



# *IPSWICH ULYSSES BRANCH*



*Monthly Newsletter #47 July 2018*



**Information nights:** First Friday of every month, held at Ipswich Country Club, 1a Samford Road, Leichardt.

Meeting starts 7:15 pm, come along for Dinner beforehand if you like.

**Branch Rides are held** – First and Third Sunday of each month with Social rides anytime, check the club website for details.

[www.ipswichulysses.com](http://www.ipswichulysses.com)

# *Your Committee for 2018.*

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*Graham Cowling*



# Ado's Air Spray.

What a wonderful night we had at the Talent Night. With our esteemed and very talented M C. Julz (Radial) leading the night off we couldn't help but have a fun night. The first act was our reigning champion Old Goat who sang to a well known tune but put his own words to it. Unfortunately he had been fighting the flu all week so we were lucky that he was able to perform at all let alone at such a good effort.

Spook read two of his original poems, the second about the Ride to Texas and then a rendition on his mouth organ which earned him 2nd prize. The bash brothers Tom and Thomas (Gronk and Tank) regaled us with how they met up after all the years past. Very touching and heart warming. I understand they rehearsed for many nights into the wee hours. Crash reverted to his childhood to recite his favourite children's poem as he was growing up. Pity the propeller on his hat was damaged. Then our guests Mt Lindesay stole the show with a demonstration of synchronised swimming by old farts out of water. They brought the house down to win on the night and have given us a mark to work on collectively as a branch next year. Max Rose continued his witty and thought provoking explanation of what it is like to be a tired old used bike in the back of a shed. Thank goodness I am not a prude. Rizzo then danced up a storm twice, first a waltz then a jive bracket which earned her 2nd place. Toddy finished the night off then riding in on his camel and pretended to be Laurence of Arabia. A huge thankyou to all who participated. An even bigger thanks to the audience without your eagerness the entertainers wouldn't have anyone to play to. Thanks to old Goat for the use of his sound system and Have a chat for judging so expertly. Mt Lindesay's choice of judge was very quiet and was totally opposite to what we expected.

Some of us at the branch attended the Focus on Youth ride Saturday 23rd. Spook, Tiger, Toddy and I met at Maccas Yamanto and left to ride down to Seventeen Mile Rocks to meet up with our Doogie and Hagar from Lockyer Branch at the meeting point. Everything was going as planned until we turned from the Ipswich motorway into Harcourt Rd at Darra. At the corner of Harcourt Rd and Cardiff Rd we witnessed an accident when a driver of an Elantra car at a giveway sign misjudged the speed of a bus coming from his right and was collected in the rear drivers side passenger door. Not a great sight to see but then the driver of the bus got out without putting the handbrake on and the bus careered out of control backwards until it was stopped from hitting a light pole which broke and fell onto the roof of the bus. Luckily there was bushland behind it as goodness knows how much further it would have travelled if there was nothing to stop. The driver was doing his best to clamber back onto the bus to regain control. Toddy took control of checking on the car driver and getting him out of the car while Spook became the main traffic control officer. Pity he just about had to kick the door out of one particular driver who had plans on ignoring him. Tiger and I directed traffic from the highway side to make sure none of the bikes were hit even though our flashers were on. Three tow trucks turned up before the ambulance and as we had given our numbers to the bus driver we decided to leave and pick up the people from Focus on Youth.

Focus on Youth actual ride started a little late but we arrived to a wonderful welcome from the support workers, young folk and kids. Doogie had already arrived and had someone sitting in his chair anxiously waiting to leave. With most of the people in the bus, I was approached to see if there were any seats available on the back of the bikes, so Toddy and I had company on the trip to Wivenhoe Dam. When we arrived at the dam Amanda who had left early to secure a spot, met us with Ken Lowry who to had also ventured up early. Toddy and I took one each for a couple of laps before Doogie and Hagar took over the rides. The two of them were inundated with people of all ages and sizes lining up to get on board. For a couple of hours they were entertaining the masses before I had to tell a couple of kids that Hagar had run out of petrol and there would be no more rides today. Dougie wasn't finished and headed off into the park to find others who he could con into getting into his chair. He was very successful and took another couple of strangers to heaven in his private chariot. We were treated to a bbq lunch by the group before heading home to get ready for the talent night which was ahead of us. A big thankyou to Spook, Tiger, Toddy, Hagar, Doogie, Ken and Amanda for doing the branch proud.





# *Splitty's Dummy Spit*

Hi again, hope everyone is well.

Well what a month I missed the Memorial Run due to working hard at the Casino at the Gold Coast. It was a Industry Expo for 3 days. I had to put the old body on the line every night and talk to clients at the bar until the wee hours of the morning and then up early and take them to breakfast. Well somebody had to do it and get paid for it.



The Cartwheel Ride was a great day lead by the Sheriff. It was a go ride straight up the Highway to Warwick. Stopping 4 times to roll the dice and once again this year I was piped at the post again and came in second to Spook (congratulations). It was a nice spot on a farm just out the other side of Warwick where we had lunch and caught up with friends. This is what we are all about coming in from all points and meeting in one spot to have fun and a good old chat.

Again I missed a ride to Wivenhoe Dam for the Focus on Youth Ride. I changed jobs the same week, so I was flat out and totally forgot. Sorry I will pay the fine X2.

There was also The Greatest Show On Earth on our Talent Night. As usual it was a great night with a lot of laughs. Spook once again rubbed it in about being beaten at something. Back on the Texas run there was a bit of fun to be had on the way out when I tried to keep up with Toddy on an old BMW. I will admit that the Harley is not built to race through curves for so long (around 18 kms) I started to cramp up and could not hang on at that speed for any more and yes there was a small bit of gravel involved but all is good and no paint or skin was lost (do not hit breaks in gravel, ride it out).

Seen a web site promoted on Facebook and it looks good. It is called Biker Events Calendar and it lists all the rides and shows that are on by state. Going on these rides are how we spread the word. I just went on a ride Bikes for Bailey and I had a couple of people see the patch and asked about the Ulysses Club. Hopefully Dave from Plainland has turned up and is reading this. It was a great ride with around 150 bikes and Australian Muscle Cars. It was only a short ride of less than 100 kms but it was great to talk to other riders. Les on the Yellow Terror and Piddle was on the ride as well and we all had fun.

Spread the word and enjoy the ride.

Go with the flow and keep the rubber on the tar.

Splitty

## *From the Editor.*

Well what a great night Talent Night was, Julz did a fabulous job as MC and all those that put on an act were fantastic. It takes a certain courage to get up and put on a show, so my thanks to you all. Unfortunately, the act performed by the Mount Lindesay mob was just too good and they were well deserved winners, although I was told that they had performed the same act a few years back.



I did manage to video the first few acts but the battery on my camera ran out, so I missed the second half, but I have found video of Mount Lindesay's previous synchronized swimming act and will try and put it on our website.

The Cartwheel ride was a good day out, with Spook winning the chocolates for the 'Roll the Dice'. Weather was very cold however, so I pitied those who elected to camp in Warwick overnight....it must have been freezing.

Fox's Memorial Ride was another fine excursion, after some shenanigans with the BBQ trailer at the start but all sorted in the end, my first ride as 'Tail End Charlie', was tested with Crash having to stop a couple of times to adjust his clothing, all good in the end. Nice BBQ lunch at the Dam, Ado explaining the history of the Memorial Board for the newer members and some stories of those that have Ridden On.

Going back to the Talent Night I was reminded of the overnighter that Max took us on to Rappville, I was rudely awoken in the middle of the night, that night, by someone singing quite loudly in the shower {yes the room walls were quite thin), the singer remained anonymous until he performed his act to the exact same song he had been singing in the shower that night. The mystery vocalist has been unveiled .....TODDY!

Someone else who displayed some very childish behavior on the night and probably thought they had gotten away with it, not the case..... SHERIFF.

Chopper. #66352



# *Sheriff's Office*



Not much to say about our meeting as numbers were down, must be the cold weather but everybody who turned up had a great time. The memorial ride lead by the Fox was a great ride with a BBQ afterwards, we gathered around the Honour Board for a fitting tribute to those who have ridden on.

## Fines

Not turning indicators off, these guys must have broken thumbs! :-

Chopper, Gronk, Silver Fox. Rizzo and Crash.

Anni – 3 Fines:- Coming late for the meeting, getting lost in the Bush (what was she doing there in the first place) mind boggles and putting on a wet “t” shirt show.

Ado – 3 Fines:- Lost his keys for the ute, forgetting to raise jockey wheel on the BBQ Trailer, lost his jacket , as per usual Amanda found it.

Tank:- Getting Naked

Bill:- Not knowing where the Country Club was

Gronk:- Had to go home , forgot to put his jocks on

Silver Fox and Splitty:- Turning up on wrong day for committee meeting

Old Goat:- Coming late to the meeting

Amanda:- Had to take boots off because she had so many holes in her socks

Myself:- Got fined twice but I forget what for (memory like a sieve).

## \$5 Scratchies

I won one but I forget who won the other one (definitely have early signs of Dementia), but I hope you won something because I didn't.

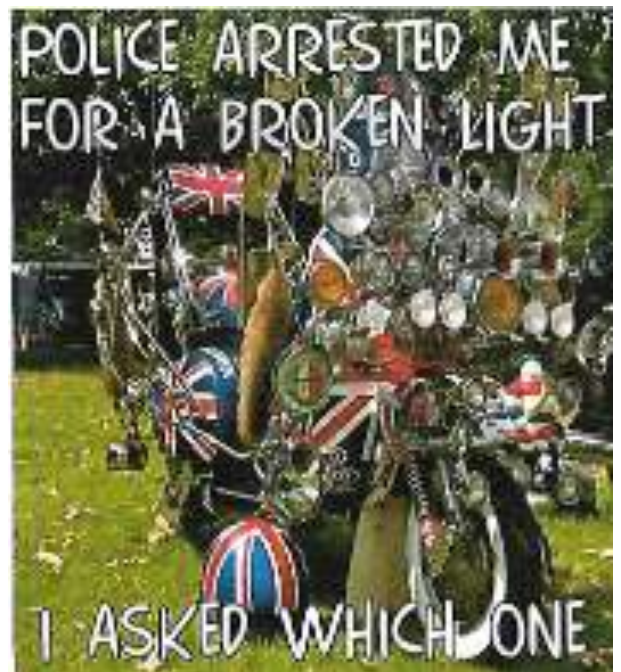
## Birthdays

Luigi



I was honoured to receive one of Choppers

Prestigious Certificates, this was for getting his name wrong every month for the last year and a bit.



God bless and keep you all.

Windsucker. James McCollm #50255



# *The Fox's Den.*

Hi Fellow Ulyssians,

I was missing in action for the Focus on Youth ride and the Talent Night. Went to Adelaide for a family crisis meeting, Mother is 95 and not doing too well. So, us six siblings had to make a few decisions and hope Mother agreed. Time will tell on that one.



Other than that the forthcoming program is laid out as follows.

## **Current upcoming rides.**

### **Sunday 1<sup>st</sup> July**

Short Coffee run to Marburg, 9am depart from the club, then the Club's rebranding day 12-5pm at the Clubhouse. Please bring any old newsletters or Riding On magazines you no longer need.

### **Friday 6<sup>th</sup> July** – Info Night

### **Sunday 15<sup>th</sup> July**

Rizzos ride to Cabbage Tree Point, BBQ included, Depart Yamanto 9am

### **Sunday 29<sup>th</sup> July**

Crash's ride Leader for Mt Nebo, Jones Tea shop, some stops on the way, Depart Yamanto 9am

### **Friday August 3<sup>rd</sup>**

Info Night

### **Sunday August 5<sup>th</sup>**

Redcliffe for Barefoot Bowls to defend our Championship title. We need a cheer squad to back us up. Come along BBQ Lunch.

Depart Yamanto at 08:30am

*Safe Riding and ride within your capabilities*

**Bob the Silver Fox #63410**



## The Fox Hunt to Somerset Dam

Sunday dawned with a fair to moderate temperature, so 18 Ulyssians gathered for departure at the club.

Ado, our illustrious leader, whose bike was towing the Grasshopper BBQ trailer, discovered not one but two bolts missing from his framework for the tow-bar system. Noddy to the rescue, who hooked up the BBQ trailer to the BMW so one problem solved. Ado's problem solved by two purple electrical ties to hold the sagging frame work in place for the days ride.

Our journey laid out to all with stops at Plainlands Woolworths car park. Coffees, cakes, doughnuts, pies and sausage rolls consumed and no complaints there. Onwards to the Dam with an unscheduled stop at Fernvale to see where Crash and Tail End Charlie (Chopper) had got to. Crash had to stop to zip or button up his vest and jacket to stop his man boobs from getting a chill. They arrived and the Fox Hunt continued to the Dam. On arrival Marg and Wal and Col. Bowe were waiting patiently for us, thank you for having the BBQ set up for us.

We then toured the Memorial Gardens and Honour Board with Ado explaining to us the history of the set up and of the special members who had ridden on.

### **God Bless them all**

A BBQ lunch was partaken and many stories told. Weather now a perfect and a top day for a ride.

Group photo was taken with Thomas' (Tank) rather large Irish Wolf Hound joining in. The more the merrier.

I had a great day with good friends a top company, enjoyment all round.

Then safely homeward bound.



ADO having a "cone" to get his Sunday off to a good start!

## *Lumberjacks Web.*



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Erik is busy working on the rest of his report on his and Anni's trip to Vietnam, watch this space.

Also, don't forget to check out the Video page on the website to watch Mount Lindesays Synchronised Swimming act.



## TALENT NIGHT







# RIZZO Welfare Wrap

Hi All

First as I have not heard from anyone, I presume the we are all fit and well and what a great way to start a new month, so lets try and keep it that way for the rest of the year

As you all know, unless I hear from someone I have no idea who needs a helping hand or just someone to talk to, so please text me or give me a call, my phone number is 0418187177, you can ring from 8am to 8pm any day of the week.

What a great night we had at the Talent Night and Mt Lindesay were fantastic, they have definitely set the bar high , so come on guys we have to get the gold gnome back where it belongs.

I did not know we had so many talented people in the Branch from writing their own poetry to the family history were two brothers met up again, to a guy riding a camel which I thought was hilarious, so come on everyone dig deep and lets get the top trophy back.

God bless and safe riding...

**Rizzo #59819**

*Members Profile.*





*Name:* Mick Rodgers

*Nickname:* Noddy

Partners Name – Princess Paula

Occupation – Metallugist

Current Bike – BMW K1600GTL

I got into riding when – When it cost too much to drive to work

Toughest Ride – Some tough but all good fum

My life began when – I was born

I am really bad at – Being patient with bad drivers

I am really good at – Cheering for QLD at Origin time

My Hobbies are – Woodwork, History and reading

Favourite Movie – A few -Team America, Life of Brian and The lives of others

Major Dislikes – Arrogant Pricks!

Smartest thing I've done – Not become a mechanic

Best time of my life – Today

Advice to new riders – Black bits down.



## We Got Our Kicks On Route 66!



When we explored options for an overseas holiday, the old bucket list item Route 66 came up very quickly. The occasion was our 40<sup>th</sup> Wedding Anniversary and the decision was made to do something special. This was going to be very special.

We flew out of Brisbane at 10am on Monday morning and after the long flight across the Pacific we landed at LAX at 6am the same morning. A couple of hours traipsing through immigration and security it was back on the same plane and off to New York. We'd decided to spend a couple of nights in New York and Chicago ahead of the ride in order to overcome any jetlag. The must sees in New York were Times Square, a Broadway Show and a trip up the Empire State Building. The presence of snow flurries at the top of the Empire State building just gave evidence of how cold it was. This was not the last we would see of snow flurries on the trip. We capped off the time in New York with an architects guided cruise around Manhattan Island learning a lot about New York's settlement and development history.

Chicago offered tall building experiences like New York and a step out onto a glass floored observation deck was a highlight there. On the eve of the ride the team gathered at the hotel for a general information evening and the issuing of ride jackets that featured country of origin flag patches on the shoulder. The thing that became very evident was that



the group was predominantly Aussie. The tour guide and the support driver were Americans (naturally) and apart from a French couple and another couple who, while resident is Australia were from Scotland and South Africa, the remainder of the group were Australian. We were later in the ride to pick up an American couple, a British Couple and a South African rider. All up the group numbered 23 people (including 7 pillion) plus the two guides.

On the morning of the 13<sup>th</sup> we were driven to the Harley Davidson dealer to be issued with our bikes. Eaglerider recently entered a partnership with HD and ours was the first ride under the new arrangement. Not all the bugs had been ironed out of this new system and initially it looked like we might be a couple of bikes short. I wandered up and down the row of bikes several times but couldn't find a bike with our names on it. All was sorted out and after a little delay we all had our machines. Our bike was an UltraGlide with only 6 miles on the clock. Gotta be happy with that. I was glad though that I had hired a bike for a day before we left Australia just to get use to the HD experience.



Route 66 was the second highway built in the US. The first ran between Detroit and Chicago and its purpose was to give a good surface that allowed Al Capone's drivers to outrun the police as they smuggled alcohol during prohibition. The US experimented with various road surfaces and the first was paved with bricks laid over 18 inches of compacted sand. There remains only a short stretch of the original brick surface on Route 66. Having now ridden over that surface, I'm glad we've moved on. Since then the original Route 66 has been resurfaced, built over, built next to and in some places buried deep under modern freeways. As much as possible we travelled what was left of the original road. Scattered along it are museums dedicated to the "mother road" and the vehicles that travelled it, diners that have been meticulously maintained and ghost towns slowly crumbling under the weight of the years. There are a couple of places where the last resident of the town has bought the whole town for a song, not that that has guaranteed necessary maintenance.

Along with the interesting sites are the various people who have worked hard to keep this little bit of American history alive. Many of the sites are worked by volunteers with others kept alive by family members of those who, in the roads heyday, ran productive businesses. With all of these sites to see we were under a strict schedule. "It's now 12:15, stands up at 1:30" was a regular lunchtime feature. Refueling was a production line experience. Richard and David, our guides manned two pumps as we filed through. These were great opportunities for toilet breaks as well an opportunity to quickly grab a drink or a little memorabilia. No time wasting though, there's plenty to see.

As we travelled we did so in close staggered formation. This was a new experience for me. The instruction was to travel as a unit staying together at all times. The 2 second gap was very loosely interpreted and at times I was flat out counting to one second between the bikes. (There was definitely no stopping to take a quick photo and then catch up.) Hand signals played an important part in achieving this as we cornered or changed lanes on the interstate. Early in the ride these hand signals underwent amusing transformation as they traveled back down the line. Right turns became left turns and confusion was ever present. Even pointing out something of interest to your pillion was interpreted a hand signal by the bikes back down the group. Thankfully, by the end of the ride we had the whole thing sorted.



It wasn't all formation riding. The Oatman Highway, into Oatman, (named after, Olive Oatman kidnapped by the Apache as a teenager) and Angels Pass, leading into Los Angeles presented opportunity for some spirited riding. We broke formation, those who wanted to travel a little faster were invited to the front of the line and off we went. I'm happy to say that the UltraGlide surprised me through the corners. Suddenly realizing that there were no guard rails on the corners also surprised me. Nevertheless a fun time was had by all, each travelling at a speed with which they were comfortable. There's video evidence to back that up. The GoPro mounted on the screen did an excellent job.



There were a few unexpected highlights as well. We rode into Madrid, the town made famous by the movie “Wild Hogs”. Pulling up at Maggie’s Diner we met the real Maggie. It’s no longer a diner but a souvenir shop, in fact it’s probably the best stocked souvenir shop on the ride. The big feature of course is Wild Hogs and Del Fuego patches and T-Shirts. Souvenirs feature choosing which ones to leave on the task. For the musically inclined we “standing on the corner in Winslow bed ford”.



throughout the ride and shelf was not an easy also were found Arizona” along side a “flat

Friendships were formed that will Some lessons were learned as well. you left your mobile phone (an forget to pack your jacket hanging don’t jump over that hedge when side. Our French rider did that at the end of the ride as we were about to head off to the end of ride party. A fractured ankle saw him head off to hospital in an ambulance rather than in the bus to the party.

stand the test of times. Don’t lose track of where expensive lesson), don’t in the wardrobe. And you can’t see the other

After the ride we grabbed a hire car and drove off to Yosemite National Park for two nights. It’s a spectacular place and we were constantly awe struck by the scenery. We’ve come away with fond memories, hundreds of photos, dozens of videos, more T Shirts than we expected, patches, hats and even a pair of cowboy boots.



Robert and Helen Paget







*Reserve Your Seat  
For a Girls Night Out*



## FUNDRAISING

Tuesday July 24th, 2018

6.15pm for 6.30pm Lucky Ticket Draw

Limelight Cinemas Ipswich

Foyer of Level 1

Raffle Tickets available for further prizes

\$15 per person

*Call Di Issitt on 0431 073 073*

*or inbox us for more details*

*Proceeds going to Aid The Ipswich Community*

# Ride Guidelines and Etiquette

## **Ride Leader**

Branch rides are always lead by the Ride Leader.

The Ride Leader will be at the head of the ride at all times.

He/she should not be overtaken by anyone during the ride except in exceptional circumstances.

The Ride Leader may or may not wear a hi-viz vest, so it is worthwhile making yourself familiar with who he/she is, the color of his/her riding gear (and vest if worn), helmet and the type of bike they are riding.

The Ride Leader should have a good knowledge of the type and condition of the roads to be traveled on the ride, the length and time taken to complete the ride and the type of rider experience required to complete the ride safely.

Riders will rarely be deterred from attending a ride, but should be aware of any particular skills or levels of experience required to complete the ride safely, ie tight twisties, gravel roads, ice/snow etc.

Ultimately it is an individual decision whether to attend the ride or not, so if you're unsure of anything, ask before the ride gets underway.

The Ride Leader and Tail End Charlie should work together to ensure the ride goes smoothly and does not become separated or too strung out.

A simple system of pre-arranged signals can be helpful to indicate if everyone is ready to go or not, for example: crossed wrists may mean 'Wait, someone isn't ready', or double thumbs up may indicate 'Everyone is ready, lets go!'.

The Ride Leader shouldn't proceed until everyone is ready to go.

## **Tail End Charlie (TEC)**

TEC will be anyone with a good understanding of the requirements of the role.

He/she will remain at the rear of the ride to ensure no one becomes lost or left behind and to provide assistance to other riders as necessary.

He/she should always be the last rider in the group, whilst maintaining visibility of the riders in front

TEC will usually wear the hi-viz vest to ensure he/she is clearly visible to the other riders.

Riders should make themselves aware of who is doing TEC and take note of his/her riding gear, vest color and type of bike.

## **Corner Markers**

A Corner Marker is usually the rider immediately behind the Ride Leader.

As the Ride Leader approaches a chosen corner he/she will point to the side of the road to indicate where he wants the Corner Marker to stop.

The Corner Marker should note the direction taken by the Ride Leader, stop as close as possible to the point chosen by the Ride Leader and then indicate the direction to be taken using the bikes indicators and clearly pointing in that direction.

The Corner Marker must remain in position until all riders have passed and TEC arrives.

See the Do's and Don'ts of Corner Markers also on this web site.

## **Guidelines & Etiquette**

1.Always arrive at the departure point with a full tank of fuel, or with enough time and money to refuel before the scheduled departure time.

Bring enough money to refuel again during the ride if necessary.

If you own a mobile phone, ensure it's charged and bring it with you.

2.Your bike must be registered and in a roadworthy condition to take part in the ride. If not, you may be asked to leave the ride.

3.You too must be in a suitable condition to take part in the ride.

In the interests of safety, you must hold a current riders license and not be effected by drugs, alcohol or lack of sleep.

If not, you may be asked to leave the ride.If you're aware of an existing medical condition that may make you a danger to yourself or others on the ride, please consider carefully before attending the ride.

4.Be ready to go at the designated departure time. 'Departure time' is the time we ride off, not the time you arrive at the departure point.

You should try arrive at least 15 minutes early to allow for fueling or unexpected delays.

5.The Ride Leader always leads the group and should not be overtaken.

6.Tail End Charlie rides at the rear of the group to provide a level of safety and support for the other riders.

It is therefore essential that riders near the rear of the group also keep TEC in their mirrors and be prepared to slow down, pull over and wait for him, or go back to render assistance if he fails to come into view in a reasonable time (a couple of minutes).

7.Where the road allows we ride in a staggered formation, not immediately behind one another or side by side.

Staggered formation provides slightly more room in the event you need to stop in a hurry.

Staggered formation is not always possible, particularly on twisty or narrow back roads.

In some cases single file at a safe distance is the best option.

In any case, try not to ride in the blind spot of the rider in front of you.

8.In the general course of a ride, always try to leave sufficient space between yourself and the rider in front.

Tailgating is always dangerous.

A good rule of thumb is two seconds between bikes.

Pick a point at the side of the road as the rider in front passes, (a line or mark on the road, a post or tree, then count one thousand and one, one thousand and two etc).

Allow another second or two in wet weather or poor visibility.

9.You may change your position on the road within the group, but ensure there is enough room to do so safely and always use a head check and indicate your intentions to the riders behind before doing so.

Never pass on the left.

10.When overtaking slower vehicles you should maintain your passing speed well after you've gone past the slower vehicle.

This will create space for following riders when they in turn pass the slow vehicle and reduces the chances of them being 'hung out' on the wrong side of the road.

11.Generally speaking we keep to the left lane on multi-lane roads.

This is a general courtesy for road-users however the Ride Leader may choose another lane appropriate to the traffic, road conditions and direction he/she plans to go.

12.Current road laws apply.

Your responsibility, no excuses.

Hoon behavior such as burnouts or wheel-standing etc makes us all look bad.13.

When re-grouping or at designated fuel/refreshment stop, be ready to move off when the Tail End Charlie indicates everyone is ready to go.

Be considerate, don't hold the group up by wandering away without telling TEC.

It's your responsibility to ensure you're re-fueled and refreshed in the time allotted by the Ride Leader.

14.In case of emergency or breakdown you must clearly indicate your intention to stop and get off the road as quickly and safely as possible.Dependent on the severity of the incident the group will continue on with the ride.

It is the role of Tail End Charlie to provide assistance.

15.If you intend to leave the group during the ride you should inform the Ride Leader and Tail End Charlie at the first opportunity before doing so.

16.The most important thing is to remember is to be thoughtful and considerate of the those around you. Consider their safety and yours at all times.

17.Enjoy the ride and get home safe.

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## Do's and Do not's of a Corner Marker

Corner marking is a simple, effective and essential method of showing people on a ride the direction taken by the Ride Leader.

The job of Corner Marker falls almost exclusively to the rider immediately behind the Ride Leader.

As the Ride Leader approaches the intersection at which he intends to turn, he will turn on his indicator in the direction he intends to turn, then point to the place at the side of the road he needs the Corner Marker to stop.

This will usually be a safe distance from the intended corner.

The Ride Leader will then turn the corner in the direction he indicated and continue on with the ride.

These are some simple do's and don'ts for rider immediately behind the Ride Leader.

If you do not want to be a Corner Marker, please ensure that you do not sit near the front of the ride, especially behind the Ride Leader.

DO - be alert and remain a safe distance back from the Ride Leader.

Pay attention to what he/she is doing.

You may be expected to mark a corner at any time.

If you are unfamiliar with the ride this could come when unexpected.

DON'T - ride too close behind the Ride Leader.

Allow a safe distance (100 or 200 meters).

DO - stop as close to the point indicated by the Ride Leader as possible.

In any case, always find a safe place to stop off the road.

Make sure you're visible to the following riding group and other traffic.

DON'T - panic and slam on your brakes to stop in a hurry.

This is unsafe for you and everyone following you.

It is safer for everyone to go past the corner, turn around and return to it when it's safe to do so.

DO - steady yourself and your bike before doing anything else when you stop.

Remain sitting on your bike.

DON'T - get off the bike and leave it unattended.

A riderless bike doesn't mean much to following riders and only confuses everyone.

If you need to leave your bike for any reason (call of nature), wait for Tail End Charlie before doing so.

DO - extend your arm to full length, 90 degrees from your body and in the direction taken by the Ride Leader.

This may be left, right or straight ahead, but even an oblique angle such as at complicated intersections or roundabouts.

Always extend your arm full length and indicate as best as possible the direction taken by the Ride Leader.

DON'T - half cock your arm or wave your arms around 'in the general direction' taken by the Ride Leader.

This can cause confusion especially in traffic when following riders may have limited time and need clear directions.

DO - use your indicator in the direction taken by the Ride Leader in addition to your outstretched arm, indicating the direction taken by the Ride Leader.

DON'T - sit on your bike with no indicators going.

To following riders you may appear to be merely a parked rider.



DON'T - use your hazard flashers.

This is confusing to following riders and may appear to indicate something is wrong.

Also, we can't go in both directions.

Also, take care that you are not indicating left just because you pulled over on the left side of the road.

This is a common mistake and very confusing.

DO - remain observant.

Keep an eye out for approaching riders and ensure you clearly indicate the direction to go.

Also, keep an eye out for riders who may miss the corner marker and continue straight ahead.

You should sound your horn several times if one of our riders doesn't turn as required.

DON'T - become distracted.

You may be waiting for several minutes or longer before the following riders and TEC catch up, so don't fiddle with mobile phones, cameras or your IPOD while you're waiting.

DO - keep an eye out for Tail End Charlie who will signal you to rejoin the ride as he/she approaches.

DON'T - take off your helmet or gloves or step away from the bike. This wastes time when TEC catches up and only extends the distance between yourself and the body of the ride.

DO - inform tail end Charlie of any abnormalities (including riders who continued on), or potential emergencies when he/she arrives at your location.

DON'T - turn the bike off.

This will turn off the indicators and result in confusion for following riders.

DO - remain at the corner until TEC arrives or you are relieved by someone else on the ride.

There may have been an incident or the ride may have become separated at another point.

TEC, the Ride Leader or other riders may be looking for you.

If you leave the corner it will only serve to further confuse the situation.

DON'T - leave your corner until collected by Tail End Charlie or another member of the ride.

This may be a long delay if there has been an incident, but your corner may still be vital to following riders.

Imagine the consequences if the following riders go straight ahead instead of turning.

DO - keep an eye out for indications by TEC as he/she approaches.

He/she will flash headlights or sound a horn (or both).

He/she will indicate if you are to join the re-join the ride in front of him/her or wait until he/she passes you.

He/she will indicate when it's safe to pass and re-join the ride.

DON'T - just pull out in front of TEC as he/she approaches unless you're indicated to do so.

He/she may have traffic following close behind or some other situation you're not aware of.

This could be potentially dangerous.

**DO - enjoy the ride and get home safe.**

## CRASH'S MONTHLY MOTORCYCLE TIPS

Welcome to my monthly safety tips

This month we'll look at the, what if, factor

First of all never assume you have the right of way, there's no point arguing who had the right of way, if the motorcycle rider is dead.

While you are riding ask yourself, what if a car pulls out in front of me.

Will I use my emergency braking technic and swerve out of danger.

What if the car in front of me slams on his brakes?

Will I follow at a safe distance to allow time to stop?

What if a car runs a red light?

Will I have my hand covering the front brake ready for and emergency?

I see riders every day, riding there bike like they are in a car and disregarding all these things, they are just accidents waiting to happen, always try and make a clear safe zone in front and behind and give yourself every chance of avoiding trouble

That's all this month from someone who knows how to crash.

“CRASH”



# Cartwheel Ride

It was a bit chilly on the day but 9 riders turned up for the ride plus Eriks Granddaughter who was Erik's pillion , brace little girl. I think Saturday was a silly day because some members couldn't come as they had to work plus take their children to sports.

Anyhow we left on time heading to Warwick with four stops to roll the dice, everybody was in the mix until we had our third stop where it was down to Spook and Splitty, well ahead of the rest of us. Last stop for the roll the dice and Spook rolled 17 to win the petrol voucher, congratulations to Spook.

On arrival we parked our bikes and headed for a nice cup of coffee and something to eat. It was good to catch up with other branch members. Some people were sleeping over night in their tents and swags, Good Luck to them because it was going to be a cold night, Brass Monkey weather.

It was 2pm when some of us decided it was time to head home, Ado, Amanda, Mick and Paula heading for Stanthorpe to stay the night.

Every body made it home safe, it was anenjoyable day but I think it have been a Sunday as they would have got twice as many people.

Anyway we had a good time.





### *The Saga of the 2 Burner Jolly Jumbuck BBQ*

After many hours of travel and BBQ hours under its plate, the Jolly Jumbuck was in dire need of an indepth inspection.

Step one was to clean the cooking plate of grease, grime and blackened charcoal residue. WOW a steel plate is now ready for action after heavy duty electric wire brysh application to the plate surface.

Next, the gas reulator taps. The left hand side tap as well as being broken, could be turned 360 degrees, this resukted in full gas pressure all the time, hence too much heat and blast furnace temperatures on the plate, resulting in many well done food products. After consulting and inquiring , one new tap sourced with a new cintrol knob.

Reassembled and checked out, all's well for the next round of BBQ's

*Good Old Jolly Jumbuck travels again in the Grass Hopper BBQ Trailer.*





For Sale

Draggin Jeans – Cargo Style Black  
Size 30 - Good Condition

\$20

Phone Helen Paget 0401683360



# **25<sup>TH</sup> OCTOBER IPSWICH BRANCH TURNS 5 YEARS OLD**



**THERE WILL BE A GRAND CELEBRATION AT IPSWICH  
KNIGHTS SOCCER CLUB, ENTERTAINMENT AND A  
HANGI FOR DINNER.**



**THEME FOR THE NIGHT IS  
HALLOWEEN SO GET SOME COSTUMES  
READY AND JOIN US FOR SOME GREAT  
FUN.**

**WATCH THIS SPACE FOR FURTHER INFO  
COST \$10 PER HEAD PARTNERS INVITED**





The Race started at Yamanto with Bling assisted by Sweet Pea and Rapunzel aka Tia, who were the tax collectors, guards of the hotly contested loot, and keepers of the dice and tally sheet for the Branch Wacky Races.

On the starting grid were: Chopper, Windsucker, Erik, Rapunzel, Ado, Spook, Splitty, Bling, Noddy, Sweet Pea, Silver Fox and Tiger an awesome pack of Ipswichians all with their eyes on the prize.... A mighty and worthwhile \$25.

At the first toss, I mean bend of the route Spook rolled a smashing 15, Bling 14 and the lowest tosser was Erik with a whopping 5. The rest of the pack all tossed, but not good enough this time.

The second toss saw tosser Splitty reaching 27, closely followed by Spook 25 and a change in the lowest tosser going to Chopper with an enormous total of 14.

The third toss was highly contested with the biggest tosser Spook's total reaching 42, Splitty couldn't reach him and was 4 behind on 38 and the lowest tosser, Erik felt grateful for his 26.

The fourth toss saw a change in the lead with Splitty's huge toss taking him to 51, closely followed by Spook on 50 and again a change in the lowest tosser being a photo finish with Erik and Bling sitting on 35.

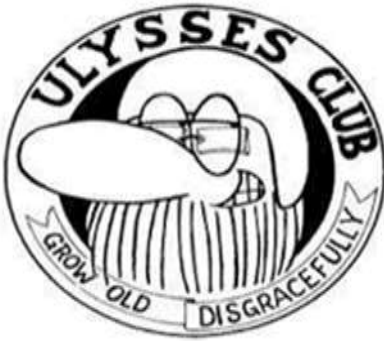
The fifth toss, was the final chance for all Tossers to toss for the last time for 2018. Spook tossed a mammoth 16 taking him to 65, Splitty's toss of 9 took him to a not so close 2<sup>nd</sup> place of 60, leaving Bling tossing 7 for a grand total of 42, the biggest loser on the day (also the proud achievement of the lowest equal toss of 5 from a possible 18)

The race ended with Spook being awarded \$25 for being the Biggest Tosser for the day, and the knowledge that he achieved a huge toss of 17 from a possible 18 from the three little dice. Splitty got nothing, and Bling took her dice, cup and tupperware container home til next year.

The final placings, from a possible 90 were: Spook 65; Splitty 60; Silver Fox 57; Sweet Pea 56; Ado 55  
Tiger 54; Chopper 53; Rapunzel 49; Erik 49; Noddy 46; Windsucker 45; Bling 42

Not being one to Skite – but I, Bling, did end up the biggest winner from the branch winning a \$145 motorbike jacket at the raffle prizes at the cartwheel ride endpoint.

Til next year..... Amanda aka Bling



Ulysses Club Inc.

Draft Code of Conduct      15th June 2017

### Applicability of the Code

The Code applies to all Ulysses Club members, their proxies and nominated members of committees, employees, or groups formed to assist the Ulysses Club conduct its business.

The Code applies at all Ulysses Club meetings, official visits and events and any other official gathering or meetings where individuals are representing the Ulysses Club

### Member Conduct

1 As a Ulysses Club Committee member, we will;

- act ethically and with integrity;
- make decisions fairly, impartially and promptly, considering all available information, legislation, policies and procedures;
- treat members of the public and colleagues with respect, courtesy, honesty and fairness, and have proper regard for their interests, rights, safety and welfare;
- not harass, bully or discriminate against colleagues, members of the public and employees;
- contribute to a harmonious, safe and productive work environment by our work habits, and professional workplace relationships; and
- fulfilling our purpose as Committee members.

2 Communication and official information - we will:

- not disclose official information or documents acquired through any Ulysses Club Committee, other than as required by law or where proper authorisation is given by The Committee.
- not misuse official information for personal or commercial gain for myself or another;
- adhere to legal requirements, policies and all other lawful directives regarding communication with members of the media and members of the public generally; and
- respect the confidentiality and privacy of all information as it pertains to individuals.

3 Fraudulent and corrupt behaviour - we will: · not engage in fraud or corruption; · report any fraudulent or corrupt behaviour; and · be accountable for the decisions and input we provide.

Accepted at the National Committee meeting 1 July 2017



## Famous Bands

E	L	I	N	K	I	N	P	A	R	K	M	E	E	ONE DIRECTION
O	Y	L	S	Y	S	U	O	L	T	P	A	F	S	MADNESS
N	L	L	S	T	P	U	E	S	L	K	S	I	U	PINK
E	I	O	R	I	N	S	T	U	W	R	L	L	M	PSY
D	T	S	U	C	I	H	Y	T	E	A	K	T	U	MUSE
I	T	L	L	L	E	L	E	L	E	N	L	S	N	QUEEN
R	L	E	B	W	S	Y	L	T	I	S	C	E	I	THE WHO
E	E	N	H	O	L	I	R	P	M	U	Q	W	O	LITTLE MIX
C	M	O	E	F	K	A	W	A	N	T	E	D	N	COLDPLAY
T	I	C	C	E	C	O	L	D	P	L	A	Y	J	THE KILLERS
I	X	M	H	U	U	S	S	E	N	D	A	M	J	LAWSON
O	F	T	E	E	I	Q	S	B	U	S	T	E	D	OWL CITY
N	D	Y	A	D	N	E	E	R	G	N	R	P	T	GREEN DAY
S	I	K	C	I	C	E	E	T	R	S	I	E	P	LINKIN PARK

Bonus Word BEATLES

## THANKS TO OUR SPONSORS



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**WEDDINGS & FUNCTIONS**

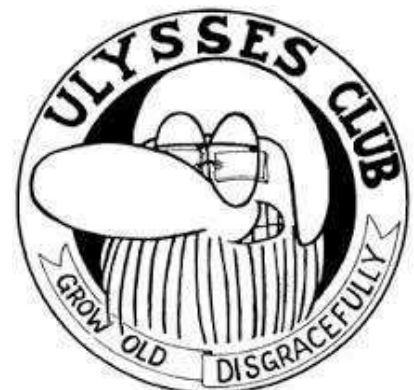
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Disclaimer: The committee feel compelled to include a disclaimer in this Newsletter which states that: we take no responsibility for the content of this Newsletter now, before or in the future. The content of this Newsletter is largely written and /or submitted by the members at large and where that content will fit it will be included and where possible.

However, we will endeavor to publish only that material deemed appropriate to this branch and if any offence has been given then it was not intentional and will be rectified where possible.