



Ipswich Ulysses

Newsletter #25 November 2015

Branch website: www.ipswichulysses.com Ipswich Branch Ulysses site: ipswich.ulyssesclub.org
Newsletter Editor: ipswichulyssesed@outlook.com

Visiting with NATCOM in Toowoomba

Al from Lockyer, President Helena, Ado Ipswich, Vice Pres Jen Woods & Neil Toowoomba



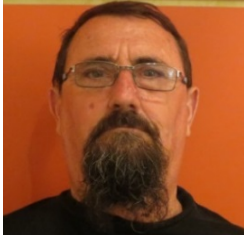
Telemachus Awards to very surprised members
Konrad and Amanda
Pics with Pres & Vice Pres NATCOM



Information nights: First Friday of each month at Karalee Tavern, 78 Junction Road Karalee. Starts at 7 pm – come along for dinner earlier if you like

Branch rides first and third of each month with SOCIALS any time ... **see website for details**

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2015

Committee

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Secretary



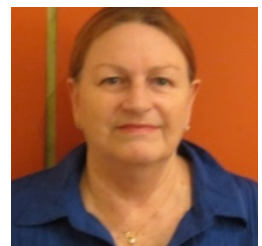
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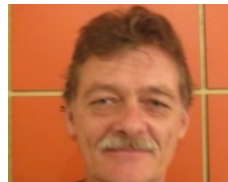
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Ado's September Air Spray

Welcome to the November edition of the Ipswich Branch of The Ulysses Club Inc.

October saw the arrival of the branches 2nd Birthday. It seems ages since the project was just in the embryo stage and now we are walking and talking, evidence that "If it you build it they will come". Since its inception many members have stood up to assist in the rearing of the baby and are taking the branch to their hearts. I personally want to thank each and every one of you who have declared that the Ipswich Branch is your home. Yes, we are all Ulyssians under the one Club brand but it is heartening to see that a lot have made the declaration that Ipswich is the main branch they wish to align themselves with. Every branch of the Ulysses Club is unique and that is why members choose to align themselves with particular branches even though there is plenty in South East Qld to choose from. I believe the Ipswich Branch members are on the right track and the branch is getting a great reputation in our city.

Amanda and I went to the National Committee meeting in Toowoomba two Saturdays ago. It was interesting to see how they operate and how the National President keeps the meeting moving and on track. We were present to hear the NATCOM committee give their personal reports and also were given the chance to ask a few questions of them. It was because of this they have decided to give the branch regalia officers more time to peruse the specials for the coming month before the general membership get notified. If you wish to find out how that helps Denise with her position on your committee, I am sure she would love to tell you. Later on in the night all representatives of the SEQ branches met with our National Committee to enjoy a meal with them. I am proud that we had most of your branch committee in Toowoomba to share the experience. This was not a free bee and they all paid a substantial amount of their own money to be there. This is a sign your committee is interested in our growth and also looking for signs where we can improve the ways we look after the branch.

As you will see from the front page of this on this Newsletter we are proud to announce that Konrad Walters Medal number 55 and Amanda Pamenter medal number 57 were presented with Telemachus Awards by our esteemed president Helena at the NATCOM dinner.

What is the The Telemachus Medal is designed to acknowledge members contributions to the Branch with which they have chosen to be aligned. Whilst still maintaining a meritorious standard its intention is to recognise service which is above and beyond the normal expectations of any member.

The branch has been invited to be part of the Christmas Lights Parade 20th November. We will field your views on our participation and understand any reluctance on your part because of the toll it takes on the motorbikes, but nevertheless will be going ahead. We have been given a position at the very back this year so we can show off our machines to the best of our abilities, Not many weeks before it's a goer. In fact, it is a fortnight forward from our November information night. Also it is the Friday night before the Imbil Rally, so Amanda and I will be heading off on Saturday morning to camp one night.

The branch's first camp over has been done and dusted. 10 motorcycles and 2 cars made their way up to the Bunya Mountains to freeze our butts off. Well some of us did, others had hard bed with electric blankets. Although it was cold, I loved the chance to have a social chat and spend time with such lovely people. The true trial of friendship is not leaving your mate behind and this was put to the test BIG TIME. After packing up the campsite and everyone being ready to head home it was then I found out that I couldn't find my keys to the bike. Every hand was on deck and after feeling for the obvious places in my pants, coat, vest etc they still didn't appear. SO, out comes everything from the trailer, The tent was pulled out and searched, my blanket, in fact just about everywhere that could be thought of and some that wouldn't be thought of. Even the Bower Birds nest was checked, and the bins. Then I retraced my steps of the night before to Kon and Dollys unit where Toddy found the keys lying in the long grass... Thank goodness now we can go on our way.. I think my VTX knows he is about to be replaced and guess what. The bugger wouldn't start. Yes the battery was flat. A Huge thankyou AGAIN to those who gave me a push start to get me headed for home. I understand that Daffy took a fair tumble when the bike decided to cooperate and fire up. All in all, it was a great experience and I look forward to the next branch camp over. Maybe Imbil?

I am due to attend the South East Qld Presidents Meeting Sun 8th Nov. If there is something you think should be passed on then please contact me before then. I would assume there will be more dates to be placed on the calendar as branches finalise their events. The Ipswich Branch will be putting forward the 15th May as the date for our D.V. Ride. Erik will be attending with me.

While up at the National Committee dinner, we got talking to Colin from the Gatton Riding Group. He with three others are keen to change their status from a riding group to a fully fledged Branch again. Kon and I attended a Motorcycle Swap Meet in Laidley on the 24th Oct to assist Colin and another Gatton member with ways to promote a ride they were having the next week. Although we had limited success on the Saturday, Colin texted me to say he had 15 enquiries on the weekend. I left paperwork with him that Amanda had supplied including membership forms, riding information, Ulysses information and lots more. Let's hope they get good use and they have an abundance of enquiries in the next month or so.

Riding On – articles have been submitted by Mick & Paula & Amanda and myself about purchasing our motorbikes because we participated in test rides at AGM. If there are any others who purchased a bike because of a test ride at an AGM, then I would love to hear about it. This came about because of a conversation with NATCOM about the importance of the manufacturers attendance at the AGM's and the need for feedback to them. Also Marita has submitted a report about her ride across Australia. They tell us they are just like Kon and his webpage and are always looking for members to put in stories or reports. Kon has also submitted a Branch Photo to the main Ulysses website.

Just a small example of how the Ulysses extended family works: Barry Davis –The President of the Gold Coast Branch took a bad off recently but received lots of support from other branches and is now on the mend. Reports are that he is already looking for another bike. Barry had emails about him flowing freely with his welfare a great concern to all and it is good to see that we look after our own.

The Christmas Party Break up is on the 19th December at the Jets Leagues Club. Cost is a nonrefundable \$10 per person and you can bring your partner for the same cost. The branch will be subsidizing the meal for the rest of the cost, mainly through the generosity when you all buy raffle tickets at the information night. It is a three course meal and any dietary requirements can be

looked after. Money MUST BE PAID to Paula our Treasurer either tonight (preferable) or make arrangements to be paid BEFORE the night. I believe a great time will be had by all.

Can I just pass on to our members from the National Committee, a reminder that when we are in public and are wearing the old man logo that we conduct ourselves as we should. We are social club of members who have reached the age of 40 years old firstly, and bike riders second. It is disappointing to be out and about to see some members of the club forgetting that the Ulysses Club has a wonderful reputation and their actions bringing down other members who are around them. If you have a beef with anyone or anything in particular, then please see if the problem can be worked out in a civil manner to the betterment of both parties without bringing more people into the debate.

Don't forget to keep checking the webpage for things to do and places to see. This includes ride leaders who are always wanted to lead our branch rides. It was also decided at the last committee meeting that Tail End Charlie will wear a visible fluoro vest to identify themselves as our tec. We have plenty of vests and we will be bringing them along on the rides. Please make sure it is the rider who wears the vest if you are t.e.c and the pillion if there is one on the ride leaders bike.



There is a new ride in the branch as well.. Let me introduce Amanda and my new Indian Chief Vintage. Rides like a dream and only comes out in fair weather.

Below is a picture of the SEQ Presidents with the NATCOM Committee at Toowoomba.



Keep it Legal – I's a Watching .Ado

NATCOM - 2015 UCARF Raffle Tickets

\$5 each with the winners will be drawn at the AGM in Launceston on Saturday 5th March 2016. We do have a few books of tickets available – and will sell them over the coming months. Funds raised go to Ulysses Club Arthritis Research Fund (UCARF).

1st Prize: Fully restored 1997 MZ Scorpion Motorcycle (once owned by **Old #1 Stephen Dearnley**),. Free delivery within Australia – transport sponsored by P.B. Motorcycle Transport.

2nd Prize: \$2000 cash sponsored by QBE **3rd Prize:** \$1,000 cash sponsored by QBE

See Amanda for your tickets

Some info on Age Badges and Length of Membership Badges from the Guidebook for Members

Age Badges.

Badges' signifying a member has attained the age of 60 years, 70 years, or 80 years are available by contacting the National Administration Office. There may be occasions when the Club database does not hold information on a member's date of birth, and in that circumstance, proof of age may be required to be supplied before a particular age badge is sold to the member. Supply of the 70 years and 80 years age badges will be at the Club's cost, complimentary to the member upon application. The 60 age badges are at the members cost.

Length of Membership Badges.

Subject to confirmation of records, badges indicating continuous membership of the Club for a period of 10 years, and then in increments of 5 years, are available for members to purchase \$5.00 each. The 25 year membership badge is complimentary on individual application.

A member wishing to purchase a length of membership badge should contact the National Administration Office.



Ken "Buzz" and Ross "Kermit" at the 2014 Night Light Ride



Saturday
19 December 2015

Your Invited to celebrate with us

This year we are having our party at the **JETS Leagues Club, 15 Downs Street, North Ipswich** where we will be letting someone else do all the work for us.

We will be enjoying a 3 course meal (dietary requirements will be looked after). Drinks are available at bar prices.

We are asking active branch members to pay \$10 towards their meal with the branch paying the balance. Please see Paula our Treasurer to RSVP and pay your \$10 and let her know about any dietary requirements.

We are finalising the finer details and will have more info available on the website and also next months Newsletter.

Wear a Christmas Hat and bring your battery operated Christmas toy for your table.

Invitation open to active branch members with limited spaces available

Sheriff's Court

James "Windsucker" 50255

Another great meeting seeing it was a long weekend. The attendance was good and the fines were as follows:

Amanda was giving \$1 for being Disgraceful in that she licked cream off her sleeve while having coffee and cake
Ado For forgetting to get his tools at Somerset Dam and not going back for them
No Gas in the bbq trailer
Silver Fox & Me For going the wrong way
Angry Got fined \$1 for just being himself as he is always guilty of something
Konrad For blaspheming

BIRTHDAYS

Mick "Noddy", Paula, Vince and Wal
"Mad Dog"



The Mishap Award was given to two riders:
Blu Ray and Ado
Thank heavens there were no injuries

Quote of the month

The best revenge is success, and
revenge is best served cold.

Just a quick note on our ride for Fort Lytton.

What a great day! Highlight of the day was the smoke ring from the big cannon. Thank you to Gunther for towing the trailer and his helpers with the BBQ. Thanks Silver Fox for taking us there



"Windsucker"

Also...Please ride to your ability, some people find it confronting riding with a group. Please don't worry, we have enough experienced riders to guide you through.

Threads for the Web



Website or Web site:

A set of interconnected webpages, usually including a homepage, generally located on the same server, and prepared and maintained as a collection of information by a person, group, or organization.

The Internet has a language all its own. Here are some words to browse by.

Blog or Web log: A chronological, online diary of thoughts, ideas or events taking place in the owner — or blogger's — life.

Hyperlink: An online section of text or an image that, when clicked, automatically connects an Internet user to related information or Web pages.

Search engine: A program that searches for online Internet information based on key words. The search produces a list of related Web sites.

Password: A secret word used to confirm your identity when you log on to a Web site.

Internet service Provider or ISP: A company that provides Internet access to consumers.

Virus: A malicious program that can make your computer “crash,” behave erratically or destroy files. Viruses are often spread by e-mail or file-sharing programs.

Hacker: An individual who remotely accesses and tampers with information on other individuals' computers, either legally or illegally.

Chat rooms: Online gathering places where individuals with common interests “meet” for discussions that appear almost immediately on the monitors of other chat participants.

Bulletin Boards: Electronic versions of the old-fashioned bulletin board where messages are posted for others to see.

Filters: Programs that screen Web pages to determine whether they should be displayed to users. For example, parents can install filters that prohibit their children from accessing pornographic or other objectionable content.

Profile: A short, succinct Internet “resume” that lets other Web users know a little about you and your interests.

(taken from USAA Educational Foundation)

Ipswich Branch website is at: www.ipswichulysses.com
Ipswich Branch email address is: ipswich.ulysses@zoho.com

Konrad Walters

Lumberjacks Road Rash



Hi folks,



We are now entering the “silly Season” or X-mas Season and many things are happening. Same goes with rides. There are a lot of rides happening and we probably can’t participate in all of them, but here are some of them listed below so you can look through them and take your pick. We aren’t having any ride on the 3rd. Sunday of December as we are having our x-mas party the night before and a lot of people are too busy doing other x-mas chores so not many would turn up for that ride.

As for the first ride next year, we are making that a short one as well as this is part of the new-year long weekend.

As for the people who wants to go to Imbil: It is happening at Borumba Deer Park, 1133 Yabba Creek Road, Imbil. Or if you have a GPS, just set it to: S26 29.437 E152 36.111 and it should get you there.

There are a few of us going and I will be going some time on Saturday morning. Just ask if you want to go together and we can meet up somewhere.

Ipswich branch rides and rides of interest:

Date	When	Where to meet	Ride leader	What’s happening	Distance
15/11/2015	09:00 am.	 Yamanto	Erik/Redlands	Joint Ride with Redlands Ulysses	?
20-21-22/11/2015	Friday to Sunday	Imbil		Imbil Rally (Ride of interest)	
20/11/2015	Friday night	Christmas Lights Pde Check website.		For more info, check our website for the latest	
28/11/2015	07:30	Karalee shopping centre	T.B.A.	Patriot DV ride. Leaving Petri market at 09:00. Finishing at Narangba (Ride of interest)	
06/12/2015	09:00	 Yamanto	Erik	Coffee Run to Canungra and maybe shopping spree at Mt Tamborine	Short

Did you know?? Condoms don’t guarantee safe sex anymore.

A friend of mine was wearing one when he was shot by the woman’s husband.

The agony of ageing.

On the morning when daylight savings ended, I stopped in to visit my aging friend.

He was busy covering his penis with black shoe polish.

I said to him, “You better get your hearing checked – You’re supposed to turn your clock back.”

See you all on the rides and ride safe. Erik (Lumberjack)

RIDES OF INTEREST

Check out our Website www.ipswichulysses.com there is almost always something for you to do.

Warwick Branch Annual Endeavour Clients Ride

15 November

Open to any branch attend to pillion up with a client for a ride for approx 1 hr, join them for refreshments, games and BBQ lunch with family and carers of clients. Meeting at McDonald's Albion St, Warwick for a 9:30 departure finishing at Leslie Dam for lunch

Finishing approx. 12:30 – 1 pm

Some clients do have their own gear, however if possible, please supply helmet, gloves and a jacket or vest.

If available, Please contact Elaine Wenham, Secretary, Warwick District Branch. Email wenhome@bigblue.net.au or ph 0407 937 199.

26th Imbil Motorcycle Rally



20th – 22nd November 2015

Borumba Deer Park, Yabba Creek Rd, Imbil

\$25 per person includes Badge & camping (Bikes)

\$30 per person includes Badge & camping (Cars)

(Children under 12 free - NO badge, No day passes)

- Bar facilities available – some beers, mixers, slushies, soft drinks and bottled water
- Food catered for by Lions club and food vans – Friday night to Sunday breakfast
- Free tea and coffee – by Lions club
- Free hot showers and toilets
- Friday and Saturday Night entertainment
- Saturday Night theme – BLACK & WHITE
- Major Gate Prizes + raffles
- Helmet toss Friday arvo & Gymkhana Saturday arvo
- Rally T-shirts and stubby coolers available
- NO GLASS, NO PATCHES, NO ATTITUDE

All cars to be parked in Sherwood Forest Camping area – NO EXCEPTIONS WILL BE MADE

LRTMC or the property owner can take no responsibility for any loss, damage or injury to any person, property or equipment whilst attending or travelling to or from the rally site. Also reserving the right to refuse entry to the park to any undesirable persons.



Event Details

Event : Christmas Twilight Parade 2015

Date: Friday 20 November

Time: 6.30pm—7.15pm

Location: The Parade route will be moving from Darling Street into Waghorn Street, Brisbane Street, Bell Street, Bremer Parade and Ellenborough Street and back to Darling Street for dispersement. Those in walking groups are welcome to disperse at Union Place to join the celebrations at d'Arcy Doyle Place

**Please make sure you check out the
Website for updates on times etc**

Dare to Ride (Against Domestic Violence) - 28th November 2015

- Ride Coord - Dropper.
- Meet at Church 0700h.
- Depart 0715h to Petrie Markets.
- Registration from 0730h @ \$10 Donation.
- White Ribbons on sale.
- Ride departs at 0900h from Petrie Markets, via a mystery route and 2 stops concluding at "The Church", boundary Road Narangba.
- Food, drinks and raffles.
- Come along and support this worthy cause to help raise awareness whilst building a network to stop Domestic Violence.



SAVE THIS DATE
5/12/15



Mt Lindesay Ulysses Toy Run

Location: Middle Green Sports
720 Middle Road
Greenbank

Time: 3pm



\$10 entry for Mt Lindesay Ulysses Toy Run – includes Patch & Lucky Door Prize
Show & Shine for Cars & Bikes- \$5 entry (all money raised goes to Charity)
Sausage Sizzle * Live Band * Kids Games * Face Painting*
Sports Club Licenced BAR will be open
Bar meals will be available



Show & Shine
\$5 entry



Ulysses Club Inc.

Hosted by Lockyer Branch
Circa 1996



19TH ANNUAL IPSWICH TOY RUN 13TH DECEMBER 2015



In aid of the following charities:

Salvation Army Christmas Appeal
Ulysses Club Arthritis Research Fund (UCARF)

We invite you to become part of the festivities by participating in the ride, donating a toy or by coming out to see Santa and the motorbikes as they pass.

- **Where:** Ride departs Brassall Shopping Centre (Hunter St)
- **Time:** Registration begins from 8 a.m.
- **Depart:** 10.30 a.m.
- **Cost:** free or \$20 includes breakfast, patch or pin & perpetual draw ticket
- **Finish:** Ipswich Show Grounds - Greyhound Pavilion

Route follows:

Brassall Shopping Centre, Workshops St, Vogel St, Gregory St, Arnold St, Grace St, Wulkuraka Railway Bridge, Dixon St, Aspinall St, Taongarra Rd, Old Taongarra Rd, Lobb St, Warwick Rd, Ash St, South Whitehall Rd, Cascade St, South Station Rd, Robertson Rd, Chermide Rd, Salisbury Rd, Ipswich Showground

All bikes to be in the parade on the showground oval at the conclusion of the ride (Keep following the leader)
Bikes are not locked in

CONTACTS

Alan (Mousey) Gray - 0427 033 592
Ian (Foggy) Winter - 0409 277 087
Email - lockyer@ulysses.org.au



SUMMER OF THE BIKE

Sunday November 8, Sunday November 15, Sunday November 22

DON'T MISS OUT!

SUMMER OF THE BIKE

Sunday November 8, Sunday November 15, Sunday November 22 - 8am-2pm

For bike enthusiasts across Australia, summer cannot come quick enough. To celebrate the summer riding season Shannons will be hosting a series of ride days, including food and coffee at some of the best ride destinations across Australia.

Shannons Summer of the Bike will be held across three Sundays in November. Shannons staff will attend each event to talk about all things bike and give you the chance to win great prizes. Plus, if you request a quote from the Shannons team you will receive a voucher for a free refreshment and snack at the participating venue. Enjoy a great weekend ride with fellow bike enthusiasts, join Shannons Summer of the Bike at the ride locations detailed. See you there!

DATES & LOCATIONS

Shannons Summer of the Bike will be at all of the below locations between 8am and 2pm on **Sunday November 8, Sunday November 15 & Sunday November 22**

NEW SOUTH WALES
The Old Road Café, 170 Pacific Hwy, Mt White
Pie in the Sky, 1858 Belles Line of Rd, Kurrajong
AUSTRALIAN CAPITAL TERRITORY
Gunna Ooo Bakery, 18 Gibraltar St, Bungendore
VICTORIA
Irvine 4 Café, 96 Ridgway, Mirboo North
Marysville Country Bakery, 17 Marchion St, Marysville
TASMANIA
Gateway Café, 1 Charles St, Orford
QUEENSLAND
Bellbird Creek Café, 3409 Maleny-Kerliworth Rd, Kerliworth
Old Fennell Bakery Café, 1496 Brisbane Valley Hwy, Fennell
SOUTH AUSTRALIA
Cudlee Café, Lot 27 Gorge Rd, Cudlee Creek
WESTERN AUSTRALIA
Cola Café, 128 Stirling Terrace, Toodyay

WIN A CONTOUR ROAMS CAMERA & KABUTO A83 MAYERBICK HELMET

Shannons will giving bike enthusiasts the chance to win a Contour Roams camera and a Kabuto A83 Mayerbick helmet prize pack valued at \$699.50!

The Contour Roams camera is the worlds most versatile action camera. Featuring a 270° rotating lens, built-in laser alignment, instant on recording, quick photo mode and it's waterproof up to ten metres. The Kabuto A83 Mayerbick helmet is super lightweight and aerodynamic, designed for all day comfort and is loaded with features.

There will be seven prize packs up for grabs, one for each state/territory listed above. See terms on reverse.

To enter just register your details when you're at any of the Shannons Summer of the Bike locations. Plus, get a quote on your car, bike or home and receive 3 extra entries.

GOOOOOOOD MORNING VIETNAM!! By Julz and Doogee

Sin chao!

We just got back from 10 days in beautiful Vietnam, where we spent time with my brother James and his wife Wendy plus some other friends to celebrate my brothers 50th birthday. There were 10 of us all together and we met at our first stop on the rooftop bar of the Rex Hotel in Saigon. Cocktails and a live band on the rooftop of a five star hotel sure is a great way to start a holiday!

One of the first things we noticed in Saigon was the number of scooters and motorbikes – all of which are called Honda's no matter if they actually are a Honda or not! There are about 11 million people in Saigon, and apparently 7 million Hondas. There are road rules – but hey, who cares! They just go where they want, including on the foot path, the wrong way around a round about, and through a red light. I think the most people on one Honda we saw was about six, and that was a whole family with Dad driving, Mum on the back, and various children of all ages in between! We saw a young man with a fridge strapped to his back that he must have just picked up from the local appliance store, and we saw someone trailing a 10 foot long wooden ladder behind his bike! There are 90,000 road deaths in Vietnam each year, and so we chose to not hire a Honda to get around!

We spent a few days in Saigon and had a day tour with our local guide, Luc Nguyen, who showed us the sights. This included a trip to a park in the middle of the city where most of the locals go every day to do their exercise. Then it was to the café in the middle of the park, where people take their



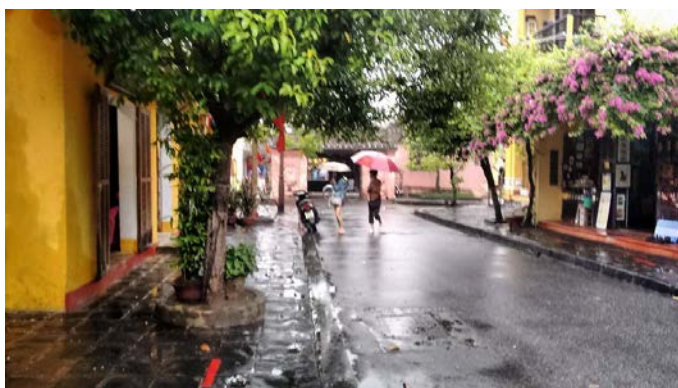
pet birds in cages and sit to chat and drink local coffee. Local coffee was cold, black and strong, or Luc offered us the “lady version” which was poured over cold sweetened condensed milk – YUM!

We also went on a day trip to the Mekong Delta, and this included a short river cruise to get to little villages down the backwaters. We saw how local alcohol was brewed, rice paper and coconut chewy lollies being made, and

Doogee even tried some “snake juice” which is an alcoholic drink that has a poisonous snake soaking in the bottle. Some of the other boys gave that a try, us girls decided to give it a miss. We also decided that kissing the fellahs was off limits for the rest of the day!

We visited the local markets, but didn't end up doing too much shopping. The prices were great, but the shopkeepers a little too pushy to be able to relax so we saved our shopping for later in the trip.

One night we found a little Aussie sports bar, and of course being the middle of the world cup semi's we found ourselves spending a few hours, enjoying a few brews and getting to know the locals. This young boy who was about 10 years old came in to the bar at about 10.30pm and started doing magic tricks- he was really good! He never asked for money so of course we gave him lots anyway. I asked him about his family and he said his dad died when he was little, and he helped his mum look after his little sister. He didn't go to school, but he read his sisters school books every night. I wanted to bring him home, actually – all of us girls wanted to bring lots of the kids home and feed them and love them!



We visited the Cu Chi tunnels which was where some of the bloodiest battles of the Vietnam war took place. It was quite horrific fighting, and the tunnels hid the Viet Cong and allowed them to cook and travel well hidden from the fighting above. We went underground into a tunnel for about 20 metres and were pretty damn glad to get out after that short distance. A few of the group

also visited the local war museum, but I'd had enough of the sadness for a day so went exploring instead.



After a few days exploring Saigon and the Mekong Delta, we hopped on a plane and flew a short distance to Danang followed by a short drive to Hoi An. Hoi An is in the middle of Vietnam and seems to have stood still for decades. Here things are a bit slower and so the shopping is better, and we were able to

just stroll around quite happily looking at the ancient town and exploring the shops and markets. It's very pretty here, and we had many

massages and foot rubs during our time in Hoi An. We also ate a little too much Pho (beef noodle soup) and the best Banh Mi (pork rolls) ever in the whole wide world, honestly and truthfully and without a word of a lie, hehe!

My favourite day of the whole trip was a tour with an



old friend of my brothers, Barney, who runs small tours. We rode on push bikes out through the city, into the rural area, through rice paddy fields and through vegetable gardens. On the way, we stopped at a little river-side family house where we were taken out in little round thatched boats to catch tiny crabs and the local family were so lovely – they couldn't stop laughing and we had boat races on the way back to shore (we came last!).

After this, we were riding through rice paddies and Barney said "not long now until we get to the Water Buffalo riding" – we thought he was

joking, but of course around the corner were the water buffalo and their guides! So, off we went on the back of these beautiful beasts through the water. It was so much fun, and it was even better because we weren't expecting it!



Next stop was lunch, where we got (another) foot rub, then some really yummy food, at a restaurant that is also a market garden supplying Danang and surrounding areas. If we hadn't have gone on Barney's bike tour we wouldn't have known that any of these things existed – it was just fabulous.

On the way home we had a 24 hour stopover in Singapore and arrived home completely buggered but completely happy! We would go back to Vietnam and explore some more – maybe up North next time! The people are so lovely and friendly, the food is amazing, its cheap, the shopping is good and you can also do the five star thing if you want to!

Tam biet! Julz and Doogee

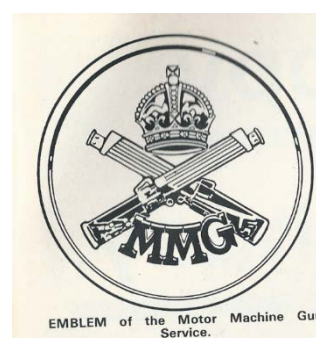
With Remembrance Day approaching I thought it would be nice reflect on the part motorcycles played in WWI. I found an article where Bob Currie tells of the sidecar outfits that went off to war. Very interesting read, I hope you enjoy – Lest We Forget. [Marita]

THE STORMING OF HILL 60

By any normal standards it was not a hill at all, just the double, 50ft-high spoilheaps from the makings of a railway cutting three miles south-east of the Belgian town of Ypres.

Locals called it Lovers' Knoll, but to the red-tab generals commanding the Ypres Salient in World War One it was Hill 60.

In the flat Flanders landscape Hill 60 was a thorn in the British side, for from its (relative) heights the German gunners were able to pin down the troops of the British 18th (Subsequently relieved by the 5th) Division, in their trenches a few hundred yards away. Something, obviously, had to be done about Hill 60.



Steadily, creeping out from the British lines under cover of darkness, men of 171 Tunnelling Company, Royal Engineers, worked away for three months in the early part of 1915, burrowing deep into the German-held hill and planting no less than 9,900 tons of explosives.

Zero-hour was to be 7.05pm on April 15 and as the day faded so an unnatural stillness settled over the scarred countryside. The expected big bang didn't happen and, instead, there was a muffled "whoomph" as

part of the hill cave in, taking with it 150 Prussian Guards and two unwary Royal Engineers.

Then the night erupted as every gun on the British sector directed its fire on Hill 60. In the early hours there was a lull in artillery barrage, broken by the unexpected note of a posse of two stroke twins, as the 532cc Scott outfits of No.4 Battery, Motor Machine Gunn Service, arrived at the rear of the lines.

Their crews unshipped the Vickers-Maxim guns and, under the command of Capt. H Gardons-Bird, passed through the infantry trenches.

At 7am came another signal and the sidecar men opened up, lending their considerable fire-power in support of the assault on the German positions mounted by the West Kens, East Surreys, and Queen Victoria's Rifles.

It was the first time the MMGS had been thrown into action and they acquitted themselves nobly, with Gunner J Rafferty, of No.4 Battery being recommended for the distinguished Conduct Medal. Later in the day the Germans counter-attacked and now No.5 Battery, commanded by Capt. J.E. Alkin, brought up their big vee-twin Royal Enfield outfits, unshipped guns and joined the battle.

Yet though British troops did gain the hill, their hold was tenuous, and by May 5, following a poison-gas barrage, the Germans were back in charge. And as PS to the present story, they were to stay on Hill 60 until June 1917, when more undermining – resulting in the biggest man-made crater of all time- dislodged them for good.

Obviously, the idea of a highly-mobile machine-gun force, which could be rushed from one section of the front to another to strengthen a local attack or help to repel a counter-attack, was a useful one. But it wasn't the original conception of the Motor Machine Gun Service.

A static war by troops in opposing trenches had not been envisaged and the first plan was that the sidecar gunners would shoot on the move, the outfits foraging ahead of the advancing army to nose out enemy positions.

It didn't work out that way, but in the new role of a go-anywhere strike force the Motor Machine Gun Service proved so effective that more and more batteries were recruited.

Where possible, batteries were raised in specific localities and so No.5 Battery, already mentioned, was largely made up of Coventry clubmen and ex-employees of the motor cycle factories. No.10 Battery was raised in Scotland.

Although Scott and Royal Enfield outfits were the first to be used with BEF, the War Office meantime had been evaluating what was generally reckoned to be the best sidecar model of its time. This was the 744cc Clyno Twin, designed by William Comery.

The three wheels were quickly detachable and interchangeable and a complete spare wheel was carried at the offside rear of the bike.

In February 1915 the War Office adopted the Clyno as the standard outfit of the MMGS and from then on it gradually replaced the earlier types. At first the front fork was a side-spring Druid, but this was soon superseded by the Brampton Biflex which offered springing in both the vertical and lateral planes.

As a separate regiment, the Motor Machine Gun Service ceased to exist in May 1917 when (by that time entirely Clyno-equipped) it was absorbed into the Machine Gun Corps. However, the make-up of the motor

cycle batteries remained unchanged and by the time the Armistice was signed in November 1918, there were 33 fully-equipped batteries on active service in France, Italy, East Africa and elsewhere, with still more men undergoing training at home. In all, the Clyno factory had supplied the War Office with no fewer than 2,300 outfits.

Composition of a battery is interesting. The usual establishment was 18 combat outfits, plus an additional Clyno with passenger sidecar for the use of the commanding officer, and four 550cc Triumph Model H solos.

The 18 combat machines were split into three six-outfit sections, in which two machines carried machine guns, two more were unarmed but equipped to carry guns (these were reserve outfits in case the lead machines were knocked out) and the remaining two were ammunition tenders.

The ammo outfits usually carried 2,000 rounds, plus water, petrol, oil, carbide and spare parts for the machine guns and motorcycles. When on the move, each outfit also carried the bedding and personal belongings of the driver and gunner.

January 1918 saw the existing batteries of the Machine Gun Corps strengthened by the arrival of the 1st Canadian Machine Gun Brigade, equipped with 744cc Clyno outfits exactly as were their British comrades-in-arms. In the same year, some batteries were switched from the Western Front to Northern Italy. Another battery, serving in German East Africa, severed a vital enemy railway lifeline.

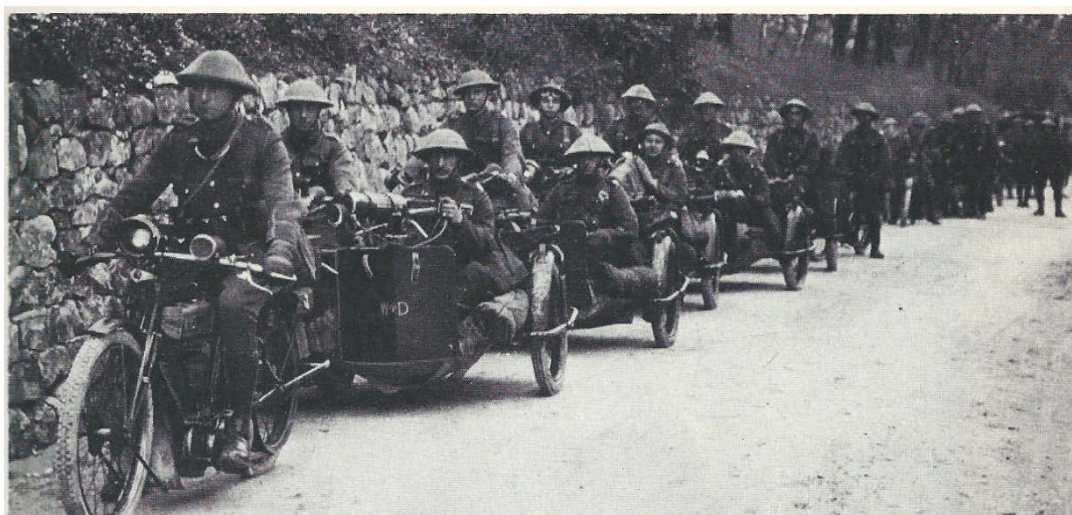
When the end came, in November, it was with a dramatic suddenness that left manufacturers unprepared for the return to peace. Wartime demand had led Clyno to expand their Wolverhampton works considerably and although Comery had prepared a new 8hp vee-twin with pivoted-fork rear suspension for peacetime production, he now left Clyno employment under a cloud (to re-emerge as Raleigh chief designer, with a all-new, rear-sprung flat twin of which, it was rumoured, the prototype had been built secretly at Chlyno's).

Catastrophically (as later transpired) Clyno boss Frank Smith elected to move out of motor cycle manufacture and, instead, challenged William Morris head-on by producing a cheap family car. Jimmy Cocker-who had been No.5 Batter's sergeant under Capt. Alkin at the 1915 Hill 60 assault – was given the job of Clyno's competitions manager. But that maybe is a tale for another time and another place.



ABOVE: Clyno outfits of a machine gun battery prepare to move off from their depot behind the British lines in France, led by an officer on a Model H Triumph. BELOW: Another view of the same unit. Although the passenger of the leading Clyno has taken up a warlike position, this was for the camera's benefit, and in fact guns were never fired on the move.





ABOVE: A column of sidecar gunners pictured in Northern Italy, early in 1918. **BELOW:** Again it's the Western Front, it is September, 1918, and the lads don an assortment of captured German helmets and caps. Machines are the ubiquitous 744cc Clynos.



THE GREAT BIKE HUNT by Ross A Schmidt

Hi Guys and Girls, as most of you know I received the busted bike award for my fallen friend the Yamaha 1100.



Not letting the lack of funds or enthusiasm dim my need to ride with our branch I decided to buy

another bike, mmmm, what to buy. After many days of research I have discovered all road sports bikes are made for people 10ft tall and I am 5'4" ft tall. Or I could buy another cruiser which is low to the ground like me, but unfortunately I have the need for speed and said cruiser weight 300gks and I weigh 30 kgs, well 50 anyway.

After some research I came upon a Kawasaki er-6f with enough horse power to keep me happy, nice

seat, good riding position, alas I was still short and the bike was too tall, more research was required and found several aftermarket bike parts companies with lowering kits for this very model, yay I was saved, I ordered one straight away and went and bought the Kawasaki. The bike was all I expected, except every time I stopped it was a bit of a balancing act, however I got my new steed home unscathed.

The next day I decided to show off my new steed to my brother at Deebing Heights, so off I went, on

arrival I attempted to ride up over his high gutter, oops, big mistake, I stalled and my steed being too tall, I had no- where to put my short legs, so over I went on to the road, I immediately jumped up with concern for my trusty steed, when I notice red cordial running out of my bike pants and into my left boot, I seem to have done myself some minor damage below the knee. After a quick examination by my brother and myself I suddenly came to the realisation that I required the services of an ambulance, as the foot peg had gone into my left calf muscle next to the bone and had done a considerable amount of damage to my leg.

After a nice ride in an ambulance with some nice paramedics to the Ipswich hospital, some shots of morphine, a dozen or so locals (oh they still hurt) and 30 odd stitches, I was on my way home for 2 weeks of convalescence.

Does the story end there, not quite, while I was convalescing my lowering kit showed up for my steed, I quickly had it sent to top gun motorcycle with my machine for repairs from the spill and the lowering kit, alas, the lowering link supposedly for my bike does not fit and the adjustable kick stand that came with it has the angle wrong and instead of pointing away from the bike when down, actually point under the bike when down, so much for buying stuff of e-bay from china.

So I have ridden my trusty steed home now it has been repaired, but alas it is still too tall and I am still too short, there's only one thing left to do, more research.

By Ross (crash) Schmidt.
#42697

FORT LYTTON RIDE by Bob “The Silver Fox”



On the long weekend on Sunday 4th October, with weather at a glorious ten out of ten, twenty bikes and twenty people left Yamanto at 9 am.

The lead Ride was “The Silver Fox”. Everyone was chasing my tail, which was flying in the breeze, and became a very easy navigation aid to follow. The journey was completed with relative ease, although those red lights did occur (sixteen in total) we scored a few green ones (that God).

I stopped at Wishart to rally us altogether and with the top new idea of Tail Ken Charlie, Ken (Buzz) riding up to the ride leader, meaning that all are correct and present, we then moved onto the Gateway Motorway.

On arrival at Fort Lytton we rode over to the rotunda and shaded trees to park our bikes. Our reservation for the area was a large written note on the table weighed down with a big stick, a very original and cost-saving idea.

Ian Webber from Fort Lytton came over to welcome us and explain the day’s events. I presented a small canon to him for display in the museum from Ipswich Ulyssians. He was delighted and thanked us all. There was a lot to look at – the military gun-crews in their period costumes, plus the band and two calvary horses and their riders (definitely not Melbourne Cup starters). A medieval fair of craft, woodwork, archery and period costumes was on display. Guided tours of the old fort and quarantine station were available to explain its part working operations.

At eleven o’clock we waited for the big band. The three canons in place were loaded and primed in military precision order. Orders were then given and ear plugs were inserted and then....FIRE!! The enemy were defeated and a large smoke ring (halo) showed victory. Yeeha! The Russians were defeated. Hail Fort Lytton.

After the battle, we returned for a well-earned BBQ lunch. The menu included top rissoles. On the river a large bulk carrier slid by, plus the Tangalooma Flyer and a few jet skis. We should have put in a crab pot and taken a fishing line, we might have caught something. We were all successfully fed and rested.

After packing up and rehitching Grasshopper’s Trailer to Gunther’s Goldwing, we were all home bound for a rest before a evening of grand final footy.

Thank you to all who helped out – it made the day and ride very pleasant

Bob – “The Silver Fox

Note from Amanda (The Branch Secretary). We received a thank you letter from Fort Lytton Historical Association (Inc) QLD thanking us for the donation “24 Pounder Cannon Model”, advising it will be added to the military memorabilia collection in the Museum at Fort Lytton. They also included a formal donation form which we have completed and sent back to them). Thanks Bob “Silver Fox” for your kind donation and for including our Branch in the donation. I will give you a copy of the letter as a keepsake.

RIZZO'S RIDE 01-11-2015

It all started on the Friday, I rode up to Ado & Amanda's to collect the barbeque trailer had a chat with Ado and a cup of tea with Tony (SPOOK) next door, after Ado finding the keys left in my bike it was time to go home.

Saturday got up and went shopping early to get supplies, catering for twenty people for barbeque. Rizzo does not like shopping so we were in and out within half an hour, Saturday afternoon was spent slicing onion and Rizzo making her home made mince patties. Sunday up early went for ice loaded trailer and left home at 7:30 am, we got to Yamanto around 8 O'clock and started waiting for others to show up. Waiting, waiting, waiting, at about 8:15 tony arrived and then James about 5 minutes later, by 8:45 we had 9 bikes with 3 more to pick up at Waterford hotel these riders were from Albert Valley Branch. Five minutes to go Rizzo started to give her pre ride talk and pick a tail end charlie being (James) at 9 O'clock and we set off heading down Centenary hwy taking the Inala off ramp then

Heading through Wacol industrial estate to link up with Johnson rd heading for Browns Plains turning off at Hillcrest taking the back way to Green rd then through Boronia Heights, Regents park, Park Ridge, Chambers Flat, Logan Village, Waterford, then on to Beenleigh for morning tea at Rizzo's unit with cookies cake tea & coffee. When we stopped at Beenleigh they all asked where is the shop, we parked outside of a church Over the road from Rizzo's unit James thought we were going to church to have (confession) he said that we will be there all day. Forty-five mins later we were back on our bikes and heading down the M1 to Yatala

Turning off at Stapylton then going through Gilberton, Woongoolba, then ending up at Cabbage Tree Point at midday for lunch. With all hands on deck it was not long before everything was set up. We saved on gas by using the council barbeques at no cost a big thank you to Steve (Angry) for doing the cooking. A good feed was had by all along with a lot of lively conversation and laughter till it was time to pack up and head home.

On behalf of Rizzo and myself we would like to thank everyone for coming on the ride and making it the best day ever thank you. Ride safe from Ray (BENO or BLUERAY)

Not camping on the Bunya mtns. By Konrad

Would have been nice to ride to the Bunyas, but life being what it is, we decided to use the tin top. After the wet week, I really thought it would be wet drive, but the Qld weather once again came good for us.

We had an uneventful if boring run to Oaky, where we met the packed to the gills riders from the branch. After getting some very nice bread and not so nice coffee, we set off for the rest of the trip, staying behind the group.

Apart from having to drive over a couple of pretty bad stretches of dirt and worrying about Toddy's swag coming off the back of his bikes (which I wouldn't have swerved to avoid if it had come off), and riding over multiple flood causeways, we got there without any problems.

It didn't take long for the group to find their spot, Dolly and I went to check out our accommodation. Was a bit worried to find a guy working on the lock of our cabin, the previous persons had lost the keys??? Luckily, no burgler came to visit!!!



Once we got settled, went to see what all the fuss is about camping. It does look like a lot of fun, especially watching all the action from afar. Couldn't hear too much swearing, but there were plenty of hammers swinging and people running about trying to get things organised as quickly as possible. And before long order reigned again, and all set back and relaxed with a cool ale or whatever. Dolly didn't think too much of my organising, as I left our chairs

at home, so on the ground we sat, while everyone around us relaxed on their camp chairs.

A few of us went for a walk through the bush, keeping a worried look out for any bunya pine nuts, getting hit by one of those would inflict one doozy of a headache.



There probably isn't too much to do in the Bunya mtns, but the tranquillity and fresh air make it worthwhile. And talking about fresh air, as the night wore on, the air got fresher, no, it got bloody cold, so much so that the electric blanket went on at bedtime. I wonder how the campers got on!!!

In the morning, we were surprised at how quickly everyone packed up and was ready to go. Well, there was a bit of a delay while we hunted for Ado's bike keys and a further slight delay getting said bike started. After a quick push by a couple of members, the Honda 1800 got going (not before Daffy executed a dive worthy of a top athlete).

So my opinion of camping? Go for it, it's a lot of fun, I would love to watch it again anytime.

Thanks for a great weekend, Ipswich branch.

My Birthday Present

Marita Williamson

I have learnt a very valuable lesson in the past couple of weeks. Don't get excited when your hubby says he's bought you a bike for your birthday.

Back in March of this year my hubby surprised me by getting me a new motorcycle for my 50th Birthday (which is not until November). Now you're possibly thinking what a wonderful husband this woman has BUT the new bike came with a few catches. Firstly, there were 2, 1 for him and 1 for me. Secondly it wasn't a Triumph or a Harley but a 230cc SkyTeam V-Retro (a Chinese Import) and finally the bikes were in Perth and still in their crates. To get my present, we had to fly to Perth, build the bikes and then ride them back to Ipswich - via the centre of Australia.



I grew up riding motorcycles around paddocks but gave that up when I got a car. Bikes were dangerous according to my father and his daughter wasn't going to have anything to do with bikes or bikers. It wasn't until I met Mark that it all changed. I got my licence and bought my beloved Triumph Speedmaster. I ride with the Ipswich Branch and commute 50km per day to work but it had been over 33 years since I had ridden any dirt tracks.

Anyway, I didn't let this phase me and allowed him to continue planning, growing evermore fearful as each month passed. Finally it got down to weeks and then days and I realised I was still living in denial. What the hell was I getting myself into? Mark had done the crossing a number of times but me? Was I really up to it?

I wasn't fazed when I was told I could only take limited clothing (riding pants and 2 shirts) – we needed to travel light and the more clothing & accessories I took the less room there was for essentials such as fuel and camping gear. So on the 16th September with the cloths on my back and another set packed inside my helmet we flew to Perth.

The next 2 days (Thursday & Friday) were spent building the bikes. Mark had paid \$1995.00 each for the registered bikes but had them delivered unassembled so he could make some modifications. He replaced the front tyres (Pirelli) and tubes (Bridgestone), disassembled and serviced the forks for a softer ride, change the cooking oil inhabiting the sump to Penrite15W50, fitted DID O-ring chains and finally mounting a rack and top box.



Having completed the assembly process, Mark rode HIS bike around the block and promptly pronounced BOTH bikes "good to go". The plan was to start our ride from Kings Park

at sunrise however having unexpectedly lost the best part of 1 day assembling bikes we decided to leave from the Perth hills the following morning. So with 2.3km on the odometer of my bike and 4.2km on Mark's we left Sovereign Hill in the evening of Friday 18th, Mark's birthday for my birthday ride! The running in process was 90km through peak hour traffic on loaded 'mini bikes' to Kings Park in Perth for some photo's. This would signify the beginning of our ride across Australia.



Day 1 – Saturday 19/9/2015 – The morning was overcast with light rain on occasions but freezing bloody cold. We were up and on the road by 6.30am to travel the 676km need to get to Menzies that night. We travelled North East on what you could say was an easy ride - if your bike could go faster than 85Kmh per hour! Yes that was top speed so as you can guess most of our time was spend on the shoulder of the road letting all the trucks and cars past. As we travelled east though Merredin and Southern Cross we realised that fuel might be an issue as we were only getting about 250km out of a tank, this dropped to 225km from Southern Cross & Kalgoorlie. The headwinds were killing us. From Kalgoorlie we

headed north to Menzies for the night arriving a little after dark and set up camp with no problems to report. At least tomorrow there will be no headwinds.

Day 2 – Sunday 20/9/2015 – It was up and out early today as we had a massive 779km ahead of us. The start of the day was easy with the road from Menzies to Laverton being bitumen (228km). At the Leonora fuel stop we had bacon and egg rolls and hot coffee while Mark bought what can only be described as a can of dog food, I hoped that was not to be our lunch! Mark informed me that the next part of the ride there would be a bit of dirt and a bit of bitumen also, he didn't tell me that the 'real' the bitumen was 1200km away though. Laverton to Warburton, 551km, would be all dirt. It was hard packed but the corrugations were not great if you dropped below 60km. To avoid being shaken to pieces we need to keep the speed around 80km per hour. It was on this road that I saw my first Camels. They were just standing on the side of the road watching everyone go past. Most times they ran beside us and then off into the yonder but one did decide that he was going to cut me off. Luckily I was going slow enough to avoid him; I didn't see where the other 2 dozen camels went.



Darkness fell with about 200km of dirt left to ride. With the darkness came the discovery that the lights on the bikes were useless and I could only see a couple of metres in front of me even on high beam. As the camp ground at Warburton is a fenced enclosure we needed to get there early enough to be let in so we needed to really push the bikes with very limited vision. Ok, this I will concede was my first "but I'm a girl" moment. Doing multiple deals with anyone and everyone in my head but knowing that I had to suck it up and get on with it. I was literally overwhelmed when we



came to the bitumen on the outskirts of Warburton. I thanked those who had delivered me safely to this spot. Alas it's a cruel joke as it only lasted for a while and then you're thrown back into dirt. Even the locals don't know why it's there. At about 9pm we finally arrived at the compound tired, hungry and desperate for a shower. Mark 'cooked' the can of 'muck' on our camping stove, our 2nd meal for the day.



Day 3 – Monday 21/9/2015 -We needed to get fuel before we could start our 551km journey (plus pay for our camping) however the fuel shop which was also the campgrounds didn't open until 9am. Walking out of the compound was like walking into peak hour at central station.

Literally every man, woman, child and their dogs were there (plus a woman with her Persian cat sitting on the dash of her Hilux – yes I kid you not). Today we were to travel from Warburton in WA to Yulara (Uluru) in the Northern Territory. The dirt was lovely to ride until we reached Docker River (Kaltukatjara). Then the nightmare of sand began. Dirt I love, could ride it all day but when you throw in the occasional piece of sand to slow you down it's exhausting. It was also on this road that the rack attached to my bike decided it didn't want to play the game anymore. The combination of corrugations and load (extra fuel) had broken the clamps securing the accessory rack to the OEM rack. Hubby was way in front and didn't notice that I had pulled up. I had the fasteners in my bag but no tools as they were in hubby's tank bag. It was literally minutes after I had found my nail file and put my MccGyver hat on that he reappeared (Darn). Rack fixed in 10mins and off we headed again.

This was another day where we were forced to ride into camp in the dark however the journey was made even worse by the sand. Insert second "I'm a girl" moment with again lots of promises to every man, his dog and even his camel to get me though this one. You could say that day 3 was not a good day for this little black duck. The bikes had been performing phenomenally well which made me think – if they can do it then what the hell was I crying about. Right at this moment Mark commented that this is the type of 'fun' that he and his mates have when they do their endurance rides; finishing with "are you having fun yet"? My response is unprintable but I'm sure you could hide a body out here no problems at all! At about 10.15pm (local) we pulled into the car park at Kata Tjuta (The Olgas). Couldn't really see much but there was bitumen and I was the happiest girl on the planet. I didn't even care that I ran out of fuel before we got to the campground or that we couldn't get a wine upon arrival. There was bitumen and a hot shower. Note to all, you have to be booked in to be served at the resort hotels. In regard to fuel, we only needed 2L of the 10L spare fuel we carried.

Day 4 – Tuesday 22/9/15 - Finally a sleep in! No getting up and riding for 500+k's. After doing the check in thing and putting some washing on we were back on the bikes but this time to do some sightseeing. It was off to see "The Rock". All the upsets to get to this point were forgotten as we gazed upon its splendour. After taking about a million photos and a short walk around the rock we were off to Kata Tjuta. I can't decide which amazed me more, Kata Tjuta or Uluru. Kata Tjuta was so much bigger and although only 40km apart they were vastly different. My favourite moment of the day was stopping at the Kata Tjuta viewing platform and being able to look over my shoulder and see Uluru. We did the customary sunset at Uluru, however where everyone was taking photos of themselves or their kids in front of the Rock we lined up our bikes. Mark was having fun with some European visitors in particular a newlywed Austrian couple on their honeymoon who had read that everything in Australia was out to kill them; animals, reptiles, fish, birds and wombats. After finding out that Austria is appx 720km x 420km Mark announced that we had travelled 1610km just to get out of the first state and we wouldn't see a traffic light for appx 4200kms, Yep this island is a big place.

Day 5 – Wednesday 23/9/15 -Today's journey was to take us from Ayers Rock Resort to Oodnadatta (712km). The road would be bitumen to Marla (499km) and then back on the dirt. We, like everyone else just stopped for a quick happy snap at Mt Connor on the way to Erldunda. So much bigger than Uluru and totally ripped off when it comes to tourism. Turning onto the Stuart Highway I realised that our holiday was almost over. The "big" event (Uluru) was complete and the rest of the road home had been travelled before so nothing would be new and exciting. Stopping at Kulgera for lunch the decision was made that rather than turning onto the Oodnadatta Track at Marla we would continue down the bitumen to Coober Pedy and then cutover to the Oodnadatta track at William Creek. This would put us back on track to be home by Sunday. We would now overnight at Cadney Park (150km north of Coober Pedy).

Darkness fell on us at Marla. Although it was bitumen this time, this section of road is all unfenced so not only did we have to deal with the Road Trains but cattle on the roads as well. Our speed was kept to 60km per hour for safety. The journey took us about 3hrs but at least there was no pitching the tent when we arrived. Budget accommodation was a room with shared facilities but it was a room you could walk around in with a bed. You really do learn to appreciate the simple things when you rough it.

Day 6 – Thursday 24/9/15 -The day started early – no need to pack up camp and the bikes were already fuelled. With only 524kms to cover today it was off to Coober Pedy. We took a quick run out to The Breakaways (about 30km north of Coober Pedy). This I would have to say is my favourite place in the outback. We discovered it back in 2011 when we were out there for Mark's 50th. Really worth the drive in from the highway if you're out that way (especially if there is a full moon).



After breakfast at Coober Pedy we were back on dirt again, 374km of it all the way to Marree via William Creek and Lake Eyre South. This time even though it was still corrugated the bikes just loved it and Coober Pedy to William Creek was possibly the best dirt riding of the whole trip. Having last been at William Creek back in 2011 when there were 100's of people catching flights over the lake I was shocked to see how it had returned to a ghost town. Stopping at Lake Eyre South a few hours later confirmed that the Lake was back to being a salt flat.



We travelled on and again it was dark when we arrived at Marree, free of our past problems. This time it was fuel that let me down, 195km out of the tank. The worst day of fuel consumption I had so far. Tonight's accommodation was the Marree Hotel. This is another place I highly recommend. A beautiful 2 story hotel that has been turned into a museum of local history. While dining you can read the story of Donald Campbell's Bluebird land-speed record attempt or have a drink in the Tom Kruse room and read about the former mail carrier on the Birdsville track. Well worth it – oh and the Pork Sirloin on the menu is to die for.

Day 7 – Friday 25/9/15 -All I can say is that it must have been one hell of a good night in the public bar that Thursday night. The next morning both our heads were telling us we had a good time. Breakfast was included in our nights' accommodation so it was a slow start to the day. The Birdsville Track (Marree to Birdsville) is 535Km all dirt, rough bloody dirt! Just north of Mungerannie Hotel (300km south of Birdsville) I had the

first problem with my bike. No matter how much throttle I gave it, he just wouldn't get up any speed. The back brake had seized on. My trusty mechanic fixed the problem but it did mean that I no longer had back brakes. More caution needed using the front brakes in the dirt. This makes me more aware of the difference between other states and Queensland roads. Queensland loved its curves, WA dirt roads were straight, went on forever in front of you, straight. The Birdsville track was turn after turn after turn and each one of them a pain in the preverbal. It was hard to find the tracks for comfortable riding and corning had to be done cautiously.

We arrived in Birdsville just after 5.30pm. After check in, showers and doing some washing we headed to the iconic



Birdsville Hotel for dinner, drinks and the Bronco's vs Roosters game. We successfully managed to get 2 out of the 3. The pub's satellite was down and there was no football so we hot footed it back to the room. The news there wasn't great either. Seems we had ever other channel except 9. I think the Mayor might have been a Roosters supporter and didn't want to face the inevitable. Thanks to my Facebook friends (Goth) we were kept up to date with the scores.

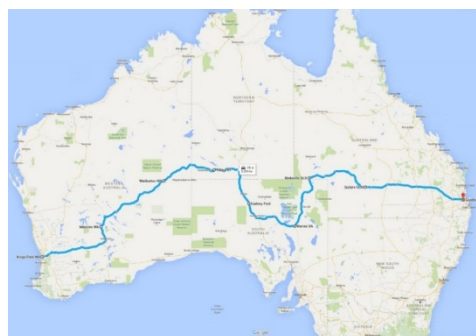
Day 8 – Saturday 26/9/15 -A late start today – should have seen that as an omen. Mark had realised last night that we didn't have enough fuel to make it from Birdsville to the first fuel stop at Windorah 410km away. We had 10ltr tanks on the bikes and carried another 10ltr in a fuel can but this wouldn't be enough to make the journey. Eventually we decanted the oil into another container and used this as our extra fuel container. So off we went with high hopes. The Development Road wasn't too bad but it had its moments. One of those moments was when the container Mark had decanted the oil into had leaked in his top box. All over our sleeping bags. What a shame, no more camping. That was the only issue we had and ended up making Windorah at about 4pm.

Quilpie was our destination for tonight. Only 246km but at least it was all bitumen. The woman at the fuel stop said we were mad and as we headed out I was beginning to think she was correct. There would be a dead animal every half a meter if not more. Cows, Roos, Eagles, Pigs and Emu's littered the road. The smell was disgusting. At one point just on dusk I almost ran over a feral cat feeding on a dead roo in the middle of the road. We continued on regardless, taking it slow. It was about 100km outside of Quilpie that my luck ran out. We were only doing about 60km when a large red roo appeared in the head lights in front of me. Unable to swerve I just braced myself. He hit the guard and travelled down the right hand side of the bike hitting the bars, my helmet, shoulder and knee. I have no idea how I managed to stay upright but thankfully I did. The Roo apparently unharmed got up and hopped away. I had survived albeit my knee and shoulder were sore. The bike came away with a slight bend in the bars but otherwise it too had survived. We arrived at Quilpie about 9pm. Total days riding 656km.

Day 8 – Sunday 27/9/15 -To be able to make it home today we needed to get up and out early. Both of us were due back at work tomorrow. There was just the small issue of 965km ahead of us. The Roo's were still out but not as bad as the night before. Most of morning ride was spent avoiding road kill. There was no time for stopping or sightseeing we had to keep moving. It was strange to see traffic lights and people after being in such remote areas. Along the road Mark and I managed to get separated and I made Toowoomba about an hour before him. I rode down our driveway at about 10pm. It was a bit sad that the ride we started together we finished separately but that's just the way it happened.

Perth to Ipswich, 5239km, 8 days, 2 x 230cc Chinese import bike and a Big Rock. An adventure I am proud to say I have done and can't wait to do again. My Adventure before Dementia Ride!

Marita Williamson
Ipswich Branch
#063 926



Ado was the Best Tosser at the Redcliffe Odyssey

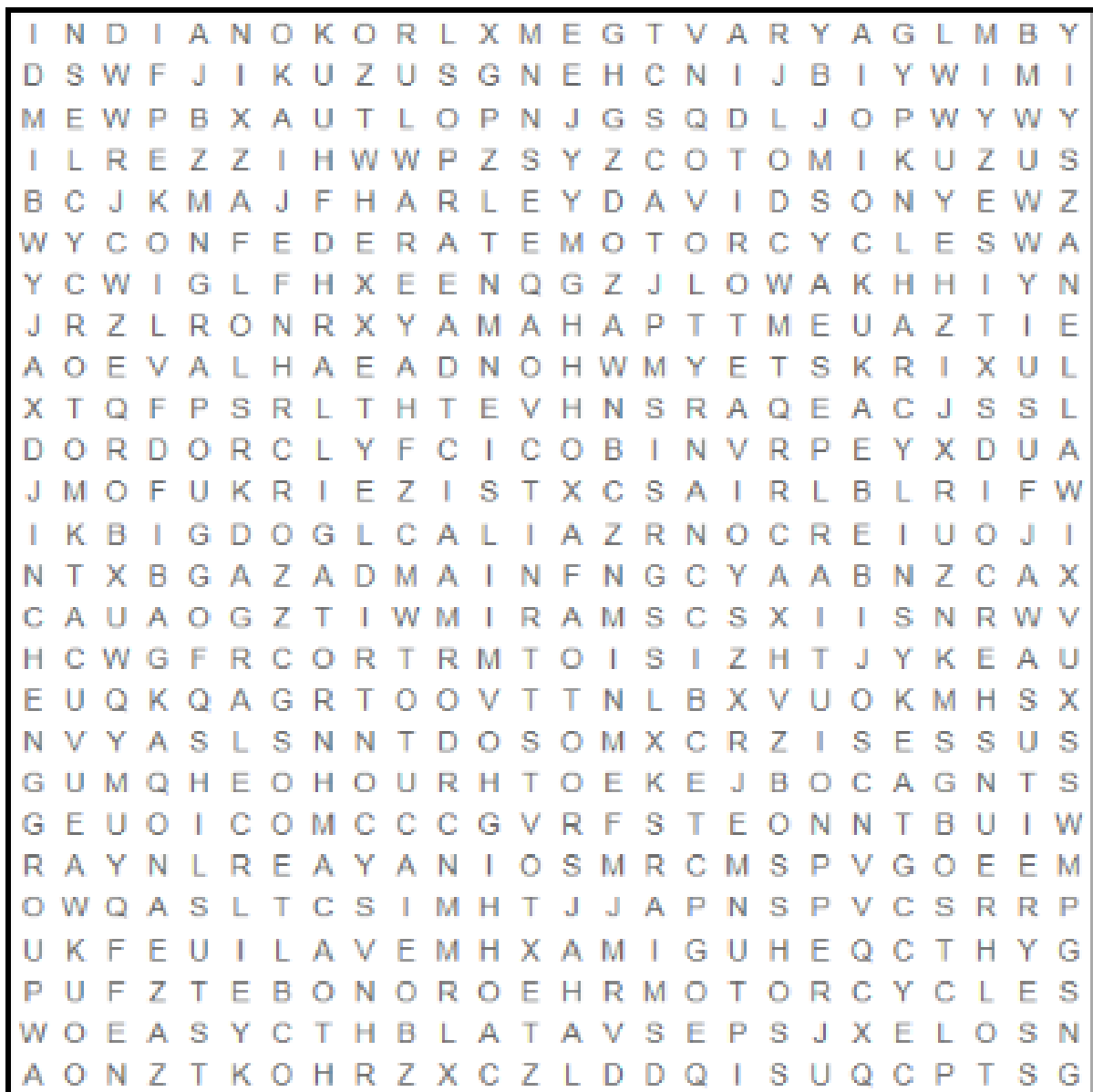
Margaret presenting Ado with his First place Medallion for the Tyre Toss
& Pres Herb from Redcliffe delivered Toddy his raffle prize from the Odyssey



Happy 2nd
Birthday to Us



RIZZO presented Christine "Dolly" with a step ladder to help her get on Konrad's bike



AGRALE	HARLEY DAVIDSON	RIDLEY
ALLIGATOR	HI BIRD	ROEHR MOTORCYCLES
AMERICAN IRON HORSE	HONDA	ROKON
ARLEN NESS	HOREX	SACHS
ATK MOTORCYCLES	HUSABERG	SCORPA
BIG DOG	HUSQVARNA	SHAKE RING MOTORCYCLES
BLATA	INDIAN	SHERCO
BMW	JAWA	SOLEX
BOSS HOSS	JINCHENG GROUP	SUZUKI
BRASIL MOVIMENTO	JINCHENG SUZUKI	TITAN
CONFEDERATE MOTORCYCLES	KTM	VICTORY
COVINGTON S CYCLE CITY	LIFTAN	WALTON
CZ	MINSK	WHIZZER
DUCATI	MOTOCZYSZ	YAMAHA
FALCON	MOTOMEL	ZANELLA
FISCHER	MTT	ZONGSHEN
GIMA	PEUGEOT	



Cooking with Christine

WORLD'S EASIEST PEANUT BUTTER COOKIES!

Cook time: 8 mins Total time: 8 mins

Serves: 18

Ingredients

- 1 cup peanut butter
- 3/4 cup Sugar
- 1 Egg
- 1 tsp. Vanilla Extract

Instructions

1. Mix all ingredients together by spoon in medium sized mixing bowl. Stir well.
2. Place dough in fridge, and refrigerate dough for 45 minutes.
3. After 45 minutes, roll dough into small balls, and place on ungreased [Cookie Sheet](#).
4. Use fork to gently press down on top of each cookie ball...
5. once each way to make a criss-cross pattern.

Bake at 350 degrees for 8 – 10 minutes, or until done.

ENJOY!! So simple and SO delish!

Whose pins are these?

Love is in the air.....



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