southern hemisphere would never have been reached without Jack's input in those critical early years. With his schoolmastery knack of remembering names and faces and his unbounded good humour, Jack made every one of those early members feel part of the Ulysses family right from the word go. As member no. 3, he set a pattern of mutual support and friendship that continues to imbue the spirit of the club today.

Unflappable and modest to the extreme, he was always fun to be with, whether as a riding companion on the way to the Cairns AGM or as a happy soul at the Saturday night dinner afterwards. There was one memorable occasion when we rode together to the point of the WA coast where the Indian and Great Southern oceans meet and visited the lighthouse that bore Jack's name "Cape Lewin". What a fitting memorial that would be for such a special person!

Jack was made a Life Member at Tumut in April 1986 when he passed the secretarial baton over to 'Bwana' Peter Reynolds. He remained interested and active in Ulysses affairs right until the end. He is survived by his wife Vi, their three daughters and four grandchildren.

Stephen #1

Chinese initiative!

A Chinese guy goes to a Jewish guy to buy black bras, size 38.



The Jewish guy, known for his skills as a businessman, says that black bras are rare and that he is finding it very difficult to buy them from his suppliers. Therefore he has to charge \$50.00 for them.

The Chinese guy buys 25 pairs.

He returns a few days later and this time orders fifty.

The Jewish guy tells him that they have become even harder to get and charges him \$60.00 each.

The Chinese guy returns a month later and buys the Jewish guy's remaining stock of 50, and this time for \$75.00 each.

The Jewish guy is somewhat puzzled by the large demand for black size 38 bras and asks the Chinese guy, "...please tell me what do you do with all these black bras?"

The Chinese guy answers: "I cut them in half and sell them as skull caps to you Jews for \$200.00 each."



Bikes on the Net

This section of the Newsletter will report on motorcycling things of interest that have been seen on the Internet. If your browsing comes across anything you feel might be of interest please send the URL to the editor.

The Good Gear Guide

The National Road Safety Council (NRSC) recognises the importance of motorcyclists using appropriate safety equipment. In order to keep motorcyclists informed of the latest information about safety equipment, the NRSC sponsored the updating and distribution throughout Australia of 250,000 copies of *The Good Gear Guide*, a booklet containing clear and useful advice for motorcyclists to consider when purchasing motorcycle safety equipment.

The NRSC worked with state and territory governments and several major motorcycle companies to facilitate the distribution of the booklet across Australia.

You can download a PDF copy of *The Good Gear Guide* from www.nrsc.gov.au/current_projects/files/good_gear_guide_nrsc.pdf

Triumph Sprint GT: now \$15,990 ride away



Deal on the table until December 31, 2011, or while stocks last

Effective immediately, Triumph Australia has reduced the price of the Sprint GT to \$15,990 ride away.

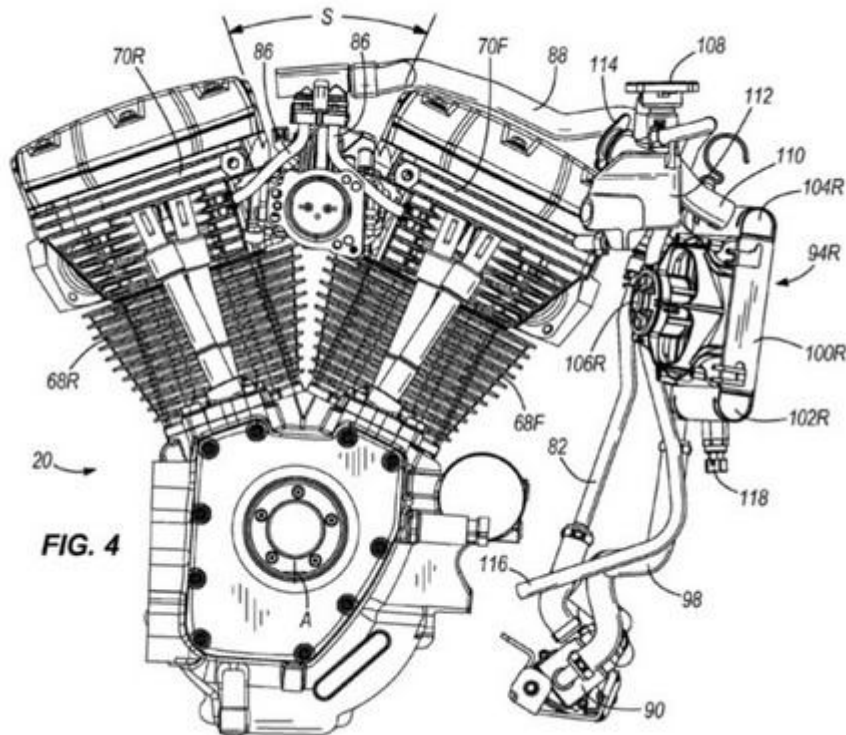
The previous retail price was \$15,990, plus on-road costs.

The end of air-cooled engines?

It seems that air-cooled motorcycle engines are going the same way as two-stroke engines — into oblivion. The two latest manufacturers to join the trend are Harley-Davidson and BMW. Below are two recent articles from the web.

Continued on the next page...

Harley Davidson Water Cooled Heads Patent



Everyone keeps talking about Harley Davidson making the move to water cooling, but there's nothing like a patent to show us what they're up to. Charles from Strasbourg sent me a note about this patent they just turned up, and sure enough, it's Harley Davidson's plans to water cool the heads on their touring models by hiding the cooling system within the leg shield portions of the fairing. Harley Davidson V-Twin with water cooled heads

The cooling system, consists of 2 radiators, fans and hoses hidden within the fairing. A water pump is centrally located at the bottom front center of the frame. The water passages within the heads are rather basic, a simple loop that carries the coolant more or less along the exhaust passages and wraps back around the valves before returning to the radiator. Harley Davidson V-Twin water cooling system

Although the patent shows and describes the cooling system installed on a Harley touring bike, the patent states:

Before any embodiments of the invention are explained in detail, it is to be understood that the invention is not limited in its application to the details of construction and the arrangement of components set forth in the following description or illustrated in the following drawings. The invention is capable of other embodiments and of being practiced or of being carried out in various ways. Also, it is to be understood that the phraseology and terminology used herein is for the purpose of description and should not be regarded as limiting.

... which basically means it can show up arranged to work on any of the bikes in their lineup.

The entire cooling system seems pretty well worked out and ready for production which may mean it will show up very soon, maybe as soon as 2012. It's only a matter of time.

Reference: www.thekneeslider.com

2012 Water-Cooled BMW R1200GS

The photo below purports to be BMW's 2012 water-cooled R1200GS. The updated GS will utilize an all-new liquid-cooled version of the iconic Boxer Twin. Other changes include relocated shaft drive and exhaust, and radial-mount brakes.



The photo shows a lightly disguised version of the GS. While the radiator isn't clearly visible, the hint of a cooling fan peeks through the upper bodywork on the right side, the openings of which would vent the airflow exhaust. What looks like a cooling hose also routes up to the radiator area.

The Boxer Twin exhibits distinct changes from the 2011 version. The prominent intake tract on the current Boxer, which enters the rear of the exposed cylinder head, is notably relocated. The exhaust header pipes are also completely rerouted. While the panniers on the prototype have "R1200GS" emblazoned on the side, there's no word on the displacement of the new engine or if the GS nomenclature will change. Other obvious changes to the new GS come in the drive train, the final shaft drive swapped to the left side. The right side in turn gets the relocated exhaust canister - the prototype model equipped with an Akrapovic pipe.

Also updated are the GS's front brakes, as the prototype sports stout-looking radial-mount calipers.

The move to liquid-cooling reverses almost 90 years of tradition, with BMW having produced its air-cooled Boxer Twin since 1923. The most prolific seller in BMW history (BMW produced its record-setting 100,000th R1200GS in 2007).

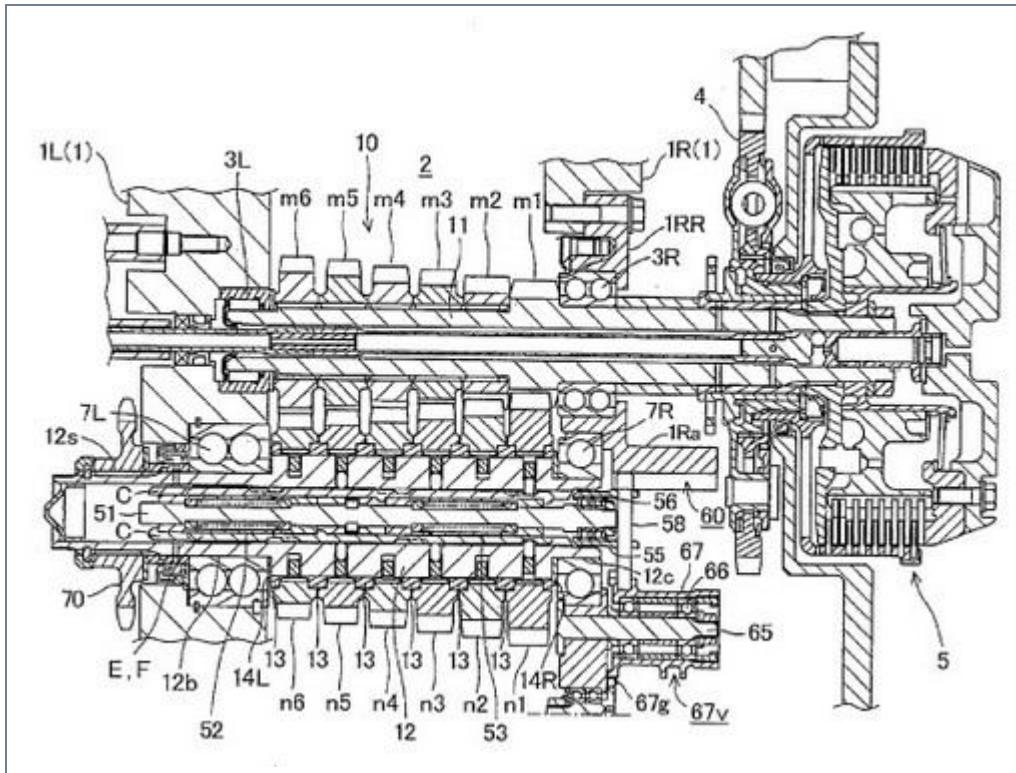
Reference: www.motorcycle-usa.com

US Patent Number 2010-203478

US Patent Number what? No this is not the Patent Attorney's Newsletter! This is an article about Honda's innovative MotoGP gearbox. This is the gearbox that Casey Stoner uses in his Honda RCV212 race bike.

The illustration below from the patent filings shows a dry clutch system while Honda's 27,000

word patent application goes into great detail on the structure and operation of the multi-stage transmission.



The drawing also shows that Honda uses a mechanism that slides along the driven-shaft to engage and disengage gear pairs rather than using the traditional yoke gear change system. The operation of gearbox is described as: *"According to an embodiment of the present invention, a multistage transmission is provided that prevents a wrong operation by regulating continuous operation for a shift at an extremely short time interval for avoiding a situation wherein a shift position of a shift drum and the actual speed are not matched."*

The gearbox uses gears that spin freely on the output shaft when they're not engaged, with internal ratchet mechanisms in each gear. There are four pawls on each ratchet — two take drive loads when the ratchet is engaged and the other two are used to limit backlash. During engine braking, the backlash-limiting pawls take the load.

These pawls are normally held in the "neutral" position, so the gear isn't engaged, by sliding rods inside the output shaft. These rods have indentations in them, so when they're slid into a particular position, they allow the pawls for one gear to engage (the pawls are sprung, so they will pop out and try to engage the ratchets on the inner circumference of each gear as soon as the selector shaft allows them to). On changing up to the next gear, first the backlash pawls in the first gear are disengaged (but not the drive ones) and the drive pawls in the second ratio are engaged. As the 2nd gear pawls connect with the ratchet inside 2nd gear, they take the load and accelerate the output shaft. Because the ones in 1st gear act as a ratchet, they can remain engaged right up to that moment — when the output shaft starts spinning faster than the 1st gear output ratio, the pawls will get pushed out of the way. Then, in the second stage of engagement, the backlash pawls in 2nd gear will be released and slot into place while the drive pawls in 1st gear are locked out of the way.

This engagement mechanism has a couple of key advantages: First, it's a seamless-shift arrangement (1st will be driving right until the moment 2nd gear takes over, and so on) so there's no loss of drive. Second, there's no conventional selector forks or gearshift drum, so it's ultra-compact (the selection process is done via the rods inside the hollow output shaft). A corollary of that is that the gears themselves can be wider, and therefore stronger. Finally, whenever you're

changing gear, the parts are moved in a sequence that means you're never moving a part that's under load. That means it's easy to shift gear and doesn't need powerful hydraulics (which MotoGP prohibits anyway).

The downsides are that it could really do with an electronically-controlled clutch to make the most of the system — allowing a modicum of slip as the gears are shifted to smooth the transition from gear to gear. Downshifts will rely totally on the slipper clutch to soften the torque loadings. At the recent Jerez MotoGP race, several Honda riders did mention that downshifts were sometimes a problem. This system, as far as we know, is in its development infancy but the potential appears to be huge and for such a revolutionary departure the bugs appear to be minimal.

"Automatic" type gearboxes look like becoming just as prevalent in motorcycles as they are motor cars.

References are: 1. www.theriderfiles.com and 2. www.visordown.com

Recipe for the Perfect Cuppa...

Experts tell us that the best way to make a perfect cup of tea is to agitate the bag.

So, every morning I shout,

"Two sugars, fat arse!"

Morgan three-wheeler



While this is strictly **NOT** a motorcycle it is still an interesting vehicle.

The Morgan Motor Company began in November 1910 and its first vehicle was the Morgan Cyclecar (a three-wheeler) powered by a J.A.P. v-twin motorcycle engine. In 1935 the Morgan Car Company began to manufacture four-wheeled motor cars. The Company produced its last three-

wheeler in 1953. In 2011 Morgan is releasing a new three-wheeler. This new vehicle is based on a modern interpretation of its earlier three-wheelers designed by Liberty Motors in the USA but built at Morgan's Malvern Link works.

The new Morgan 3 Wheeler, like its predecessors, uses an ash frame supporting the aluminum body. However the new model uses the 1990 cc American S&S V-Twin motor which produces 90 kW and drives the rear wheel via a Mazda MX-5 gearbox. The 2011 three-wheeler will set you back £25,000 plus VAT if applicable.

Reference: www.thekneeslider.com and www.morgan3wheeler.co.uk/

Honda NSF250R

The 125 cc class in MotoGP will cease at the end of the 2011 racing season. The class is to be replaced in 2012 by a new Moto3 class. Moto3 is based on the use of a 250 cc 4-stroke single cylinder engine of essentially "free" design. However, "free" does not mean free as in with no limits or free as in free speech; there are limitations on things like price (maximum of €12,000), valves (max. 4), valve actuation (no pneumatic or hydraulic actuation), crankshaft speed (14,000 rpm) and so on. The complete bike (and rider) has a minimum weight limit of 148 kg.

Honda's Moto3 bike, the NSF250R, will go on sale in Australia with a \$22,900 price tag.



The machine was recently launched at the Catalan MotoGP round and expected to be one of the front-runners in the first year of Moto3 competition in 2012. It has a 249.3cc single-cylinder, liquid-cooled four-stroke engine which develops 47.6hp (35.5kW) at 13,000rpm and pumps out 28Nm of torque at 10,500rpm. It tips the scales at a lean 84kg.

Honda says the NSF part of the name is short for "Next Racing Standard" and says the new bike "reaped the benefits of racing technology cultivated in the RS125R, thereby achieving a high-level combination of outstanding controllability and racing competitiveness."



Sticking to its word, Honda used the RS125R's frame as the basis for the NSF250R's chassis. The suspension also remains relatively similar to the RS125R, but the rear swingarm looks to have been beefed-up. The bodywork has been crafted to be equally as aerodynamic to that of the RS125R.

Domestically, the NSF250R will be slot into the Superlites class in the Australian Superbike Championship.

The new-generation machine will be on display and test ridden at the Phillip Island MotoGP round from October 14-16, and officially launched at the 2011 Sydney Motorcycle Show from November 25-27.

Reference: www.bikepoint.com.au

Royal Enfield to launch "Desert Storm"



The Gulf War (August, 1990 – February, 1991), commonly referred as Desert Storm, was fought in response to Iraq's invasion and annexation of the State of Kuwait. This action is the inspiration behind this new model by Royal Enfield. The Royal Enfield Desert Storm is to be launched first in India. Not wanting to take "the gloss" of this new model, but it's just a cosmetic variation of the classic 500 cc "C5 Military" model.

Harley-Davidson 883 Iron 2012



This picture has been included as "an editors prerogative" 😊. This bike, IMHO, is one of the nicest looking motorcycles on the market at present. Some might even say it is close to or perhaps equal to the Kawasaki VN-900 Custom 😊.

Ed and Nancy met while on a singles cruise and Ed fell head over heels for her.

When they discovered they lived in the same city only a few miles apart Ed was ecstatic. He immediately started asking her out when they got home. Within a couple of weeks, Ed had taken Nancy to dance clubs, restaurants, concerts, movies, and museums. Ed became convinced that Nancy was indeed his soul mate and true love. Every date seemed better than the last.

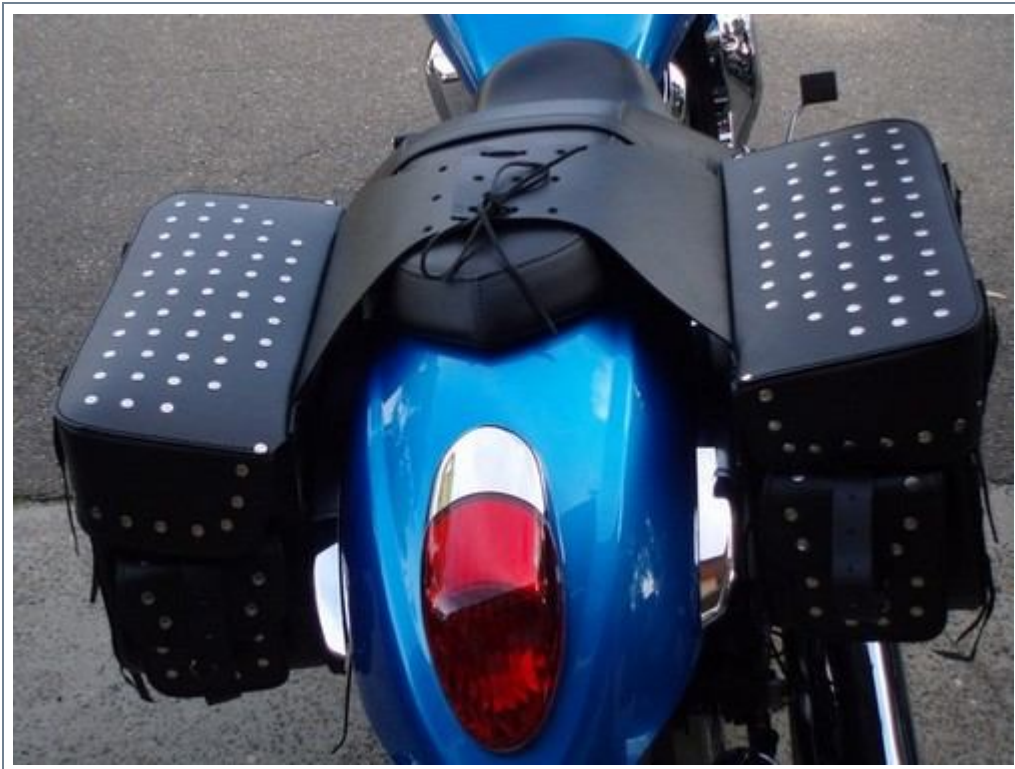
On the one-month anniversary of their first dinner on the cruise ship, Ed took Nancy to a fine restaurant. While having cocktails and waiting for their salad, Ed said, "I guess you can tell I'm very much in love with you. I'd like a little serious talk before our relationship continues to the next stage. So, before I get a box out of my jacket and ask you a life changing question, it's only fair to warn you, I'm a total golf nut. I play golf, I read about golf, I watch golf on TV. In short, I eat, sleep, and breathe golf. If that's going to be a problem for us, you'd better say so now!"

Nancy took a deep breath and responded, "Ed, that certainly won't be a problem. I love you as you are and I love golf too; but, since we're being totally honest with each other, you need to know that for the last five years I've been a hooker."

Ed said, "I bet it's because you're not keeping your wrists straight when you hit the ball."

For sale

New Saddlebags

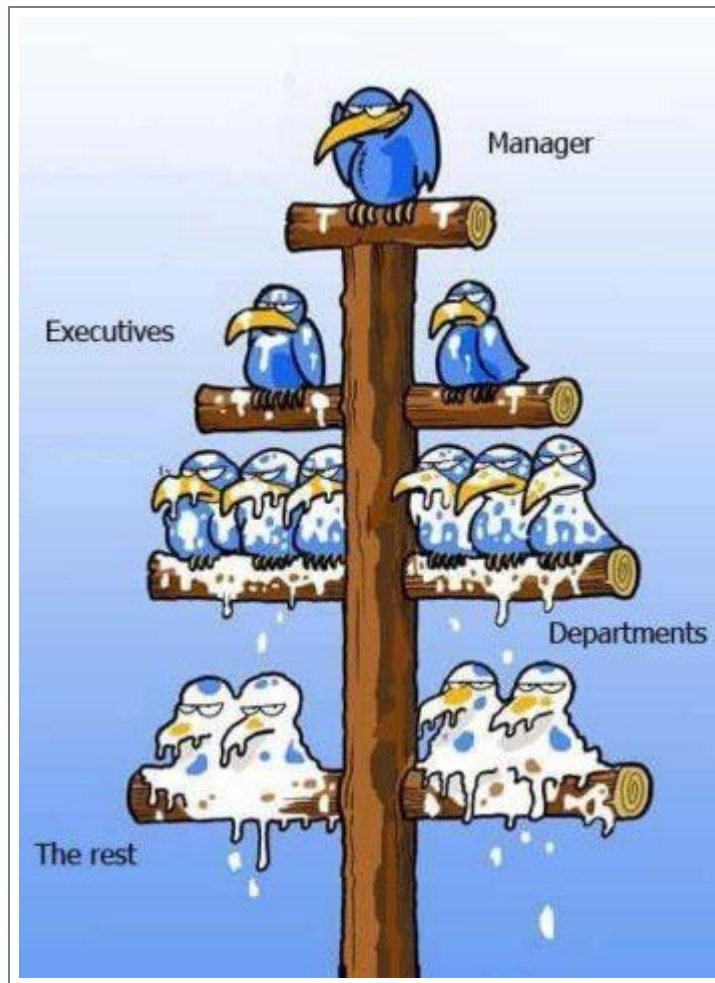


These saddlebags are new and have never been used. The purchase price was \$155 but are on sale at \$120.

Contact: Brian Butters
Phone: 0438-287-586
E-mail: sharherr@gmail.com

This looks familiar!

Who can empathise with the following work-place organisation chart?



*When top level guys look down, they see only shitheads;
When bottom level guys look up, they see only assholes...*

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