



## NEWSLETTER – July, 2017

### Committee 2016/2017

<i>President:</i>	Graeme Allen	(0418 534 983)
<i>Vice President:</i>	Peter Evans	(0438 643 949)
<i>Treasurer:</i>	Nick Katsikaros	(0438 559 985)
<i>Secretary:</i>	Jeff Dowsley	(0427 565 791)
<i>Ordinary member 1:</i>	Fred Eggleston	(0418 596 113)
<i>Ordinary member 2:</i>	Max Rowan	(0409 011 160)

### Officers

<i>Returning Officer:</i>	(The Secretary)
<i>Public Officer:</i>	(The Secretary)
<i>Publicity Officer:</i>	Graeme Allen (0418 534 983)
<i>Safety Officers:</i>	Murri Anstis (0413 353 739)
	Fred Eggleston (0418 596 113)
<i>First Aid Officer</i>	Nigel Newby (0408 420 794)
<i>Newsletter Editors:</i>	Roger Carrigg (0437 842 277)
	Glenn White (0412 641 188)
<i>Field Maintenance:</i>	Murri Anstis (0413 353 739)

*Contacting BRMFC:* *Secretary:* Jeff Dowsley.  
Ph: (03) 5341 3589, Mob: 0427 565 791, Email: [secretary@brmfc.org.au](mailto:secretary@brmfc.org.au)

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Note the meeting location.

The **Annual General Meeting** is to be held at the **Eastwood Street Leisure Centre in the Canteen**, on Wednesday July 26<sup>th</sup> commencing at **7.30PM** (Turn left after entry to the Complex, and the Canteen is on the left again). **Don't forget to bring a plate for supper.**

### Agenda Items for the next (ordinary) meeting

1. Trawalla Estate Update
2. City of Ballarat Update
3. Strategic Plan Development
4. Field Maintenance
5. Burrumbeet Airstrip (Viability?)
6. Asset Register
7. Display Day 2018
8. Facebook Page Review

### Annual General Meeting

As already noted above, the AGM is to be held on Wednesday 26<sup>th</sup> July at the Eastwood Leisure Centre prior to the ordinary meeting. This is where the current committee, present their reports and the committee for 2017/2018 will be elected.

Please do your best to make it to the meeting. It is always encouraging to see a good roll up at the AGM.

The next committee is to be decided at the AGM. Remember the club doesn't just run itself it takes the members to do so. Don't be afraid to put your hand up for one of the positions up for election.

This year all positions are up for re-election. The six committee of management positions to be voted on are:

- President
- Vice President
- Secretary
- Treasurer
- Ordinary Member 1
- Ordinary Member 2

The Club Officers (the workers) to be elected are:

- Safety Officers (x2)
- First Aid Officer

- Editor & sub-editor
- Field Maintenance

### Agenda for AGM

1. President opens meeting
2. Apologies
3. Secretary reads Minutes of Previous AGM meeting
4. President's report
5. Secretary's report
6. Treasurer's report
7. Election of new Committee of Management
8. To appoint BRMFC nominated positions including:

Safety Officers, Field Maintenance Officers, First Aid Officer, Newsletter Editors.

Note: All positions will be declared vacant.

9. General Business
10. Meeting Close

### Presidents Report – Graeme Allen

Hello to all Club members

It is nearly time once again for the Annual General Meeting and the election of a new committee for the next twelve period and I do encourage those who are interested in nominating for a position to do so.

Once again, it is time to quickly reflection on how the club has gone over the last twelve month period

I spoke last year in the yearly wrap-up just before the AGM about the tremendous amount of work done by a lot of people after moving to the site and the work has continued since then and we still have some to go.

Apart from the usual thanking to all in the club for their efforts, once again a special thanks to Murri Anstis for his continuing maintenance efforts and to Peter Weston for his efforts in the painting of the kitchen area after the revamp.

There have been many other achievements over the year in improving the field with a lot of guys contributing to grass mowing, the construction of the fenced area out the front of the kitchen /container areas and of course, Murri's gathering of firewood to keep us warm over the winter months when we all stand around on Sunday mornings stretching the true a little.

A poor outcome for us this year was our staging of our open day which have not conducted for a number of year given our relocation to our current site.

Unfortunately, the day did not go well with only two pilots from outside our club attending.

Whilst we can come up with a whole lot of excuses as to why the day was not a success, the truth of the matter was that we were a little late in our promotion efforts and we need to do better in our preparation for the next one, something we have already started on for 2018.

Finally, if you have all been reading the monthly committee minutes, you would have read that we will be pulling together a Strategic Plan in the not too distant future and in fact, have started on some minor parts of it.

This is and will be, very crucial to our club for the future as we need to be encouraging as many new members into the club as possible.

Whilst I do not want to pre-empt what will end up in the plan, we will be thinking on how we should be encouraging new members which will undoubtedly include other types of aircraft in the future if we wish to grow and make our club financially sound.

Once again, thanks to all for your efforts over the last 12 months, happy flying and don't forget about the AGM.

Regards,

Graeme Allen.

### *Treasurer's Report – Nick Katsikaros*

This year we started feeling more secure about our tenure at the field and we finally resumed fundraising efforts and field improvements.

Fundraising success was mixed with a successful Sausage sizzle and a financially unsuccessful Display Day. Bank interest continues to be an important contribution

although lower due to the current low bank interest rates. Other fundraising was relatively minor, with contributions from some asset sales.

Money was spent on improving the kitchen and flying field, including an electric fence.

The overall cash position of the club has remained virtually unchanged. We are in a strong financial position.

Nick Katsikaros, July 24, 2017.

### *Editor's Report – Roger Carrigg*

The purpose of the newsletter is to help keep the members informed of what is going on and provide a forum for members to publish their modelling experiences for the benefit of all aero modellers. It also chronicles the major events of the club for posterity and is posted on the club web site where it is available to the world.

Our newsletter is sent out monthly, timed to come out a day or two before the general meeting. That equates to twelve editions per year which poses a challenge to try and make it an interesting read.

There is always something going on at the field to write about which in particular, fills the Tips & Tricks column. Sometimes there might be something talked about that is embarrassing, but whatever is discussed is to prevent others having similar incident/accidents from the same thing.

All current members now get the newsletter by email. One of the great features of email and the internet is the ability to send the newsletter to interested non-club members without incurring any cost to the club. This is all in the interest of keeping the modelling fraternity abreast of what is going on in our club.

With Glenn's assistance we have now been doing the newsletter since June 1999, 18 years and 210 editions.

### *Webmaster's Report – Roger Carrigg*

The club web site [brmfc.org.au](http://brmfc.org.au) has been updated 3 times in the last twelve months with content changes. Fortunately it does not require updating each time a new newsletter is posted because it finds them automatically and dynamically generates the list of [newsletters](#).

Over the past twelve months we had 37,553 web site visitors (roughly 103/day), last year it was 43,228 (120/day), a decrease of 5,675 or 13%. The **visitor** count is the number of new browser sessions on our web site as distinct from a **hit** count which increases every time a browser goes back to the server to get a new page or refresh a page. Our **hit** count would no doubt be many times the **visitor** count.



## Points of interest from the last meeting

Extract of newsworthy items from the minutes of the last meeting. Note: Some events/activities may have concluded or been modified as circumstances change.

### 7) Reports

#### a) Management Committee Report

No report

### 8) General Business

#### a) Trawalla Estate Update

No contact with the farm manager.

#### b) City of Ballarat Update

G Allen was informed that the City of Ballarat officer is on extended leave.

#### c) Strategic Plan Development

G Allen is continuing to work on the plan.

#### d) Field Maintenance

G Allen will purchase a new tap for the canteen sink.

The leak in the toilet water pipe is to be investigated this Sunday.

Mower blades require replacing.

The John Deere fuel tank is leaking, and requires urgent repair.

(Contact Max and inquire as to action required.)

Mowing is ongoing, worm castings to be spread, and spraying of weeds continues.

Charging station is operating well.

Another table is to be built.

Patio floor requires attention leading to a more workable solution such as timber edging to hold the gravel in, and a better surface.

Holes for the temporary electric fence are continuing to be dug and plastic liner pipes installed. Two star pickets with white plastic pipe are in the end holes.

R Carrigg to prepare a Fuel Prices poster and laminate it and install in the container.

#### e) Burrumbeet Airstrip

Members noted that there was little activity at Burrumbeet. Some discussion on multirotor and whether it would be of use to keep Burrumbeet, or not.

It was agreed that Burrumbeet would continue to be reviewed.

#### f) Asset Register

R Carrigg has produced a form to capture the Club assets, and will develop a register.

#### g) Display Day 2018

Secretary to update the Display Day Planning Schedule and distribute to members.

#### h) Facebook Page

Deferred. Send files to [jcweston351@gmail.com](mailto:jcweston351@gmail.com)

### 9) Other Business

#### a) Charging Station

F Eggleston has spoken to Paul who doesn't want to be reimbursed for his donation of equipment for the charging station. Members were still of the opinion that Paul's efforts should be recognised.

G Allen moved that Paul's membership should be paid by the Club for the 2017/2018 year.

Carried unanimously.

G Allen will contact Paul.

### 10) Agenda Items for next meeting

- i) Trawalla Estate Update
- ii) City of Ballarat Update
- iii) Strategic Plan Development
- iv) Field Maintenance
- v) Burrumbeet Airstrip (Viability?)
- vi) Asset Register
- vii) Display Day 2018
- viii) Facebook Page Review
- ix) BRMFC CoM only site

### 11) Meeting location

The next meeting will be held on the 26<sup>th</sup> July 2017, *in the Canteen, Eastwood St Leisure Complex, Eastwood Street, commencing approximately 7:30PM.*

### 12) Meeting Closed at 8:43PM



## Membership Renewals

If you haven't renewed your subs for the 2017/18 year, can you please do so ASAP?

Secondly, if you don't intend re-joining please give the secretary the courtesy of a message to that effect.

The renewal form was included with the June 2017 newsletter and can also be found online at: [http://www.brmfc.org.au/Forms/MembPayment%202017\\_18.pdf](http://www.brmfc.org.au/Forms/MembPayment%202017_18.pdf)

Remember, you can't fly at any MAAA sanctioned field until your subs are paid.

## VMAA News

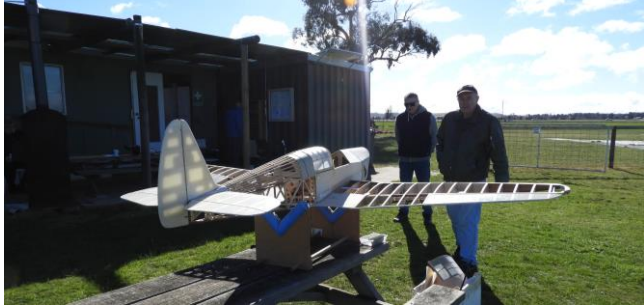
Nothing to report this month.





### New Models seen at field

Glenn brought his Comper Mouse out to the field on Sunday 9<sup>th</sup> July for Murri to do a heavy model inspection prior to the wings being covered. The Bems silk has come up really well on the control surfaces that Glenn has already covered, complete with scale stitching detail.



Glenn White with his Comper Mouse out at the field on Sunday 9<sup>th</sup> July for heavy model inspection.

Paul Ruddle has a new VTOL aircraft to experiment with. This one has three electric motors with two that rotate the thrust line through 90 degrees to transition between vertical and forward flight. The rear motor is only used during vertical take-off and cuts out for forward flight.



Paul Ruddle's Horizon Hobbies Convergence VTOL electric foam model – photo taken on Sunday 9<sup>th</sup> July.

Paul did give it a brief test flight on Sunday 23<sup>rd</sup> July, while my camera was tucked away in its bag (wonder why that was?) I saw it lift off and hover for a few moments before he decided to cut the power and let it come down. The wind was a little strong at the time particularly for an unknown model type and maiden flight as well.



The Convergence in VTOL mode.

Ricky Gerada has a new model, I think to replace the motorized glider he learnt to fly on. This one is a Piper J3 Cub and looks quite realistic with the attention to detail by the manufacturer.

Nick helped Ricky with the pre-flight checkout and test flew the model. All seemed quite uneventful – that's the way we like test flights!!!

I was flying my Shoestring sometime later and I think Ricky was flying the Cub and did a really nice landing. The wind was westerly and would have been a good 25-30km/hr. We were using the southern east/west runway from mid-morning onwards.



An aerial shot shortly after take-off on one of the passes over the field.



Ricky Gerada with his new Piper J3 Cub shortly after Nick performed the maiden flight.





The Cub has decent size wheels to assist ground handling.

Nick also had a new model to test fly on Sunday 23<sup>rd</sup> July and has been kind enough to provide us with an in depth insight into his latest project.

**Avionics D-99 – by Nick Katsikaros.**

I bought this unbuilt electric pylon model from RC Trader. It was advertised as a different model, but after a bit of research I realised it was an Avionics D-99; designed way back in 1999 by Russian Sergey Sobakin for the previous F5D design rules, back in the days when NiMH batteries were high tech. I must admit I was taken in by the bright colours, sleek lines and the promise of sheer slick speed; the perfect upgrade from my poor old Rifle that clapped its wings a couple of years ago. The plane is 1m wingspan, fully moulded in fibreglass and carbon, and capable of over 300km/h.



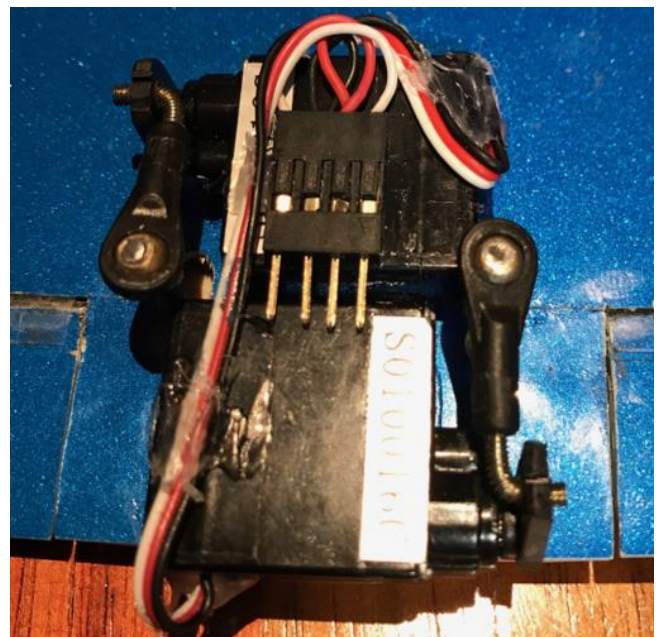
Nick with his new Avionics D-99 on Sunday 23<sup>rd</sup> July.

I already had an unused HET EDF motor with similar specs to the old race motor to provide the power so I added an 110A speed control, metal geared Hyperion 9g digital servos and Lemon Rx. I'd bought some high spec batteries for another unstarted project which fortuitously fit like a glove. I estimated I had 40% more power and 20% less weight than the original competition setup; entirely due to modern battery technology.

On looking closer I found that, during the 10years plus the model had spent in storage, the thin edges of the wing and

stabiliser skins had curled up in front of the ailerons and elevator. After a lot of head scratching and asking on RC Groups I decided I'd stiffen them up by running some CA into the skins and clamping them flat with a steel ruler, however life got in the way and nearly a year went by before I actually did the job and got on with the build.

The build is very tight. The servos are just small enough to fit between the aileron torque rods with no room to spare. The elevator servo is installed on an angled tray in the fuse behind the wing with the receiver under the tray. After a lot of searching I found a four pin servo connector for the aileron servos that takes up nearly no room. Initially I battled to connect the battery to the ESC without fouling the servos but eventually I cut back the leads and angled the connectors so the battery virtually plugs straight into the ESC.





When I ran the motor and measured the current it pulled 105A with a 4.7x4.2 prop; uncomfortably close to the 110A rating on the ESC. So I found a 4x4 prop; it still pulled 85A. 1000W in a plane weighing 700g; should be interesting. 😊😊

On a high speed plane “flutter” is a real danger. Tight, no slop linkages are critical so I used ball links, short direct throws on the ailerons and a 4mm carbon rod for the elevator push rod. All control surfaces have “wipers” to seal the control surface gaps. I played it safe and also taped the end of the ailerons, which was the practice with these planes once they got over about 240km/h.

I had intended to use a separate SBEC to power the servos from the main flight battery but for some reason I blew up three SBEC units before I gave up and just used the SBEC built into the ESC. The risk is if the ESC overheats you can lose servo power as well as motor power; not a good idea for a high speed plane.

So after all that I finally flew the thing this Sunday in a stiff breeze. CG check, range check, throttle check, wind check, sun check. I was worried about torque on take-off, I was worried about tip stalling before it got to flying speed but in the end I gave it about ¾ throttle and Ricky gave it a firm straight push and it flew off like a bird from the hand; a complete anticlimax. Gain some height, throttle back, a few clicks of aileron and one of elevator and it was locked into the groove. I flew laps getting used to the look and the speed, rarely over 50% throttle, with a couple of quick bursts at full throttle, just enough to see everything was behaving properly. I set up a long shallow landing approach after a few minutes; it came through hot about 1m off the ground. I went around and tried again. After a few more attempts I finally bled off enough speed to touch down. A broken prop was the only damage. The rain rolled in and put an end to any thoughts of another flight.



Ricky about to launch Nick's Avionics D-99.



And just moments after launch. From then on I wasn't able to keep up with it to get any more shots.

All in all I'm extremely happy with the plane and can't wait to properly put it through its paces.



### Goin's on at the Field

There's been a few really cold nights recently which split the copper pipe in the toilet building when the water froze. This happened last year as well around the same time and an ad hoc repair was carried out. This time we decided to re-plumb with external lagged pipe that can be easily repaired should it happen again without having to remove wall cladding to get to the pipe work.

It is almost finished now, just requires another tap to be fitted to the hand basin and the new pipe connected to it. (Actually I found a suitable tap in one of the kitchen cupboards last Sunday and sat it in the basin receptacle all ready for Glenn to connect.) The existing hand basin tap could not be used because the pipework is behind the water tank and too difficult to access.



Murri's Ute made a convenient work platform to remove the iron sheeting and repair the broken pipe.





The 1/2 inch long split has been cut out so it can be re-joined. Pipework has now been lagged so hopefully it won't freeze and split again.

Interestingly I don't remember this happening at Yendon in the 14 years we were there and it got pretty cold. Evidently the nights get colder in Trawalla than Yendon although the daytime temperatures are probably slightly higher.



Wire cable got tangled up around the blades of the John Deere making it a good time to drop the deck, remove the wire and also cleanout the caked on grass & dirt.



We had a problem with a section of the new ceiling lining where it bowed out and caught on the end door of the new cupboard when opened. I (Ed) drilled a few strategically positioned 4mm holes in the lining and squirted a 1/4 tube of

liquid nails through the holes then propped the lining up with a support and left in place till the following Sunday. So far it seems to have worked.



I (Ed) fitted a skirting board under the servery window on Sunday 16<sup>th</sup> July – something we should have done years ago when the vertical door was removed and refitted horizontally to form the servery. The wall lining was a bit wobbly at floor level and lack of skirting to straighten it became more apparent once the kitchen had been painted.



Murri enjoying fatherhood towing his two young children Siana and Larry around on one of the trolleys. (Sunday 23<sup>rd</sup> July.)



### Asset Register

Your editor has been compiling the club asset register over the last month or so in an effort to produce a document that lists every item of significant value the club owns. It will also form a useful document for insurance purposes.

I'm sure we'll be quite surprised at the sum total value of the clubs assets.

If any member has club property please let me know so it can be included in the register.



**Tips & Tricks**

Murri Anstis bought a tiny CO<sub>2</sub> motor way back in 1998 and had it at the field on Sunday 23<sup>rd</sup> July. In fact I think it might be for sale. It is definitely the smallest I've ever seen. It was made in Czechoslovakia by Ingstefan Gasparin who claims to make the world's smallest motors. Murri's is a G6 which is by no means the smallest now. It was registered in the Guinness book of records by Gasparin in 1989 as the world's smallest motor. The much smaller G1 has a bore of 1mm & 1.2mm stroke which is quite unbelievable. I'd be struggling to see that small!!!



Photo of Murri's Gasparin CO<sub>2</sub> G6 motor with 5c coin to show off its diminutive size. Has a bore & stroke of 2mm, giving it a capacity of 6.28mm<sup>3</sup>. Weighs in at 3.6g and is rated to power a 200-330mm wingspan model weighing 4-6g.

**GASPARIN CO<sub>2</sub> MOTORS**  
 PODSKALI 96, 251 01 ŘÍČANY U PRAHY, (CZECH REPUBLIC) ☎/fax 42-204-3088

**The smallest model motors in the world**  
 CO<sub>2</sub> motors by Gašparin

The CO<sub>2</sub> powered motors do not produce harmful combustion products. Together with electric drive they represent harmless model propulsion in time to come.

These CO<sub>2</sub> powered motors are characterised by small dimensions and slight weight at a sufficient output for small model drive. Said motors find no competition especially in the field of propulsion of tiny indoor models.

The smallest Gasparin CO<sub>2</sub> powered motors are manufactured as a result of 24 years development. The motor G6 having working volume of 6 mm<sup>3</sup> was registered in the Guinness book of records in 1989 as the smallest world motor. Nevertheless this registration has already been outstripped by newer G5, G3 and G1 motors.

Basic data of motors in production:

Type	Bore [mm]	Stroke [mm]	Stroke vol. me [mm <sup>3</sup> ]	Weight [g]	Suitable for models Wingspan Weight [mm] [g]
G1	1.0	1.2	0.94	1.2	120-160 2- 2.5
G3	1.55	1.7	3.20	2.4	160-200 3- 4
G5	2.0	1.7	5.34	2.9	160-200 3- 5
G6	2.0	2.0	6.28	3.6	200-330 4- 6
G10	2.5	2.0	9.82	4.8	200-330 4- 8
G24	3.175	3.0	12.75	6.8	330-400 8-20
G300BB	4.0	5.0	62.80	10.8	400-550 36-40
G300BB	7.0	8.0	307.87	38	650-800 120-140 RC CO <sub>2</sub>
G300BBRV	7.9	8.0	307.87	38	650-800 120-140 RC CO <sub>2</sub>

**Two-cylinder motors**

G16T	2.0	2.0	2x6.28	4.1	200-330 4-12
G10T	2.5	2.0	2x9.82	4.8	200-400 8-16
G24T	3.175	3.0	2x12.75	10.6	330-500 16-30

**Morecylinder motors**

G24N	3.175	3.0	9x23.75	27.3	9-cylinder radial
G24NN	3.175	3.0	18x23.75	53	18-cylinder 2xradial
G24NR	3.175	3.0	9x23.75	34.5	9-cylinder radial rotary
G24FR	3.175	3.0	5x23.75	33.8	5-cylinder radial rotary
G24SR	3.175	3.0	7x23.75	38.8	7-cylinder radial rotary
G63N	4.0	5.0	9x62.80	60	9-cylinder radial
G63BX	4.0	5.0	4x62.80	41	4-cylinder boxer
G63F4	4.0	5.0	4x62.80	41	4-cylinder flat
G63L4	4.0	5.0	4x62.80	41	4-cylinder inline
G63V8	4.0	5.0	8x62.80	65	8-cylinder inline
G63V12	4.0	5.0	12x62.80	108	12-cylinder in V 90°

\* Motor with propeller, CO<sub>2</sub> tank, filling valve and gas manifold.

The CO<sub>2</sub> Gasparin motors enable the modellers to build smallest power models in a wide range of types and features. New more cylinders motors are the new challenge for modellers.

**Events**

*Indoor Flying at Haddon Hall – July 5<sup>th</sup> & 19<sup>th</sup>*

Murri sent me a few shots of the indoor flying over the last couple of events. I (Ed.) wasn't able to attend on either occasion being down in Melbourne for a couple of days at a time.



Kevin Howard's Air Tractor.





John Wendt's Aeronca Champ.



Siana flying her Dad Murri's Night Vapour (inset) with Kevin Howard & Danny Missen looking on.



### Coming Events



VALLEY RADIO FLYERS  
SHEPPARTON INC.



## MAMMOTH SCALE FLYIN SEPTEMBER 9-10 2017



Location: IAN WATTS FLYING FIELD  
KARAMOMUS ROAD, KARAMOMUS

CAMPING FACILITIES ARE AVAILABLE

For further information:

Email..... vrfshepp@gmail.com

Web... www.valleyradioflyersofshepparton.weebly.com

Brian Dart advised on 18<sup>th</sup> July that the Peppermill Motel has done a deal with their club. Room for \$100/night. Motel also has a courtesy bus.



### Event Calendar

- July 5<sup>th</sup> (Wed.) Indoor Flying at Haddon Hall 7-9:30PM – BAMI
- July 19<sup>th</sup> (Wed.) Indoor Flying at Haddon Hall 7-9:30PM – BAMI
- July 22<sup>nd</sup>/23<sup>rd</sup> IMAC Vic State Champs Darraweit Guim – ASAA
- August 2<sup>nd</sup> (Wed.) Indoor Flying at Haddon Hall 7-9:30PM – BAMI
- August 16<sup>th</sup> (Wed.) Indoor Flying at Haddon Hall 7-9:30PM – BAMI
- August 20<sup>th</sup> (Sun.) VFSAA Scale State Champs – NFG
- Sep 9<sup>th</sup> (Sat.) ½ A Texaco, Burford, Duration – Echuca
- Sep 10<sup>th</sup> (Sun.) Texaco, 38 Ant, Climb & Glide – SAM600
- Sep 9<sup>th</sup>/10<sup>th</sup> Shepparton Mammoth Scale Fly-In – VRF
- Sep 17<sup>th</sup> (Sun.) VFSAA Scale Comp – Yarra Valley
- Oct 8<sup>th</sup> (Sun.) VFSAA Scale Comp – Trawalla, BRMFC**
- Nov 4<sup>th</sup>/5<sup>th</sup> Mosskosh Annual Fun Fly Ararat – A&DAC
- Nov 11<sup>th</sup>/12<sup>th</sup> Scratch Build Scale Rally – P&DARCS
- Nov 25<sup>th</sup>/26<sup>th</sup> Hamilton Fun Fly & Swap Meet – Hamilton

**Feb 25<sup>th</sup> 2018 Display Day – BRMFC Trawalla**

Feb 25<sup>th</sup> 2018 Leura Fun Fly 2018 – CMAC

Apr 21<sup>st</sup>/22<sup>nd</sup> 2018 VMAA Trophy Weekend

See the [VMAA Calendar](#) for all Victorian events.

That's all for now. Good flying.  
G.W & R.C.

## Time for some Frivolity – the sealed section

Note: If easily offended please skip this item. It contains adult themes.

### *Aussie Cattle Dog*

Malcolm Turnbull called Bill Shorten into his office recently and said, 'Bill, I have a great idea. We are going to go all out & talk to country voters.'

'Good idea Malcolm, how will we go about it?' said Bill.

'Well,' said Malcolm, 'We'll get ourselves one of those Driza Bone coats, some RM Williams boots, a stick & an Akubra hat.'

Oh, and a blue cattle dog. Then we'll really look the part.

We'll go to a typical old outback country pub, we'll show we really enjoy the bush.'

'Right.' said Bill.

Days later, all kitted out & with the requisite blue heeler, they set off from Canberra in a westerly direction.

Eventually they arrived at just the place they were looking for & found a typical outback pub.

They walked in with the dog & up to the bar.

'G'day mate,' said Malcolm to the bartender, 'two middies of your best beer.'

'Good afternoon Malcolm,' said the bartender, 'two middies of our best coming up.'

Turnbull & Shorten stood leaning on the bar drinking their beer and chatting, nodding now & again to whoever came into the bar for a drink. The dog lay quietly at their feet.

All of a sudden, the door from the adjacent bar opened & in came a grizzled old stockman, complete with stockwhip.

He walked up to the cattle dog, lifted its tail with the whip & looked underneath, shrugged his shoulders & walked back to the other bar.

A few moments later, in came another old stockman with his whip. He walked up to the dog & lifted its tail, looked underneath, scratched his head & went back to the other bar.

Over the course of the next hour or so another four or five stockmen came in & lifted the dog's tail and went away looking puzzled.

Eventually, Turnbull and Shorten could stand it no longer & called the barman over.

'Tell me,' said Shorten, 'why did all those old stockmen come in & look under the dog's tail like that? Is it an old outback custom?'

'Strewth no,' said the barman. 'Someone told 'em there was a cattle dog in the bar with two arseholes.'

## *And a few one liners...*

**Low Battery:** A man saved his girlfriend's phone number on his mobile as 'Low Battery'. Whenever she calls him, in his absence, his wife takes the phone and plugs it into the charger. Give that man a medal.

Two Thai girls asked me if I'd like to go bed with them; they said it would be just like winning Lotto! I agreed, and they were right. We all stripped off, and to my horror, we had six matching balls!

**Such an unfair world:** When a man talks dirty to a woman it's considered sexual harassment. When a woman talks dirty to a man, it's \$2.50/min (charges may vary).

**Valentine's Day:** Just booked a table for Valentine's Day for me and the wife. Bound to end in tears though; she's lousy at snooker.

If you get an email telling you that you can catch swine flu from tins of ham then delete it. It's spam.

They say that sex is the best form of exercise. Correct me if I'm wrong, but I don't think 2 minutes and 15 seconds every 3 months is going to shift this beer belly.

## *Decisions, decisions...*

A wealthy husband and his wife were having dinner at an upscale restaurant when this absolutely stunning young woman comes over to their table, gives the husband a big open mouthed kiss, then says she'll see him later and walks away.

The wife glares at her husband and says, "Who the hell was that?"

"Oh," replies the husband, "she's my mistress."

"Well, that's the last straw," says the wife. "I've had enough, I want a divorce!"

"I can understand that," replies her husband, "but remember, if we get a divorce it will mean no more shopping trips to Paris, no more wintering in Barbados, no more summers in Tuscany, no more BMW in the garage and no more yacht club. But the decision is yours."

Just then, a mutual friend enters the restaurant with a gorgeous babe on his arm.

"Who's that woman with George?" asks the wife. "That's his mistress," says her husband. "Ours is prettier," she replies.

