

The Odyssey



Ulysses Club Inc. Adelaide Branch Newsletter
April 2019 Issue



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From the editors

Welcome to our second issue and thank you to those who contacted us with such amazing feedback. It is very much appreciated. Hopefully it will keep us motivated to keep finding interesting articles and a good snapshot of what's been happening since our last issue. We appreciate the contributions made by members to the Odyssey magazine with articles and photos. It helps make the magazine content richer for all the readers such as yourselves. Our Members have some interesting stories that should be shared. So please keep them rolling in.

We were unable to make it to Mornington for the National Rally but thanks to all of you who provided us with such amazing photos which you will find on page 16 & 17. Our new committee is off and running with the addition of a new committee member being Val Cullinan.

On page 9 a great article by Michele Wagnitz & Thoa Coates on Riding in Vietnam. Michele also provides us with another one of her famous recipe's.

One of our members who wants to be known as Wally Wombat shares a couple of his jokes on page 23.

On page 6 a story on Ben Hardy for those who loved the movie Easy Rider or just love choppers.

The Committee is doing more work on the Adelaide branch logo so we hope to have something to report in our next issue, maybe even a couple of new logos for consideration.

Sue Freene, one of Adelaide's favourite club members has had a birthday since our last issue and we would like to wish her all the best. We still remember how welcome she made us feel when we attended our first Odyssey weekend with the club.

Don't forget to keep Judy our welfare officer informed if you know someone who could do with some support.

Please email ulyssesadelaide+editor@gmail.com or phone us on 0419 822 717 with any content and we will endeavour to get it into the next issue.

Michelle & Maurice Stevens



The Adelaide Branch Committee Members 2019



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ulyssesadelaide.com.au

Adelaide Branch President's Report

Ken Wagnitz

I write this the day after Michele, Pete and I got back from the 2019 National Rally (AGM), often abbreviated as UCNR.

I'm sure Glenda handled everything well in my (and Pete's) absence. I was away at meeting time, because I went to the March VBC breakfast in Ballarat. Dressed in my VBC t--shirt, one of the Victorians there asked if I was really a croweater, or a closet Victorian. (I've been to quite a few VBCs.) I've got to know a lot of them, and the result is we see a few of them at SABC breakfasts.

Pete and I attended the Extended NatCom meeting, and I attended the AGM, which was a bit like the last Adelaide one, no voting, just a swap of one committee member. One issue raised by the national treasurer, was the amount of funds held by branches, not doing anything. The amount Adelaide Branch holds (around \$10k) was well within the numbers complained about. Many branches work at donating to UCARF. One branch even has a rule that when their funds reach \$3k, they automatically donate \$1k to UCARF. I've been in the branch for a while now, and I know Adelaide isn't big on raising funds for charity, apart from at Odysseys. So, I can tell you that we will look at spending some money even harder now. The committee is open to suggestion, but expect us to splurge on members a bit, real soon.

After the AGM meeting, I had a good talk with Ricky Cooper from Broken Hill Branch. They are keen to repay us for the BBQ trailer we 'donated' to them. So, I've arranged to have the July SABC breakfast at Broken Hill, on them. I'll be making a weekend of it. If the weather is really foul, I'll take the car. I fully expect some Victorians to turn up. So, if you need to book the Friday off work, do it now. It should be a great weekend.

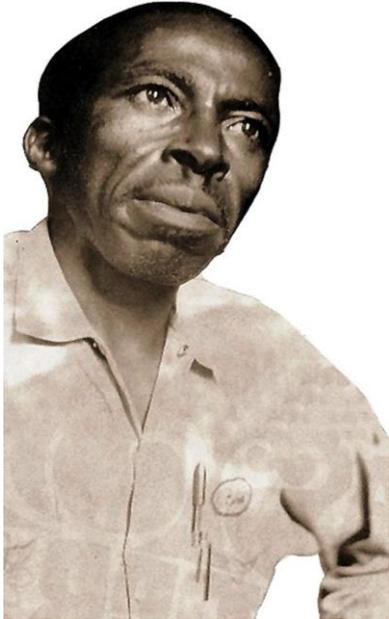
When you read this, I'll be swanning around in NZ, attending their Ulysses national AGM. Back for the May meeting. Gee life's hard being retired.



The National Committee

Ben Hardy. (Who?)

The following is an extract from a story on RideApart



Everyone who is over 60 or has an interest in motorcycles knows of or has seen the movie *Easy Rider*. If you haven't then please go and watch it before reading any further. Ben Hardy is the man who built the choppers for *Easy Rider*. These are probably the most famous motorcycles ever made and it is surprising that he gets little recognition for his role in building them. Cliff Vaughs designed the bikes and Hardy who built them were black, which may explain why they escaped the history books. Hardy and Vaughs never managed to profit from the fame that movie should have brought them. *Easy Rider* made roughly \$60 million over the years and the Captain America bike recently sold for \$1.3-million a few years ago.

Just like rock and roll, and much of American popular culture, that classic chopper style was stolen from African Americans and adopted by white society.

Benjamin Hardy was born around 1910 or so, and opened his Hardy's Motorcycle Service shop in South Central L.A. just after WWII. Ben had an encyclopedic knowledge of motorcycles and was always willing to share with anyone who needed it. The building he worked out of is still there at 1168 E. Florence, and you can see it on [Google Street View](#).

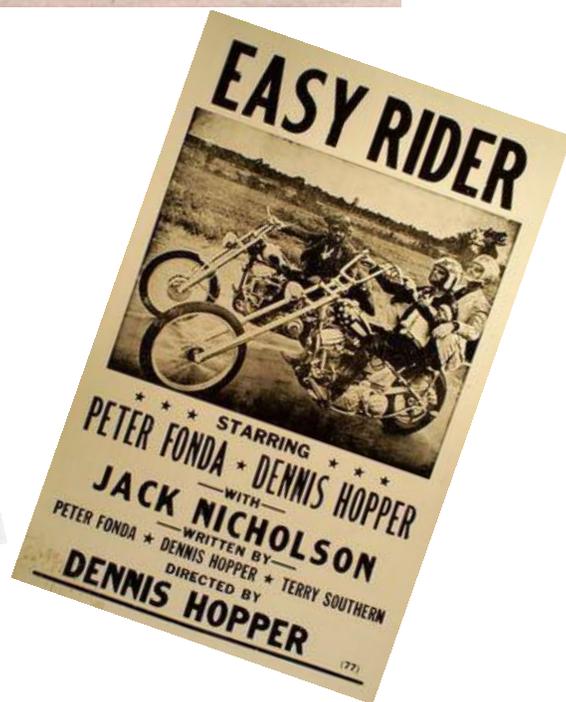
As far as the *Easy Rider* bikes go, the credit they received was far from flattering. Back in 2007 actor Peter Fonda explained to NPR's *Fresh Air*, that "I built the motorcycles that I rode and Dennis rode. I bought four of them from Los Angeles Police Department. I love the political incorrectness of that ... And five black guys from Watts helped me build these."

Dennis Hopper acknowledged Ben Hardy and Cliff Vaughs on the director commentary of the *Easy Rider* DVD in 2009, but it wasn't until 2014 when Fonda finally made things right with a written letter to Vaughs, saying "...I gave Cliff a sketch that I had drawn in Toronto Canada on September 27th 1967. It was a rough sketch of the teardrop gas tank... It is not too late to give you and Ben Hardy the praise you deserve in designing the iconic bikes in *Easy Rider*..."

There could be some long-term memory loss that may be clouding Fonda's memory, in particular, Cliff actually bought the former police bikes and Ben Hardy rebuilt the engines, plus he performed the practical engineering and fabrication at his shop. For all of their work, according to Fonda's letter, they got paid \$1250 per bike, and had to split it with the shop doing the chrome plating, the frame shop and painter, Dean Lanza.

Ben Hardy lived his life and ran his shop, and never had the opportunity to enjoy the fame and fortune society has bestowed on many lesser motorcycle builders. He did experience a degree of fame within the black biker community, and people would come from all over L.A. to have him work on their bikes. As with most humble men, he didn't let it get to him.

Ben died 1994 without ever hearing the praise bestowed on him by Fonda and Hopper.



A perspective of a rider from NZ named Graeme Crosby.

Older motorcyclists more at risk, testing shows. He had won on some of motorcycling's most dangerous race tracks, but former world champion Graeme Crosby realised he was woefully lacking the awareness and skills to survive on New Zealand roads. I have not picked up a road code in 48 years! Why the hell should I? I have a valid licence, issued after a successful lap around the block, followed closely by a black and white Zephyr police car. I was licensed at 15. Over the next 15 or so years I travelled the world, honing my skills as a professional motorcycle racer and never looked at the road code again.

Returning to New Zealand, I followed that common male pathway. As my family grew in numbers, the comfort of the car lured me away from riding motorcycles for leisure. In my midlife, with the family grown up, I also did what a lot of men do: divorce, then rekindle an interest in motorcycles. I began reliving my youth. At 50 and remarried, I was free to express my "larrikin biker" traits again.

Harley-Davidson did a great job of selling the dream of becoming a leather-clad gladiator or a "born-again biker" and I got back on a bike and back into the system. Sounds all too familiar, doesn't it? But motorcycle technology had certainly not been standing still waiting for me all that time. These new modern motorcycles, with their clever design and good engineering practice, are very easy to ride. They are loaded with additional electronic features, such as ABS brakes and traction control, that will "protect" us. It's that false sense of security and perhaps an overinflated idea of our road-riding ability, plus a touch of arrogance, that puts people like me at risk. I felt I didn't need any specialist training. I was cajoled into doing a competency-based test with motorcycle training school Pro Rider in Auckland and failed miserably.

I was a world motorcycle champion in the '80s and the word "failure" is not in my vocabulary, so when I failed the test it made me think hard. I was identified as being at risk.

Out on the road, my speed had insidiously crept up unnoticed on several occasions and according to the instructor I was not aware of my surroundings, didn't look in the right direction, neglected my blind spots ... and the list went on. I had not had the specialist training to recognise potential threats while road riding and I could not be expected to know what I didn't know. I could have been blindly riding into situations that could have ended my life instantly. That started me thinking seriously about just how safe the roads are on a motorcycle.

I am sure as I approach my dotage, my cognitive skills have likely diminished, unwittingly, to a point where I am not able to react as quickly as I have done in the past. And if that's not enough, the environment is really hostile out there, with more cars, and a virtual kaleidoscope of colour signage that pollutes my vision. Every car has to be treated as a potential death threat. It really is a case of being alert. The statistics show that we "baby-boomers" are the ones most vulnerable apparently, particularly on the weekends. Call us weekend worriers if you will, but the facts back it up. Sundays, noon-4pm, is the danger time for us all and I fit that profile.

I am not alone. Some of us are simply ill-prepared to re-enter mainstream motorcycling. However, if we accept, we need some form of remedial training, we can live to enjoy the weekend rides safely for many more years. Following a successful training course last year, I now feel well-equipped to tackle the roads with confidence again. So, it's all right to admit to not knowing the road code but it's equally not good to do nothing about it.

For more information, check out the DPTI website at <https://dpti.sa.gov.au/news?a=271258>

The course cost \$116 and half of this amount can be claimed as a rebate from the National Secretary.

The Ulysses Club lobbied for many years to get this course up and running so get to it and update those skills ASAP. The Lower Murray Branch have applied for the Retuning Riding Course with a bulk booking of their attendees. What a great idea.

Riding in Vietnam

by Thao Coates & Michele Wagnitz

Motor bikes have now taken over from bicycles as the major form of transport and everyday workhorse in Vietnam.

On our estimation, there would only be in cities such as HCMC (Saigon) about 2% bicycles, 30% cars and 68% motorbikes. In a small village, such as Thao's there would be 30% bicycles (half of which would be electric), 10% cars and 60% motorbikes.

Majority of bikes are 100cc scooters, some also 150cc. Police have 250cc motorbikes. Occasionally you see some trendy & affluent young people with bigger bikes – 150-250cc and sometimes these bikers have some better safety/trendy gear (helmets, gloves, armoured jackets, bike boots) to go with their “to be seen” bikes. Sorry we do not have a picture to show you but we are sure you get the idea. Certainly, these bikers are noticed as their bikes make much more noise than the usual 100s.

Getting a Motorbike Licence: Have to be 18 to get a licence. Cost is 500,00vn (\$35A)

The process is not too difficult but you have to pass the written test and a practical driving test. The practical test consists of riding around a figure of 8 and driving over bumps but your foot can not touch the ground.

Safety Attire & Clothing: Helmets are legally required. However, you do see an occasion Vietnamese conical hat or no hat at all.

Helmets have no safety regulations so they vary from a very simple plastic bowl type hat, to the green slightly better one. Most helmets are poor quality like the green one. These are provided free of charge by businesses, are written on with a private business or company name for advertising. (Thao was given a free helmet recently when she purchased an air conditioner.) The gold hat is the better helmet and was bought from a helmet specialty shop. Then see the one that Thao wears on the bike with me, far superior but purchased in Australia and taken to Vietnam by Thao.

You will also see from the picture, we are covered up, as is the style for the beauty conscious Vietnamese women who don't want to turn brown in the sun. Notice the cotton gloves Thao has on also. Masks are worn by women for the same reason, but with the additional benefit of filtering the fumes from the road.

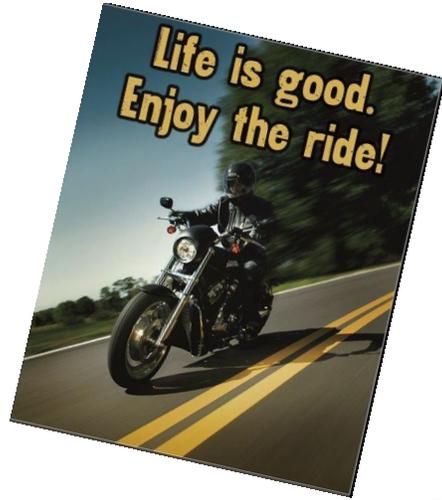
Road Rules: There is a reason why everyone says “green means go, yellow means go, red means go”. Yes, traffic lights are seldom followed. In fact, we are not sure if any regular road rules are!

Tooting your horn is a means of communication – 1 toot means “I am coming”; 2 or more urgent toots mean “move before I kill you!”.



Sunday rides Round Up

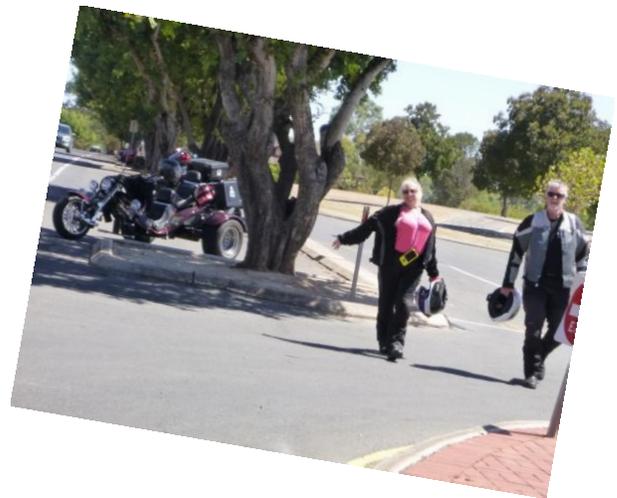
10th February ride to Lobethal ride leader **Brenton George**



Sunday Ride Round Up

24th February ride to Lyndoch ride leader Peter Wood

On a day forecast to be 37 degrees, there were 7 bikes and a trike set off on pleasant conditions for first leg to Birdwood. All went well, with a nice run up through Inglewood, Cudlee Creek and Woodside to morning tea. We lost one rider to the conditions, but the rest pushed on through Eden Valley, Keyneton and Angaston to Lyndoch for lunch in the airconditioned comfort of the bakery. It was a bit warm toward the end, but it was still a very pleasant and event free ride. My thanks to Felix for taking on tail end duties for the day.



Sunday Ride Round Up 10th March ride to Langhorne Creek ride leader **Brian Cullinan**

There was a slight threat of a shower when Brian lead about 15 of us off on our jaunt to Balhannah for morning tea then on to the Langhorne Creek pub for lunch. It was a short but excellent ride which had us at Langhorne Creek at just before 12 o'clock, where a couple of extras, Kim on his bike and Ray in his car (Ray's bike is in Warrnambool but that is another story) joined us for a really good lunch. The weather turned out to be almost perfect and everyone had a great time. By Peter Wood



Sunday rides Up Coming Dates

Date	Leader	Event	Location	Departing From
7 th Apr 9.30am	John Crowe 0421 666 609	Day Ride ending with BBQ at Ray's	Hove	Civic Park, Main North East Rd, Modbury
21 st Apr 9.30am	Peter Wood 0487 452 200	Day Ride	Birdwood	McDonalds, 303 Magill Rd, Trinity Gardens
5 th May 9.30am	Brenton George 0432 535 163	Day Ride	Meadows	Top of Taps
19 th May 9.30am	John Crowe 0421 666 609	Day Ride - Copper Coast Classic	Wallaroo	Civic Park, Main North East Rd, Modbury
2 nd Jun 9.30am	Peter Wood 0487 452 200	Day Ride	Mt Compass	McDonalds, 303 Magill Rd, Trinity Gardens

Sunday Ride Round Up 24th March ride to Port Elliot ride leader Dom Carli

The forecast said rain in the afternoon for the Friends and Rellies ride. Despite this, quite a few rolled up at Top o' Taps with a mix of Members, Friends and Relatives. Dom Carli led the ride and took us along some interesting roads to the morning tea stop at Echunga General Store. Not one of the members could recall ever stopping there before but it will probably become a regular in the future. After a chat and refreshments, the ride continued to Port Elliot via Macclesfield, Meadows, Paris Creek, Ashbourne, Mt Compass and Middleton. Lunch was at the Royal Family Hotel. Riders and pillions were glad to get a drink as the rain was a no show and the temperature quite warm. Thanks to Dom and our Tail End Charlies for a great ride with the only mishap a bee sting for one of the pillions and some fresh road works for interest.



The 2019 Ulysses Club National Rally (UCNR) By Ken Wagnitz

I rode to the UCNR with Michele on the back, and Pete following on his new bike (my old one). We went via Mildura and the Victorian silo art trail, staying overnight in Mildura, Patchewallock, and St Arnaud. Painted silos have done a lot for the small towns they are in. Names are a worry though. We didn't see any sheep or hills, at Sheep Hills. Great artwork on the silo though.

After a couple of nights in Geelong and catching up with friends there, we caught the ferry to Sorrento, then along the coast to Mornington. Until the ferry, we hadn't seen many bikes on the road. Not that many on the ferry either. I found the coast road amazing, with lots of caravans, RVs and tents, crammed in between the road and the sea, hidden behind a thicket of trees in council enclaves. On the land side of the road, expensive houses and expensive shops. We stayed in a pricey motel on the main street of Mornington. It definitely doesn't work at getting repeat business. It was full, so why should they care? (So our experience was quite different from that of on-site campers.) Lots of eateries in Mornington. We had a lovely Thai dinner. And we had to try a scallop pie for lunch, having discovered them in Tassie. It's a real tourist area.

The Rally being on a racecourse brought with it a whole lot of restrictions. We made the mistake of checking in on the Monday, but of course nothing was set up. Got into trouble leaving, when we rode down the exit road, saw the closed gate in front of us, and rode over the grassed median toward the entrance gate (which was open). Gate was auto-electric. No sign, so we didn't know. (After all, Pete and I were on 'adventure' bikes, and who rides up to an obviously closed barrier?) Oops.

Tuesday night meet 'n greet was poorly served by the small choice of food vendors and narrow range of drinks. I paid \$8.50 for a can of best-of-a-bad-lot beer, and \$15 for a hamburger and chips. The hamburger was great, but cold. I reckon it sat around while they cooked the chips. Michele wasn't impressed by her nachos. Anyway, as someone said, you don't travel thousands of k's for a meal. But it doesn't help numbers for next time when the social gathering area and facilities aren't great.

The food in the Furlong Bar, was very ordinary. Weather was warm, the room was hot, but there was no cold food to be had. (Ditto at the eatery where the AGM was held.) Fried food with chips seems to be the go. I'm chip'd out. Behind the racecourse was Steeples, their hotel/eatery. Drink prices were again high, but dinners were two for the price of one, and I was told breakfast there was luv. Michele and I went to a "forum dinner" there -regulars on the national website forum. As with everything, numbers were down this year. The meals were tasty. We didn't go on any organised rides. We did our own thing, which seems to have been lots of eating and drinking. We saw a few SA folks around the traps, but as usual, there weren't a lot of Adelaide Branch people at the event. I reckon members from the tiny branches of Mallee and Lower Murray would have outdone us. Wonder why that is?

We rode to the combined breakfast clubs gathering on Wednesday morning, at *Antique Motorcycles*, in Cheltenham. An amazing place selling vintage bikes and paraphernalia. Pete went on further to get new tyres. (Most places couldn't help him until the following week.) Then we rode into the arts centre on St Kilda Rd, as did Jim, to drop off Michele and Julie. They stayed in town and went to see the stage show of Evita. Later that night, Jim and I picked up the girls from Frankston station. I hate riding (or driving) in Melbourne!

The parade through town went off well. Not many spectators. I think a lot of them were Ulyssians. We ended in a large park with some shade to stand in, and the speeches were kept reasonably short.

The Saturday night dinner was a nice chicken meal with small cakes for dessert, upstairs (airconditioned, fortunately) with the band downstairs. We couldn't even hear the band! So, it was better for chatting. I didn't get to hear them at all, shuffling off fairly early to catch our bus back. Others said the band was great. Most of the entertainment was fine, really.

I didn't go to the closing ceremony, but all the other talkfests were streamlined quite well, making them less boring. After the M&B lawyer at the Extended Natcom talking lawyer talk, there was a very interesting guy talking about road design for bikes, and a very interesting lady on about testing riding gear. Have a look at <https://motocap.com.au/> before you buy your next jacket, pants or gloves. At the AGM meeting, we heard about rheumatoid arthritis research, from the guy in charge of it at Monash University. Research that UCARF helps fund. - That was informative.

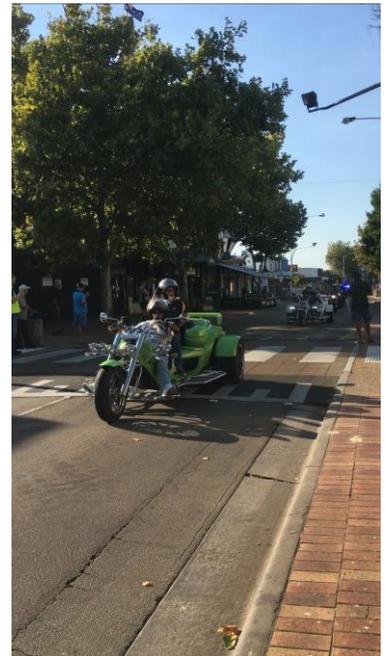
Not many traders at the event. Some test rides to be had, from Triumph and Suzuki. NatCom are pulling out their hair trying to work out how to get more members, and more attending Rallies. Less attendees means less traders, which means less attendees, and so on. The number was around 1200. Compare that with Barmera, which Nev tells me was 1976. I reckon the Mornington rally will make a loss. They expected more.

On the Sunday, Michele, Pete and I said farewell to the other Ulyssians at the motel, and headed for the Mansfield Country Resort, where Pete's timeshare got us a great deal for a few days. We'd planned to go East, then North, to avoid Melbourne. But we had to thread our way between the bushfires, so they dictated our route. (Michele used an excellent Victorian phone app to avoid them.) Roads were closed all over the place, including Princes Highway for a period. We rarely smelt it, but we could see the haze of smoke in the distance, everywhere we rode, until we left the state.

Weather was pretty kind to us. Very warm in Mornington, but we couldn't complain, cos it was hotter in Adelaide! Home was via Ballarat for a couple of nights, where we attended the March VBC. I only got out the wet weather gear as we left Nhill on the way home. But even then, most of the rain was while we were in eating lunch. Another good trip. Lismore accommodation is booked already, thinking about Mandurah. Come on you sluggards. Make a holiday of the next Rally!



2019 Ulysses National Rally Mornington



2019 Ulysses National Rally Mornington



SA Breakfast Club

SABC meets at an eatery somewhere around the state, on the first Saturday of the month, from 9.30am. Check out the website, calendar or Adelaide Branch Facebook page, for the location of the next breakfast.



The SABC breakfast on Saturday 2nd February at Café Nova at Gawler. It was a very hot day, but great crowd, breakfast and excellent coffee and great conversations.



SABS breakfast at the Woodside Providore on Saturday 2nd March

Adelaide Branch Monthly Dinners

Friday 12th April 7pm- Mawson Lakes Hotel
10 Main St, Mawson Lakes

Friday 10th May 7pm - Henley Beach Hotel
157 The Esplanade, Henley Beach

Friday 14th June 7pm -The Buckingham Arms
1 Walkerville Tce, Gilberton



*Please note that the venue may change without notice check [website](#) for details *

For dinner bookings and cancellations

Contact Sue Freene E: ulyssesadelaide+dinners@gmail.com P: 8277 3339 or 0413 567 747

Do not phone the venue Bookings close Wednesday prior to the event.

<https://ulyssesadelaide.com.au/events/>

Friendly Reminder

As Ulyssians we greatly value the camaraderie and support that is provided by our fellow members.

Adelaide's Welfare Officer is **Judy Manoel**. Her role is to be the central person in our branch to ensure members in need are assisted in whatever manner is appropriate for that individual.

All members have a responsibility to inform the Welfare Officer if you know of someone who needs support. Perhaps they are unwell, had a close relative / companion die, or experiencing any other physical or emotional need.

Let Judy know immediately so she can organize a hospital visit, home visit, send a card or arrange any other appropriate help.



P: 0412 164 665

E: judy132010@hotmail.com

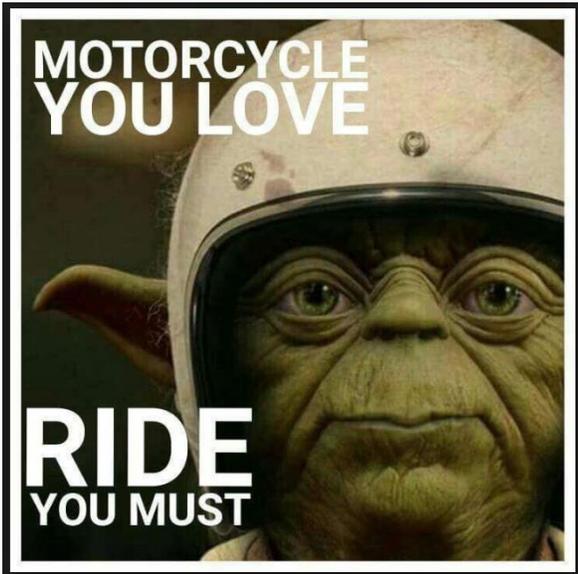
Guess Who This Young Rooster Is?



BIKERS



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TRULY UNDERSTAND WHY
DOGS DO THIS.**



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YOU LOVE**

**RIDE
YOU MUST**

Note from the President

I'd like to put a plug in for buying meals and drinks at our monthly meeting venue.

I think we are pretty well served by the location, tables layout, parking, ease of disabled access, audio-visual facilities, and our friendly staff, Joe, Frank and Rae.

These are all provided free. Apart from paying for the coffee, tea and cake at the end of the night, we don't get charged for use of the room.

The only income to the venue is from what we purchase over the bar or meals we order. Meals are only \$12, and that is not much to pay for a decent feed. The drink range at the bar isn't huge, but they are fairly priced too.

So next time you go to a Thursday night meeting, please purchase your dinner and a drink there, so we can continue using the place at such low cost (free).



Ken Wagnitz.

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Superb Limoncello di Crema

Absolutely well worth making – wasted on ice cream
me thinks!

Notes:

- ⤴ Do not use Meyer lemons – you need the tartness of others.
- ⤴ Need a clean, wide mouthed glass jar with a tight-fitting lid for the infusion process.
- ⤴ Can be stored indefinitely in a cool, dark place OR place in freezer – alcohol content will stop it from freezing completely.

8 lemons

3 cups vodka or Grappa or alcohol without a strong taste

1 cup sugar

1 cup water

4 cups milk

1. Peel the zest from the lemons avoiding as much of white pith as possible.
2. Pour vodka into jar.
3. Add zest.
4. Seal & label, sit for 2 weeks, shaking daily.
5. Strain out, discard lemon zest.
6. Make a simple syrup by combining sugar & water in a small saucepan.
7. Heat just until all sugar is dissolved.
8. Add milk to syrup.
9. Simmer, uncovered, rapidly for 15 mins, or until liquid reduces by half.
10. **COOL COMPLETELY – important.**

Add milky syrup to vodka, shake well.

Allow to sit for 6 weeks.

Transfer to freezer to serve chilled.

Beware – it is very easy to drink, you may have difficulty keeping up supply of this delicious drop!

* I modified this recipe, halving sugar & water so more concentrated.

Michele Wagnitz



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What's On

- **Wednesday Midweek Rides** All Rides Depart at 10.30am for more details phone **Steve 0405 120 542** or **John 0407 794 147** – **1st 2nd & 5th Wednesday** depart from **The Feathers Hotel Car Park Burnside**. **3rd & 4th Wednesday** depart from the **Top of Taps**
- **Saturday 6th April, 4th May & 1st June** **The SA Breakfast Club** meets on the 1st Saturday of the month from 9.30am Check out the website, calendar or Adelaide branch Facebook page, for the location of the next breakfast
- **Friday 12th April 7pm** **Adelaide Branch Monthly Dinner** Venue: Mawson Lakes Hotel
10 Main St, Mawson Lakes
- **Thursday 2nd May** Ulysses Club Inc. **Adelaide Branch Monthly Meeting Venue:** European Catering Reception, 2 Chief St, Hindmarsh. Meals, drinks are available. Raffle tickets sold, free tea, coffee & cake follow the meeting
- **7th to 17th September** **Postie Bike Challenge** P: 0411 090 891 www.postiebikechallenge.org
- **Friday 4th to Monday 7th October 2019** **Ulysses Club SA Odyssey Venue:** Kadina Football & Cricket Club. Off Doswell Terrace, Kadina SA 5554 Hosted by Ulysses Club Inc. Torrens Valley Branch

If you have or know of an upcoming event and would like it to be included on the Odyssey
'What's On' page, please email editorsodyssey@gmail.com or phone 0419 822 717

SA, Broken Hill Branches & Riding Groups Contacts

Broken Hill Branch

President Dean Schmidt – **0400 008 209**
Secretary Rickie Cooper
Treasurer Chris Forrest
Webmaster Wayne Orr

Eyre Peninsula Branch

President Ray Baddeley
Secretary Teresa Baddeley – **0403 507 697**
Treasurer Chris Forrest
Webmaster Wayne Orr

Fleurieu Peninsula

President Brett Wise
Secretary Barbie Watson – **0484 938 130**
Treasurer David Polkinhorne
Webmaster Vicki Ryan

Mallee Branch

President Scott Crockety
Secretary Ian Wolter – **0427 953 097**
Treasurer Trevour Brine
Webmaster Scott Crockett

Lower Murray Branch

President David Pitt – **0433 610 972**
Secretary Terry Wilksch
Treasurer Chris Forrest
Webmaster Barry Grace

Torrens Valley Branch

President John Robinson
Secretary Lorraine Robinson – **0402 904 670**
Treasurer Merylin Braunsthal
Webmaster Michael Morgan

Southern Flinders Riding Group

Rides Co-ordinator Ross Greenfield – **0403 777 672**
E: rgreenfield@internode.on.net

Whyalla & Districts Branch

President Perry Zimmerman – **0419 134 511**
Secretary John Lawson
Treasurer John Lawson

WALLY WOMBAT



This guy goes to see his doctor and tells him, "Every time I fart, it sounds like a Honda motorbike."

The doctor tells the guy to pull down his pants and bend over. As he does so, the guy farts and sure enough, it sounds just like a Honda motorbike.

The doctor immediately says to the guy, "I know the problem - you've got an abscess up your arse."

The guy says, "What?! Surely an abscess can't make my farts sound like that?"

The doctor says, "Didn't you know? Abscess makes the fart go Honda!"



A police officer pulled over two nuns riding on a motorcycle, and said to the rider, "Ma'am, you're driving much too slowly, could you please drive faster?"

And the nun says, "Oh, I saw the sign with the '21' and assumed the speed limit was 21 km/h" The officer explains: "No ma'am, the speed limit is 80. The highway number is interstate 21". Then the police officer looks at the passenger and sees the other nun shaking like a leaf. "Excuse me sister, but what's wrong with your passenger?"

"Oh, that's probably because we just got off Highway 205".





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