



IPSWICH *ULYSSES CLUB*

MONTHLY NEWSLETTER #44 MARCH 2017



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

Your Committee for 2017.

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Ado's Air Spray.

Presidents Rant March 2018

Welcome to the Ipswich Branch March Newsletter.

The Branch AGM will be held on April 4th so if you are keen to be part of the organising committee then you will need to get your nomination in tonight. Amanda our secretary will be reading the nominations out just before the information night closes. Being on the Branch Committee involves attending a meeting 1 night a month where the committee looks over suggestions from our members and makes decisions on the path the branch is taking, how we can be part of the Ipswich Community and how we can support other Ulysses Branch events. This year we have joined the Regalia and Treasurers role as Paula who filled both roles last year feels the roles fit hand in hand.

As President of the branch, I try to ride with the branch on our regular riding Sundays but unfortunately sometimes events clash and I have to make a decision one way or the other. Last Sunday was an example when I would have loved to join Alan and Jo on their ride but I had to attend the Sth East Qld Presidents meeting. As hard as I try I can't seem to have them change the day so I don't miss out on a ride. Too many attendees like the 1st Sunday of the month and last week I tried to have the next meeting changed to a Saturday to no avail.

Please keep an eye on the Newsletter and Webpage for info on events of other branches which are happening in the next few months. The Presidents Meeting is where get the correct dates for the other branch rides and events but unless you get read them you are none the wiser. As you can see there is plenty happening that we can be involved in. Saturday 3rd March there is the Redcliffe Poker Run and there is also a working bee at the Memorial Gardens on the same morning. My proposed ride to Queen Mary Falls is being led by Max Rose who knows a few more roads around the area than I do. We are still having a bbq lunch so it would be nice to know some numbers to help with the catering on the day.

Tonight we will be circulating a questionnaire for members to complete. This questionnaire has been organised by a professor from a University who happens to be a Ulyssian from the Logan Branch. Natcom have sanctioned the questionnaire and is looking for feedback from you the members about how you feel about the Club and your Branch in general. This is totally confidential, and is only been used for collation purposes. We have been asked to allow time at the March Information night to hand out the questionnaires to you which are to be completed and handed back to Amanda tonight. They will be placed in the provided envelope and posted off tonight by Amanda. We assure you that no-one will peruse the forms. It is not compulsory for you to complete, but NATCOM would appreciate and value your input.

At the Presidents Meeting we received feedback from NATCOM regarding the Riding On Magazine. Due to the high cost of the Riding On Magazine they are again asking members to let them know if they only require one copy per household to save on costs. Another option is an On-line version only, again saving costs. What do you think?



We appreciate the feedback we have been receiving in the Minion Box with lots of suggestions for ride locations and ride leaders to take us there. We will continue having the Minion Box at each information, however please feel free to speak to a committee person in person to discuss your ideas and suggestions. The committee is working its way through the suggestions with some of the ideas already come to fruition.

The Talent Night will be hopefully held in April this year – so watch this space – and start practicing your acts now.

The committee made a final decision on Konrad's Memorial Patch at the committee meeting this week. These are now being made by Barb from Rosewood and we will have them available to those members who have pre-ordered and pre-paid at Konrads Ride on 18 March 2018. The final route will be decided after we have a pre-ride to check out the condition of the Lions Road. There are reports there are a couple of detours around bridges, but we will check these out on the pre-ride to ensure the safety of all our members. We hope to have a good turnout for Konrad's ride and ask that you keep Christine in your thoughts on the first year of his passing. RIP Konrad "Howza" Walters 13/3/2017. This branch owes a debt of gratitude for his persistence in assisting to form the Ipswich Branch and for giving his all to us, even when he was feeling ill. Thanks Chrissy "Dolly" for sharing your man with us. As we remember Konrad we should also remember our member Angry's partner Marie, her huge smile and her high heels.

Our 5th Birthday Party will be held on Saturday 27th October, and the branch committee is planning this night for you all.

It would be great to see more of you on the branch rides, giving us all the opportunity to spend some valuable time riding our bikes and enjoying each other's company. Ulysses Club is a social club for motorcyclists – so lets get Social.

Keep it legal – eye's are watching

Ado



From the Editor.



February is done and dusted, Autumn will soon be here, I love Summer and the warm weather however with so much rain I get a bit nervous.

I didn't go on Jo and Allan's ride, which by the way sounded to be a really nice ride, as I went to the Presidents meeting with Ado and the Sheriff, it was OK and it was good to see how things are between the Branches and the planning that goes into various events, we got pulled over at an RBT which was all good and stopped for a 'Frappe' at Maccas on the way home, very nice although I did get a bad brain freeze.

This month sees the winner of the inaugural 'You've been Disgraceful' award, it goes to Doogie who has displayed some disgraceful behaviour while on a cruise with Julz and family. Pictures of the occurrence and his certificate can be found later in the newsletter. The committee also believe that Toddy deserves an award for displaying extraordinary parking skills on Jo's ride. I would like to continue this as a monthly award, so if you have done something or have seen something disgraceful please send it to me if you have photos even better, it's all a bit of fun and maybe at the end of the year we can award the most disgraceful act of the year!



Thanks to Jo for the following ride report.

Ride to Brunswick heads 18_2_18

Left yamanto at 8.30 am with 11 bikes plus 2. Good run down to servo at chinderah, quick stop for fuel etc . Than down the old Pacific hwy to murwullumbah to pick up splities friends than down over the burringbar range into Brunswick for lunch at the pub. Parking was a bit of a pain as Eric and anni found . Had a nice lunch and parted for home about hour and a half later. Thanks to all that came and made it an enjoyable day .

Sheriff's Court

Well all the holidays are over and members are all coming back to the meetings which is great to see because we all have a good time listening to what they have got up to on their break.

I have a true and funny story to tell you, just remember I have a little Jack Russell called Skip, I have been very ill this past month, on going to the Doctors, she sent me for umpteen blood tests and I had to go and have an Ultra Sound and CT scan. After about 2 weeks the diagnosis was Pancreatitis, as I mentioned I have Skip, now they do say dogs are like their owners because that was the diagnosis my little dog got when he was sick, so both of us have Pancreatitis (true story).



\$\$ FINES \$\$

Erik-Lost his gloves twice, not turning indicators off

Beno-Didn't put Jockey wheel up on BBQ trailer, misjudged opening and tore his pannier off

Ado, Smurf, Splitty-Drag racing off at traffic lights, the Harley beat both Indians

Splitty-Crossing double lines

Ado-Passing on the wrong side of the road

Smurf-Wrong date on newsletter

Toddy-marked wrong corner

Tom-wearing a shit shirt (Canterbury Bulldogs)

Thomas-For being Toms Brother

BIRTHDAYS

Sgt Major-Turned 80 so we had a cake to celebrate but we couldn't put 80 candles on the cake as she would have had to have a respirator after blowing them all out, plus it would have been a fire hazard with that many candles! It was nice to have her son and his partner with us for the night as well, Have-a-chat also had her birthday this month, boy she can talk.

Windsucker, James McColm #50255





Smurfs Road Rash.



Hi all,

Well another month has come and gone, how time flies so quickly, Shame that the breakfast/dawn ride was cancelled due to weather was looking forward to that ride. Thanks to Jo and Allen for leading their ride over the border.

A Kindly reminder that TRIKES and BIKES with TRAILERS are NOT to CORNER MARK during the rides and could Ride Leaders please forward a ride report to the Editor for addition in the News Letter.

Up-coming Rides :

2 MAR – INFO NIGHT (AT THE GOLF CLUB) 1900 07:00 PM

4 MAR – QUEEN MARY FALLS (MAX ROSE LEADING) DEPARTING FROM MACCA'S 08:30 am

18 MAR — KON'S MEMORIAL RIDE (ADO Leading Partially) DEPARTING FROM MACCA'S 08:30 am

6 APR — INFO NIGHT

8 APR — TBA NEED A RIDE LEADER and DESTINATION

22 APR — TBA NEED A RIDE LEADER and DESTINATION

4 MAY — INFO NIGHT

6 MAY— TBA NEED A RIDE LEADER and DESTINATION

7--13 MAY—NATIONALL RALLY (AGM)

THE FIRST HALF OF OUR LIVES IS RUINED BY OUR PARENTS AND THE SECOND HALF IS RUINED BY OUR CHILDREN.

MAY YOU NEVER KISS THE TAR

SMURF 54212





Lumberjacks Web.



www.shutterstock.com · 396127139

Hi all,

As of Saturday (tomorrow), I will be on my way to Vietnam to ride around there for a couple of weeks on a powerful Royal Enfield 350cc with a whopping 26 horsepower, racing all the locals. Oh – and Anni is going too.

That means that I may not be able to do the website for a couple of days as internet in Vietnam is often very slow and we are going places where there is no internet available, but I will do the best I can with the connections I can get there.

Unfortunately, that means that I will be missing out on the next two branch rides where the memorial ride for Howsa is very important to me, but I will for sure be thinking of him when I ride around in Vietnam.

Don't forget to put some pictures and blogs on our website. I know that it is sometime a bit slow, but if you have any problems, just contact me, and I will do my best to help you out.



Have a good and virus-free month.

Cheers,

Lumberjack





RIZZO's Welfare Wrap

Bob (Silver Fox)

He went on his first ride (400k) after his accident at Christmas. He had a good ride but was a bit sore afterwards. It's good to have him back.

Arthur (Toddy)

On his way home on Sunday (18th) he hit a drunk, apparently the drunk didn't like the noise the bikes were making, so he came out to try and stop them and in doing so he got too close to Toddy's trike, so Toddy ran over his foot with his back wheel. After about an hour the Police told Toddy all was good and he could go home.

The moral of this story , when you are drunk do not attack a trike, especially Toddy's!

God bless and safe riding...

Rizzo #59819



Members Profile.

Name: Thomas

Nickname: TBA



Partners Name – Lisa

Occupation – Line Marker

Current Bike – Boulevard

I got into riding – 83-(2015)

Toughest Ride – Sheep Muster run 2 days in '86

My life began when – At 14

I am really bad at – being an Uncle

I am really good at – Dad, Son, Brother

My Hobbies are Canoeing and Gardening

Favourite Movie – Rocky

Major Dislikes – Short People (Tom?)

Smartest thing I've done – Coming to Ipswich

Best time of my life – being a Dad

Advice to new riders – Look out for me!

Thanks to Spook for sending this in, not sure why he says, "in this life he is a woman", perhaps he has a secret?



GONNA BE A BEAR

In this life I'm a woman. In my next life, I'd like to come back as a bear. When you're a bear, you get to hibernate. You do nothing but sleep for six months. I could deal with that.

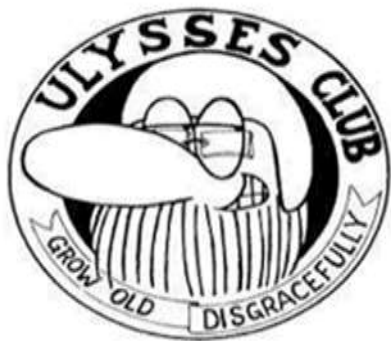
Before you hibernate, you're supposed to eat yourself stupid. I could deal with that too.

When you're a girl bear, you birth your children (who are the size of walnuts) while you're sleeping and wake to partially grown, cute, cuddly cubs. I could definitely deal with that.

If you're mama bear, everyone knows you mean business. You swat anyone who bothers your cubs. If your cubs get out of line, you swat them too. I could deal with that.

If you're a bear, your mate EXPECTS you to wake up growling. He EXPECTS that you will have hairy legs and excess body fat.

Yup, gonna be a bear!



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

TRUE STORY

Three Big Bad Bikies walk into a Bar, people in the bar separate to allow the 3 mean looking dudes through, wearing vests with patches on them, beards and tattoos these guys were obviously not to be messed with.

They get to the Bar, the Barmaid is clearly very scared, she doesn't want any trouble from these guys, she nervously asks the first Biker what she can get him to drink, and he says.

"I'll have a glass of milk please"



Jo & Allen's ride to Brunswick Heads

We were a little later than usual when we turned up at Yamanto for Jo and Allen's trip to Brunswick heads, but still early enough to have a quick chat to everyone there.

Anni had our newest gadget in a string around her neck. A little camera that we bought for our next adventure trip to Vietnam, so this was the last opportunity to learn how to use it before the trip.

After having taken a few pictures with it, Jo told us that it was time to go.



The trip to the first stop at BP Kingscliff was fairly eventless which was good. We went along the M1 and there was a lot of cars that was going in the same direction as us.

After first break, we were lead out of BP, crossing two lots of double lines. When it was my turn to get out of there, there was a lot of cars coming so I decided not to do the naughty thing and go along the road with the flow and do a U-turn further down the road and then catch up with the others. Allen took us via the old highway through Murwillumbah and over the ranges. This was a lot more exiting with more green stuff to look at and a lot of nice scenery not to mention the road didn't go in a long straight line. This brought back old memories from when I used to

go to Lone Wolf's Bike rallys outside Lismore on my old Bonneville. I think that happened every November and it was always a great party. (Not that I remember all the details from the late hours)

When we arrived at Brunswick Head, everything was chaos. It seems like the whole NSW population had decided to go to Brunswick Heads so there were no legal parking spots left.

I did a couple of laps, which took a long time because of the traffic. We found a parking spot a couple of kilometres away from the others but decided that we didn't wanna walk that long, so we went for one more lap. All the others were parked in no stopping areas and I didn't want to do that so we went for a last lap and didn't find a parking spot, so we decided to go home and eat somewhere along the route home.

At this time, I was allergic to motorways so we went inland and stayed west of M1.

Not knowing the roads around there we just went by the sun. Oh – it was overcast but we weren't lost. Just out on adventures.

We somehow ended up going through Mount Jerusalem National Park and of course hit gravel roads.

Anni was worried about how much she would hurt WHEN I crashed the bike and I was worried about the bike being able to hold up with all the punishment the suspension went through. This Rocket was not built for gravel roads, however when we hit gravel, we always have the best views to interesting landscape and good old timber bridges.

After what felt like a loooooong time on gravel, we finally hit the bitumen again and after a few km. we pulled into Uki. They had a market going and there was live music, so we had to go there.

Most of the people looked like hippies and the rest also looked different from the normal people we see other places. They were all very friendly and when we went to buy food, we found out that there was only vegetarian food available. Luckily, we are also vegetarians so that made it a lot easier for us to buy food. Or maybe not, because there was so much to chose from and we are not used to that.

After finishing our lunch, we went towards Murwillumbah and tried not to get on the motorway.

We had to go on M1 for a short while and then we turned off towards Mount Tamborine. We had to get some fuel for the bike and a drink for us.

We enjoyed the roads but not so much the traffic as there was a lot of slow moving cars and no place to legally overtake them.

We also saw a smashed-up sports bike on the side of the road where the road was fairly straight so maybe there was a car involved too.

We went home via Greenbank and when we arrived home, we had done about 395 km. Now came all the duties. The bike had to be washed and beers had to be downed.

That was the end of a nice ride that didn't go exactly as planned but turned out to be really good.

Lumberjack



"ADO's ODE TO A KIDNEY STONE"

from his caring Nurse Amanda...Not!

For 40 days and 40 nights

you dwindled there just out of site
Hide and seek, you could not be found
By doctor, scan nor ultrasound

I dreamed of the day I'd celebrate,
without the need to operate,
before the 'parting of the ways',
I have some final words to say...

You lay there cold and insincere,
between my navel and my rear,
an ugly stone--a worthless gem
just nesting in my abdomen.

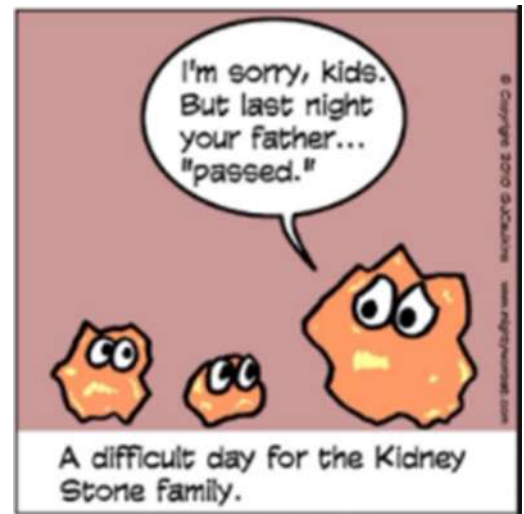
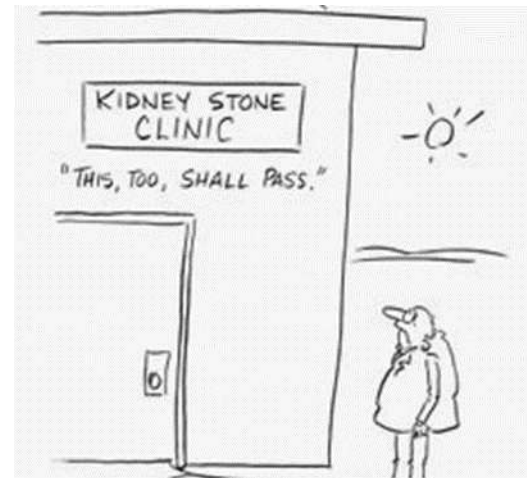
I've carried you these many years,
you've shared my joys and secret fears,
I've nurtured since you were born
inside my kidney, safe and warm.

I've cursed at you, my enlarged friend
and wished that your existence end,
I've guzzled beer that gave me gas
but still, you just refused to pass!

But soon, quite soon, we'll bid farewell,
here's hoping that there's room in Hell,
and once you've gone I'll be relieved,
a Kodak moment--yes, indeed!!

Goodbye, adieu and adios,
to your demise I'll drink a toast,
more water, they say will see your end
Now it's time for my body to mend.

Adapted from a poem found on l'net



Mythbusting (taken from Motorcycle Cruiser)

To my way of thinking, myths are among our worst enemies. At best, buying into them can make you look foolish and, at worst, get you seriously hurt or dead. Accordingly, I like to do a little periodic “myth busting” just to keep everyone on their toes.

1. **Loud pipes save lives.**” I’m not going to say this is the silliest thing I’ve ever heard, but it’s up there. Supporters of this myth tend to use anecdotal evidence to prop it up, usually of the “a truck was about to cut me off when he heard my pipes and veered back into his own lane” type. You can argue this one all you want, but I don’t buy it. Maybe your loud [pipes](#) startled some poor schlep as you blasted past, causing him to swerve, but if he heard you, why was he about to cut you off in the first place? Since I’ve never seen any empirical evidence to support the loud-pipes theory, I’ll go on record as saying if anyone can make a case based on scientific results, I’ll be happy to run it in the next issue with a full apology.
2. **“You can’t use synthetic oil in a motorcycle engine; it’ll make the bearings skid and wipe out the motor.”** The theory here is that synthetic oil is so slippery that it prevents the rolling elements of ball and roller bearings from turning. It’s an interesting idea, but like most myths, it’s just a lot of smoke. The fact is that synthetic oil is no more “slippery” than any other [oil](#), and using it in a roller-bearing engine won’t cause the least bit of harm.
3. **“Don’t use the front brake—it’ll toss you over the handlebars.”** This is the oldest one on the books, and I seriously doubt anyone still believes it, but I had to include it for old time’s sake. My guess is this tale got started back in the days of dirt roads, when a good squeeze on the front brake lever could lock the front wheel and cause a slide. Why it persisted as long as it did says a lot about people’s willingness to believe a good story despite evidence to the contrary.
4. **“Always burn high-octane gas—your bike will make more power.”** This one certainly sounds plausible, but here’s why it isn’t: From an energy-producing standpoint, there’s not much difference between high- and low-octane gas. However, high-octane fuel is formulated to resist detonation, and as such it’s less volatile, meaning it’s harder to ignite and burns slower than low-octane fuel. When an engine is designed to run on regular, the anti-detonation characteristics of high-test gas can work against it to cause hard starting, poor idling and, in some cases, reduced power. The truth is that burning high-test gas in an engine that doesn’t require it is a waste of money and may actually reduce power.
5. **“Never use anti-seize (or grease) on a [nut or bolt](#)—it’ll make the threads slick, and they’ll come loose.”** Like most myths, this one illustrates a fundamental misunderstanding of certain realities.

Think of a bolt as a spring; when it’s tightened, it stretches slightly and applies a predetermined clamping force to whatever you’re trying to hold together. To do its job properly, the bolt must be properly torqued to a predetermined value. When hardware is assembled dry, some torque is used up overcoming friction between the threads. This generally leads to an undertorqued—read that as loose—bolt. Lubricating a fastener will reduce friction as the bolt is tightened and provide the proper torque setting. So unless the manufacturer states otherwise (and there are instances where they will), always lightly oil a threaded fastener before installing it.

As you can see, most myths appear to have some basis in reality, and that’s what makes them dangerous. They’re also a way to explain the unexplainable without doing a whole lot of research. Since our ancestors had no way of knowing what actually caused thunder, they accepted that it was formed by Thor riding through the heavens in a cart pulled by fire-snorting goats.

The problem is that accepting a myth at face value often has unpleasant repercussions. In the past, it sometimes meant sacrificing a virgin or two to appease the gods, while in modern times, it may mean spending the rest of your life hooked to a feeding tube 'cause you bought into a really dumb myth like "helmets kill more riders than they save." Which, I suppose, is a form of human sacrifice after all, isn't it?

Places in New Zealand

B	H	M	M	W	E	L	L	I	N	G	T	O	N	TAURANGA
U	O	O	A	O	P	E	W	N	N	I	A	O	T	MOUNT EGMONT
L	B	U	O	P	H	O	T	A	W	L	A	C	H	AUCKLAND
L	B	N	U	T	I	I	R	H	I	D	K	I	A	CAMBRIDGE
S	I	T	D	R	C	N	A	I	N	K	M	T	M	WAIKATO
O	T	E	O	O	A	G	N	A	R	U	A	T	E	WELLINGTON
M	V	G	H	H	A	M	L	N	T	U	W	T	S	TARANAKI
O	I	M	C	A	O	K	I	P	B	E	A	A	O	NAPIER
T	L	O	I	H	C	P	N	T	E	I	V	H	A	HOBBITVILLE
I	L	N	U	U	E	A	E	R	E	I	P	A	N	TIMARU
A	E	T	A	B	C	A	M	B	R	I	D	G	E	BULLS
W	T	A	I	E	K	U	P	E	T	L	S	N	A	OHOPE
T	A	R	A	N	A	K	I	E	T	G	U	N	H	WAITOMO
E	E	L	V	D	E	R	M	A	A	T	P	T	M	PORIRUA
														TEPUKE
														THAMES

Bonus Word BROKENWOOD

All motorcyclists are invited to

Survive the Ride

Learn to make better decisions and improve your roadcraft skills and riding techniques at a free workshop run by riding instructors and former highway patrol officers.



*It doesn't hurt
any less when
it's not your fault.*

Where: Canvas and Kettle Meeting Room, Murwillumbah Civic and Cultural Centre, Tumbulgum Road, Murwillumbah

When: Sunday 4 March

Time: 11.30am to 2pm

Snacks provided

To book, call Tweed Shire Council
on **(02) 6670 2400**

YOU'VE BEEN DISGRACEFUL AWARD

THIS ACKNOWLEDGES THAT

DOOGIE

HAS BEEN DISGRACEFUL WHILE ON HOLIDAY, LIVING UP TO THE CLUB MOTTO TO
'GROW OLD DISGRACEFULLY'.

WELL DONE

FEBRUARY
2018



Signed



DISPLAYING EXTRAORDINARY PARKING SKILLS

THIS ACKNOWLEDGES THAT

TODDY

HAS DISPLAYED EXEMPLARY PARKING SKILLS, BRINGING HIS TRIKE TO A STOP ON A TROUBLESOME
DRUNKS FOOT

FEB 18TH
2018

SIGNED,



USE YOUR FOOTPEGS ALL THE TIME IN MOTION

POSTED ON [2ND JUNE, 2015](#) BY [MARK HINCHLIFFE](#)

Riders should keep their feet on the footpegs whenever their bike is moving to retain control, balance and to use the rear brake for slow manoeuvres.

Until recently, riders in Queensland were banned from taking their feet off the footpegs in a badly written piece of legislation designed to stop people from hooning and performing stunts on motorcycles. It basically meant you couldn't stretch your legs or even put your feet down when you came to a traffic light or to park your bike. The ridiculous piece of legislation has now been amended.

However, while it is fine to occasionally stretch use your feet to stop the bike from falling over and parking, you should keep your feet on the while your bike is moving. (Obviously, this does road riding where you often put a foot down to bike.)

Riding on dirt sometimes requires riders to take a

That means not waddling along at slow speeds on the ground or coasting up to the lights with your feet down. And when you stop, you should only put your left foot on the ground and leave your right foot on the brake.

Why? Because the footpegs are nearly as important as the handlebars in controlling the bike. Many people drop their bikes because as they near a stop or are travelling at slow speeds, they have only the front brake to stop them.

At that speed, a front brake can make the front wheel tuck in and the bike pitch to one side. If you've ever watched bike cops leading a parade at super-slow speeds, you will notice they have their right hand off the brake and their right foot trailing the brake as it steadies the bike.



Using the rear brake only can also be handy when doing u-turns and tight roundabouts.

Probably the biggest culprits of having both feet off the pegs at slow speeds or coming to a stop are cruiser riders who feel they lose their balance because their footpegs are further forward.

It does take a bit of practice, but you will find you have more control if you leave your foot on the brake. Once stopped, a big bike may need you to then place two feet on the ground, especially if there is a lot of luggage and a passenger also on board.

Great advocates of using the rear brake and keeping your feet on the footpegs are legendary motorcycle tour operators Mike and Denise Ferris of [Ferris Wheels Safaris](#).

"In over 70 motorcycle tours that Ferris Wheels has run so far we have never yet run a single tour where no-one drops a bike," he says. "There is always an 'incident' or two, usually just a simple slow-speed drop without injury, but here's the thing: 95% of these mishaps are operator error and are the result of incorrect, ineffectual braking. They could have, and should have, been avoided."



your legs and when stopped pegs all the time not apply to off-support the

foot off the pegs

with both feet

He refers to the low-speed manoeuvre where riders take both feet off the pegs for the final 20m of a stop with their boots hovering above the road as the “Landing Pelican”.

“Whenever we ask why they do this, the answer is usually along the lines of: ‘I need to be ready for when the bike becomes unstable’,” he says. “Our reply to this is, the bike is far more likely to become unstable when you take your feet off the footpegs. Stop the bike first, put your foot on the ground second.”

Taking your feet off the bike affects its balance and centre of gravity. After all, your feet and legs are more than one third of your body weight. If you weigh 90kg, that represents more than a 30kg shift in weight balance on the bike.

When you come to a stop, you should only put down your left foot so you can keep your right foot on the brake in case you are shunted from the rear as it will prevent you from being thrown forward.

Holding the front brake won’t help because if you are hit from the rear, your hand will instinctively let go of the lever, but your foot will be pushed harder on the foot brake.



TOP TIPS FOR BRAKING IN CORNERS

POSTED ON [9TH JANUARY, 2016](#) BY [MARK HINCHLIFFE](#)



Brakes have come a long way from when I first started riding with many new bikes now fitted with sophisticated anti-lock braking systems.

But even the most sophisticated modern anti-lock braking systems are not fool proof.

Most riders were either taught or learned that the majority of braking is from using the front brake. Some rear brake will help, but the majority of stopping power comes from the front brake. Use on a road and on a racetrack varies to some degree, but the basics are similar.

Front tyres have more grip with some weight transferred to them. So a sharp or aggressive application of the front brake can

activate the braking force prior to the weight transferring to the front tyre.

So the first rule of effective braking is to apply gentle pressure to the lever initially to transfer weight to the front tyre, before applying any meaningful lever force. Once the weight has been transferred, then the force applied can be increased.

On the road it is best to carry out all or as much braking as you can while the bike is fully upright.

Braking can be carried out while the bike is leant over, however, the further the lean angle, the more cornering forces are being applied and the less braking forces the tyre will be able to accept before it breaks traction. So doing as much braking while the bike is fully upright is the best option.

This is not always possible. Add in a distraction, an obstacle mid turn, stopped traffic or a patch of gravel and you may need to use the front brake while the bike is leaning.

This is where a gentle hand is needed in order to carry out both braking and turning forces simultaneously. Practice is the only way for you to find the limits. Track days and advanced rider training courses are the perfect environments for honing these skills.

Track days are good for practising

A bike will always hold a tighter line when the front brake has been released before being turned in. Letting off the front brake prior to leaning in the bike will also help settle the bike and place less strain on suspension and chassis components. While a racer will often brake right to the apex, on the road, this is not best practice and should only be used where absolutely needed.

Braking mid corner can feel odd. The steering has more weight placed on it, making turning the bike harder. The bike may also want to stand up a little.

Apply a little more force to the inside bar to keep the bike on the line required to make the turn. If you find that you have entered a turn faster than you had anticipated, use some front brake to slow the bike and make the turn. However be aware, too much brake force and the front tyre may lose traction. So be smooth.

Another method used to assist in tightening a bikes line in a corner is to use a little rear brake. Dragging the rear brake slightly, can assist in tightening your line. Again too much brake and you may lose grip, but a little will assist in you making the turn.

It is better to use a little brake, either front or rear while leaning the bike, than to stand the bike up and brake hard. It is something that should be practised, so when the technique is needed, you can operate it successfully without losing front or rear grip.

Remember that a bike will maintain a tighter turning radius for any given lean angle with the throttle slightly opened.

Watching racers like Casey Stoner through turn 3 at Phillip Island is an example of this method. They use the throttle to steer the bike through the corner. I'm not suggesting you go out and try this. Matter of fact, unless you are an A Grade road racer with some experience, I'd suggest rear wheel steering is best left to the experts. However, gentle throttle application in a corner can assist in making the bike turn sharper.

Practice is the key. Every rider should be encouraged to attend advanced rider training where these techniques can be practised under supervised and safe conditions.

Marty Thompson shows his style

About the author/test pilot: Marty Thompson, 48, has been riding since he was a kid, got his first road bike in 1983, raced road bikes from 1993-1997 and has owned more than 30 bikes. He was a B support rider for Cosway Motorcycles/TKA in 1996 with Kevin Curtain as his team mate. He bought Troy Bayliss's 1995 SS bike from Gavin Cosway and raced that in 1996/7.



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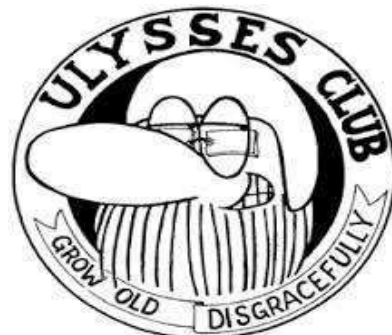


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