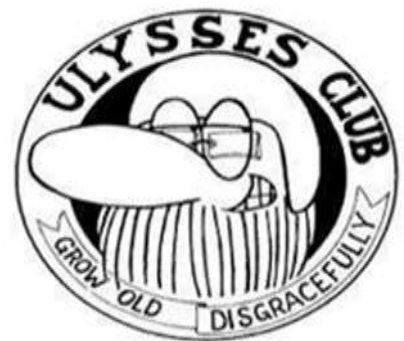




# *IPSWICH ULYSSES BRANCH*

*Edition #65 March 2020*





## *Your Committee for 2019 /20*



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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.



## CHOPPERS RANT:..... A NOTE FROM OUR PRESIDENT



Welcome everybody to March's Branch meeting. Last month's meeting was a grand occasion with Ado presenting Spook with his Telemachus medal, Spook is well deserving of this award and you could see on the night how much it meant to him. There is video of the presentation on the Branch website.

Ado also received his 15 year badge which in itself is quite an achievement, so well done to both.

This month is the 'Shave for a Cure night' where, after about 9 months I will be having my head shaved, I know that Sue has had enough of the 'unruly mop' on the top of my scone so it will be good to get rid of it, I have never in my life had hair this long.

I haven't been on a Branch ride since the Christmas Lights ride last year, I don't have to wear the moon boot anymore

as the bone in my leg has healed, but the ligament damage will still take months to get back to normal hopefully though I'll be back on the machine again soon. There have been some good rides this year already so I'm a bit pee'd off that I have missed them.

Anzac Day service at Bundamba is an event that we take part in every year, Colin (Luigi) and Crash have volunteered to lay the wreath on our behalf this year, we will then head out to Queens Park for a BBQ Breakfast

It is good to see the Spirit of Ulysses is alive and well within the Branch, with members helping out those needing a hand, thanks to Doogie for helping out Spook with his yard, Big Erik for helping out Patch when his bike broke down and also the Patch for taking Baz's bike for a service when he couldn't ride it himself.

We also had the first Branch Social night last month, many thanks to Tom and Kylie for hosting a wonderful evening. We will have to have another one soon.

As we know the AGM is on the night of the April Branch Meeting so tonight is your last chance to nominate for positions on the committee, most of the present members are nominating again although Brenda and Silver Fox are not standing again, so I would like to take this opportunity to thank them both for everything they have done for the branch in the last year – big shoes to fill for the new ~~victim~~, I mean committee member. We got given a copy of Redlands Branch newsletter and they have a committee member responsible for improving membership so we thought we should maybe give this a go ourselves so that's another position we need to fill. Please remember though that all committee positions are open for nomination, the present committee stands down and the new committee whoever it may be take 'office' after the AGM. Any positions with more than 1 nominee will have a ballot taken and the winner of the ballot will be the new committee member.

We will have 2 impartial vote counters for this task and Spook has kindly agreed to be the Presiding Officer for the proceedings.

**From NATCOM.**



## Facebook

The Ulysses Club now has two national Facebook pages. The first is the **Ulysses Club Inc Australia** which has been available for a while but has not been open – we have changed that, and on this page you can now post items of interest to members. All admin posts will appear on the timeline, and members posts will now appear on the Communities page. Ads will be removed, unless of course someone wants to pay for advertising! Post about what's happening in your branch!

The new Facebook is the **Ulysses Club Inc Australia – Classifieds**. This is a Group, and you will need to answer 3 questions to be approved to join. If you skip past that part or forget to answer the questions and do not and complete them, after a couple of days we'll

delete your request to join.

One of the questions is your member number because only members can use the classifieds group. You'll notice that we've said on the group that all communications are between buyer and seller. Again, commercial ads will be removed. Please don't invite people to join unless you are sure they want to join the Classifieds group – the invitee has to then proceed to answer the 3 questions to complete the process.

Take it easy and be careful out there.  
Chopper



## Dinky's Update



Hello all, Hoping you are all fresher for the New Year.

Just a reminder to everyone that we have introduced a Calendar for \$5 with vouchers in for raffles and Regalia. Also our sponges are in there too. All committee meeting, info night, social events and rides as well as the usual holiday. We are restocking the shoulder bags, new bucket hats, glasses and Ipswich Ulysses soaps (handmade all natural).

Membership renewal: If you would like to renew your membership please come and see me and I can process this at any info night or at any events. Otherwise you can renew directly with Natcom please see website directly or renewal notice.

With the upcoming AGM we felt it important to share the duties of the committee so anyone wishing to nominate for positions has an understanding of that position within the committee



*Branch Committee means the committee of a branch of the club.....for the conduct of the affairs of the branch. This means a formally elected branch committee or an informal (by consensus) branch committee whose job it is to conduct the affairs of the branch.*

#### **Make-up of a Branch Committee.**

The branch committee shall consist of the following office bearers.

President, Secretary, Treasurer (Or Secretary/Treasurer), A minimum of three ordinary members.

Many branches choose to elect a Vice President, although that position is not defined by the Constitution.

Where a branch has elected a Vice President that position is in reality an ordinary committee position that the branch members have decided shall fill the role of Vice President.

Members must remember that when they volunteer to serve on a branch committee, they are taking a position of servitude, not one of power. Serving on the committee is just that, conducting the affairs of the branch for the benefit of their fellow members.

Ex officio roles also include: - Quartermaster, Ride Coordinator, Welfare Officer and Membership Officer

#### **President**

##### **Duties of the President are:-**

To chair monthly meetings.

To oversee the roles of the Branch Committee

To communicate regularly with Committee members

To convey Committee recommendations to the membership.

To act on suggestions from Branch members by investigating and discussing those suggestions with the Branch Committee and take feedback to the members.

To delegate responsibilities as required.

Respond to external enquiries or organisations as appropriate.

To be responsible for the good name of the Club, both internally and externally.

To appoint ex-officio committee members as appropriate and if the needs arises.

#### **Secretary**

The Secretary of a Branch should have the desire and ability to report discussions, views and decisions of the membership in an open manner.

##### **Duties of the Secretary are:-**

To take Minutes at Branch Committee meetings.

To circulate the minutes to Committee members for verification.

To distribute to Committee members, prior to a committee meeting, true and accurate recordings of the minutes of the Committee meetings in order for them to be recorded as read and accepted at the next meeting.

To ensure minutes of the Committee meetings are signed by the President (or chairman of the meeting) and Secretary.

To refer external enquiries to the President, as appropriate.

To document all inward and outward correspondence.

To respond to Branch members enquiries as appropriate.

#### **Treasurer**

The Treasurer of the Branch should have the desire and ability to carry out the functions of a Treasurer, including banking of monies, payment of bills and ensuring the branch complies with GST liabilities.

Financial transactions to do with the conduct of the affairs of the Club or branch for the branch must not be processed through a personal bank account. The Branch account must require at least two signatories to make payments or withdrawals from the account.

The National Committee will from time to time issue instructions to branches on the conduct of the financial affairs of the branch or branches, such as the requirement to submit a statement of financial affairs of the branch for the calendar year to 31<sup>st</sup> December, to the National Treasurer as soon as possible after years end. This statement should include any branch GST calculations.

**Treasurer cont.**

Branch Treasurers are required to ensure that all money due to the branch is collected and received, and that all payments authorized by the branch committee are made, and that correct books and accounts are kept showing the financial affairs of the branch, including full details of receipts and expenditure connected with the activities of the branch.

The accounting period for the Ulysses Club Inc. and its branches is the calendar year. 1<sup>st</sup> January to 31<sup>st</sup> December.

**Committee Members**

Committee members assist with decision making and branch planning.

Committee members are ambassadors for the Ulysses Club and the Ipswich Branch and should participate in branch activities where possible. Assisting at social meetings, functions and welcoming new members where necessary.

Committee members may need to vote at Committee meetings when required.

**The Branch Committee Meeting**

Whilst meetings may need to follow an agenda and the chair of the meeting should maintain control, they need not be staid and “controlling”. A Branch is a place for members of the Ulysses Club Inc to meet and socialize.

Committee members should be encouraged to participate and not be constrained by heavy handed control.

Committee members need to be aware that serving on a branch committee is a privilege not a right and that a Branch does not belong to individuals.

**Ex Officio position: Vice President**

The vice president has traditionally been one to cover for the president when they are absent.

The VP has an active role in discussion and ongoing decision making. The VP role is a supportive role in all aspects of branch activities and can be a spokesperson for events and a member of extraordinary committees.

**Ex Officio position: Quartermaster**

The Quartermaster or Regalia Officer provides items for sale to members and liaises closely with the Branch

Committee and NATCOM regarding stock levels, sales prices, reordering and introduction and promotion of new products.

**Ex Officio position : Welfare Officer**

Maintaining contact with members as appropriate and as required

Prepare a written and/or verbal report for each newsletter or social meeting if necessary, without including another person's details.

Ensure new members and guests are welcomed and introduced at rides and events

### **Ex Officio position: Ride Coordinator**

Coordination of rides as suggested and undertaken by member.s

Submitting a calendar of rides to the secretary /editor for inclusion in the newsletter and to be placed on the national website.

Submitting ride coordinators report for the newsletter.

### **Ex Officio position: Membership Officer**

Ensure new and prospective members and guests are made welcome and introduced at Branch social meetings and rides.

Introduces new members to the Branch committee

Ensure that prospective members have access to membership application forms

Liase with members and share feedback with the Branch committee



*"Mr. Caughlin over there was the founder of one of the first motorcycle gangs"*



*"Can be call you back? He and his mid-life crisis are celebrating their tenth anniversary."*

# Brenda's Welfare Check in.

## Tips for motorcycle riders

*Close your eyes and recall your last ride in heavy traffic. Imagine the vehicles surrounding you, crowding you, cutting you off. Imagine yourself monitoring closing speeds, reading street signs, noticing and anticipating traffic lights. Then imagine guessing what pedestrians will do, or how slippery that painted line might be. And those distracted drivers on their phones... imagine trying to guess what they're going to do. Riding in traffic can be a nightmare, especially for beginners. Is it any wonder so many motorcyclists crash and burn while riding on congested streets? It's amazing how many different tasks motorcyclists deal with on a normal traffic-choked commute. Doing it successfully means processing a multitude of items at once and reacting correctly to each. Doing it wrong can mean roadkill—the humankind.*



### **Watch Drivers' Heads and Mirrors**

Watching the head movements of drivers through their windows and mirrors is an excellent way to anticipate sudden moves. Most drivers won't lunge left or right without first moving their heads one way or another—even if they don't check their mirrors.

### **Trust Your Mirrors, But Not Totally**

Your bike's mirrors can be lifesavers, but they don't always tell the entire story even if they're adjusted properly. In traffic, always buttress your mirror-generated rear view with a glance over the appropriate shoulder. Do it quickly and you'll add an extra measure of rear-view and blind-spot knowledge to your info-gathering tasks.

### **Never Get Between A Vehicle and An Off-Ramp**

This sounds almost too simple, but drivers who decide to exit at the last-minute kill plenty of riders each year. The simple rule, then, is to never position yourself between a vehicle and an offramp. Passing on the right is generally a no-no, but in this day and age, it's sometimes necessary. So, if you do it, do so between exits or cross streets.

### **Cover Your Brakes**

In traffic, you must often react extra quickly, which means not fumbling for the brake lever or pedal. To minimize reach time, always keep a finger or two on the brake lever and your right toe close to the rear brake pedal. When that mobile phone-wielding driver cuts across your path trying to get to the 7-Eleven for a burrito supreme, you'll be ready.

### **Be Noticed**

Make sure drivers and pedestrians can see you, even from a distance. Ditch the all-black attire and wear brightly coloured gear, especially your helmet and jacket. Hi-vis yellow suits and jackets are common at every gear shop.

### **Be Ready with The Power**

In traffic, ride in a gear lower than you normally would so your bike is ready to jump forward instantly if asked. Doing so gives you the option of leaping ahead instead of being limited to just using the brakes when that pickup suddenly moves over. The higher revs might also alert more drivers to your presence.

### **Traffic Slowing? Stay Left—Or Right**

When traffic slows suddenly, stay to the left or right of the car in front of you. This will give you an escape route if needed. It will also help keep you from becoming a car-motorcycle sandwich if the driver behind you fails to stop in time. Once you've stopped, be ready: clutch in, your bike in gear, and your eyes on the mirrors. You never know.

### **Practice the Scan**

Constantly scanning your entire environment while riding—from instruments to mirrors, to the road ahead, to blind spots, to your left and right—keeps you aware and in touch with your situation, and therefore better able to react. Dwelling on one area too long—watching only behind or in front of you, for instance—is just begging for trouble.

### **Left-Turn Treachery**

When approaching an oncoming car that's stopped and about to turn left, be ready. Watch the car's wheels or the driver's hands on the steering wheel; if you see movement, be ready to brake, swerve, or accelerate, whichever seems best for the situation.

### **Study the Surface**

Add asphalt conditions to your scan. Be on the lookout for spilled oil, antifreeze, or fuel; it'll usually show up as shiny pavement. Also keep an eye out for gravel and/or sand, which is usually more difficult to see. Use your sense of smell too;

often you can smell spilled diesel fuel before your tires discover how slippery the stuff is.

### **Ride in Open Zones**

Use your bike's power and manoeuvrability to ride in open zones in traffic. In any grouping of vehicles there are always some gaps; find these and ride in them. Doing so will separate you from four-wheelers, give you additional room to manoeuvre, and allow you to keep away from dangerous blind spots. And vary your speed. Riding along with the flow can make you invisible to other drivers, especially in heavy traffic.

### **Use That Thumb**

Get into the habit of cancelling your turn signals often regardless of the traffic situation. A blinking signal might tell drivers waiting to pull into the road or turning left in front of you that you're about to turn when you aren't. Better to wear out the switch than eat a Hummer's hood, eh?

### **It's Good to Be Thin**

A huge advantage single-track vehicle has over four-wheelers is their ability to move left and right within a lane to enable the rider to see what's ahead. Whether you're looking to the side of the cars ahead or through their windshields, seeing what's coming can give you lots of extra time to react.

### **More Than One Way Out**

Yeah, motorcycles fall over. But they're also light, narrow, and hugely manoeuvrable, so you might as well learn to exploit their strengths when things get ugly, right? So, don't just brake hard in a hairball situation. There's almost always an escape route. Swerving into Mrs. Smith's front yard could be a lot better than center-punching the Buick that turned left in front of you. Always have an escape route planned, and update it minute by minute.

### **Running Interference**

This one's easy, and we'll bet most of you already do it: Let larger vehicles run interference for you when negotiating intersections. If the bonehead coming toward you from the left or right is going to blow the light, better they hit the box van next to you, right? For the same reasons, don't lunge through an intersection as soon as the light turns green. Be patient, and use the vehicles next to you as cover.

This is not an exhaustive list, but it is a good foundation to add to. What other tips would you give to a beginner rider?

Stay upright and ride safe  
Xx Smurfett



Special Mention for Patch .. a real display of mateship

"I have only been a member for a couple of months and hardly know anyone. After a fall that broke four vertebrae the medics banned me from riding the Spyder for a few weeks. It had been booked in for service and a new battery and I mentioned it to Patch at the February meeting. Without even being asked he turned up at my place, drove the bike to Springwood and after waiting for the work to be done brought it back home. That is what you call mateship - thanks Dean!"

Cheers,

Baz



## *Sheriff's Office*

Wow, what a great night. It was a good attendance after a two month break. We had four wounded warriors that were on walking sticks or frames, I hope they are all on the mend. I don't know if it was me but it was bloody hot in the room. I don't think they had the air con up.

To all the members who had birthday, a big Happy Birthday to you all. No sense in naming you all as it was 3 months' worth.

As for the fines, there's no sense in naming names as you know who you are because there were 29 fines. On the night Spook was presented with the Telemachus Medal for his outstanding contributions as a Ulysses member over the years. A lot of members don't know that Spook takes members to hospital and doctors appointments and asks for nothing in return he is always there to assist and guide members with his profound knowledge

Congratulations Spook

Windsucker  
50255

### Mulgowie Ride

Another hoot and steamy day but we still had a great turnout , 21 riders and a car. It was Spook who made up the ride for me and as usual we went on rides I never knew existed.

Lunch was great

No problems on the ride and everyone had a great day

### Social Night

To the people who turned up at Gronk and Kyli's house , what a great night we all had. Could not have asked for better hosts , hope there are a lot more of these to come .



# *The Fox's Den.*

Hi Fellow Ulyssians,

March will be a busy month with 4 rides pencilled in.

**The Bolton Clark Retirement Home** ride is to be confirmed with Mt Lindsay attending as well. - **CANCELLED**

Looking forward to April , we need someone to step up and lead two rides.

What's On this month

## **Friday March 6th<sup>h</sup>**

Info night at the Ippy Club. 7pm – March Shave for a Cure

## **This months rides.**

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

Konrad Walters Memorial Ride to Kyogle . Depart Yamanto 9am

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

Shave for a Cure ride to Gatton. Ride leader..... Depart Yamanto 9.00am  
(Haircuts all round)

### **Saturday 21<sup>st</sup> Mar - **CANCELLED****

**Saturday ride** to Bolton Clark Retirement Centre, Algester.

Mt Lindsay attending as well .Departing Ippy Club 9.00am . Ado ride leader

### **Sunday 29th Mar**

Blessing of the bikes , Anglican Church Boonah. Leaving Yamanto at 8.30am. Afterwards to The Shed Café Rathdowney.



*See you on the rides and ride within your capabilities.*

*Bob, the Silver Fox #63410*

# 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. Depending 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.

**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.





## Lumberjacks Web-talk

Hi all,

At the last ride, Kon's memorial ride, we had a discrepancy between the paper version of the newsletter and the ride calendar about what time we were supposed to start the ride. The newsletter said 09:00 and the website said 08:30. This was a big ride so we had to start a little earlier

It would be good if you checked the website's ride calendar before you go as we can always change details of the ride on our website where in the newsletter, once the newsletter is printed, that's it. We can't change it.

Next meeting will also be our AGM and I won't be able to make it as I will be on the way to Peru on that Friday night. That's if I am allowed to fly out of the country. We have a bit of Corona hysteria going on at the moment so we never know what's going to happen. I don't know how much internet access I will have in Peru but if I get any then I will do my best to keep our website up to date. That's if I'm still webmaster by then. I can also still be contacted the usual ways while I'm away. Have a good and virus-free month. And see you all on the rides.



Cheers,  
Lumberjack

## Crash's monthly mouthful



Hello again, I have just got home from Kon's memorial Ride and I am pooped.

401 KM from my house and back.

I'll have to get Sue to give me a massage tonight to ease my aching bones.

After some liquid refreshment, of course.

What a great ride, that lion's road is not a road for the faint hearted, you have to pay close

attention to the corners on that ride, I nearly ran up Tiger's ass at the end at last bridge, he slowed down more than I anticipated, oops, he was watching me in his rear-view mirror and thought I had him.

Thanks everyone who came along it was one of the best rides I have had in a long time..

I would like to thank Erik for leading us and Ado for being our tail end Charlie, I can see why it was Kon's favourite ride, and I think I am all twisted out.

One last thing I was 10 minute's late to the starting gate but everyone waited for me, sorry guys, I was trying to recruit and new member at the garage while I was getting fuel.

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

#42697 CRASH

All worn out a Rathdowney on the way home



### **Toogoolawah Rock & Roll Ride.**

How tough are the Ipswich Ulyssians, a stinking hot sultry day and 21 took the challenge to ride to the Eagle Rock Cafe at Toogoolawah.

Spook and Wendy were allowed to go by 4 wheels due to his knee recovery being a slow process.

Also Bam Bam & Nicole rode all the way from Currumbin on the Gold Coast to take part. Now that is dedication plus, well done to you both.

With Silver Fox up front as ride leader and Windsucker as tail end Charlie we all set off. Walloon, Rosewood, Granchester and then Laidley for a water stop. Drinks are a must in the heat.

After drinks replenishments, off towards to Gatton & right turn over the Warrego highway & onward to Esk. It is good to see the country side looking retentively green again after the recent rains but we need more.

Stopping at Esk for our second water stop and drinks to replenish our bodily system then out of Esk we turned right to Somerset Road. Several kilometres later, left turn to Toogoolawah road and onwards to our destination. On arrival, no one was lost or left behind. Marvellous.

Greeted by the owner of the Eagle Rock Cafe, it looked splendid in it's sixties look of neon lights, chrome tables & chairs with cubicle in vibrant red colours.

Milk shakes, hamburgers, chips potatoes (not french fries) and snacks of long ago were all consumed. A solo musician/singer took us back to the sixties with Elvis Presley most prominent. So listening to the music which was an added bonus and air conditioning, lunch was consumed in a great atmosphere.

Upon leaving the owner insisted on photo's of the bikes out front of the cafe and a group photo of all of us under the verandah.

Time for the return journey. Straight back down the Brisbane Valley highway. The temperature had risen considerably since the morning ride. So homeward bound was good while moving in the breeze. In all a pleasant trip, thank you all who attended.

Silver Fox

63410



## Kon's Memorial Ride 2020

10 bikes and 2 tin tops turned up to Kon's memorial ride at Yamanto. There was a little confusion about the start time as the web site said 08:30 and the paper version of the newsletter said 09:00, but this was a big ride so we didn't have time to wait and off we went 35 minutes past eight.

The ride to Rathdowney via Boonah was eventless but pleasant as the weather was perfect for a ride.

Once at Rathdowney, we had a break and most people bought a drink and we did a bit of socialising.

Then it was time to move. Now came the fun part of the trip. Lions Road. 2 bikes went home so now there was only 8 bikes and 2 tin tops.

We all took it fairly easy on Lions Road. I thought that some of us would have overtaken the ride leader and run amok on all the tight twisties (which would have been "fine free" in this case) but everyone stayed behind me.

As per tradition, we had a break at the end of Lions Road where we all had to wait for the adrenalin to wear off. One tin top left us here. I think they had mechanical problems so now there was only 8 bikes and 1 tin top doing the last 19 km to Kyogle.

In Kyogle we parked our bikes and found a café to have some lunch. After lunch, we went to one of the servo's to fuel up as we did a lot of km's that day.

Then it was time to have some real fun. Going back via Summerland Way is really fun. This was Kon's preferred stretch of road and I remember the last time I rode it with Kon, it started to Rain and Kon was really disappointed as he knew that it would be his very last time on this road. This time, however, the weather was perfect and we could run amok until we got slowed down by "bloody tin tops" snailing away on "our road"

Once we were back in Rathdowney, we all went to the pub and had a few drinks before we went the last 120 km home. We went different ways home. Me, Ado & Amanda and Crash went via Beaudesert, Boonah. There were some roadwork on the way to Beaudesert, but being on a bike, we saved a lot of time jumping the car queue.

That was the end of a nice ride and my odometer said I did about 390 km that day.

Erik (Lumberjack)



**POP THE CLUTCH THEY SAID**



**IT'LL BE FUN THEY SAID!!**

**SOME USE A THERAPIST**



**I RIDE.**



**GLASSHOUSE  
MOUNTAINS  
ULYSSES MEMORIAL  
POKER RUN**

**SUNDAY 15 TH MARCH**

**BIG FISH SERVO**

**8 AM FOR 9 AM LEAVE**



**Finishing back  
at Big Fish Tavern**

**\$10 per  
hand**



**Come join us for a day of  
adventure, fun & a  
chance to ride with old  
friends and make new  
ones !!!!**



**HOPE TO SEE YOU ALL THERE !**



**GLASSHOUSE  
MOUNTAINS  
ULYSSES**

**VALLEY RALLY**



**16-18 TH OCTOBER 2020**

**BEERWAH  
SPORTSGROUNDS**



# St. Patrick's Day Word Puzzle

I C E L T I C W	A J O S U I P L
Z Z L U C K L U I D	U U G B H X L Q T T
S S N D T A E K Y B M	G U O W J E U O M F F
N N R T V N T N V A B C	O G F C M N C Z W V W U
V I A U E S L S L T K P U	L K X J E A O S T Q E I I
K R V L R P P G V T D M T Q	D V J C X N R X T Z W N A N
G M Z F S A F I Z G P D Q L	R F D K A I O L R H K P A C
T Z H O W P I D P H H A W O	E E M N D G N Z E C C L T H
N B J G M S N N N G E G T L	E W E W P A A T A R A B V F
I A F Y R V E U B R A T K R	L V S B I N T A S U B S Q A
A G M A G S U I G O W B A V I H I W S E S I A U H B Z I E	
S I X C I R I S H V W N X R J C B X G D Q O Y R C A R L L	
P X C O Y S W A W L I U I B L K I I R H N Y E P G O S	
L C E K E G X L A Q P A A E O H H J D S Z U L E O	
N I I R H O L H I	
N V O V F E U U F A N M I C R E D G D A N C E G W	
K P D K X I Z M I L E R Q F D E F C M P G M V G G P N	
K C O R M A H S C E Y K U Z A C X R T N E T D O T D P P G	
N Y M S I I G H N S R V O P E F P F P D Z L M X N S H A D	
E N H G W V A C T A T A F Y L E B V E F J C D Y E K R H	
E R T T W R O R A D I L P O M X L N L I Z U N K I A S	
R V G K M B N W U I G R H D K S X H B O R T S I A P D I	
G I Q Q N E J W H Y E W P C F S Q M C C E A T F N O E I	
H O Z O Z X M X W V R Q O L Z I D C T R L Z Y W S T P B	
F G N H L S R O E L I U T U K M H M R A Z E G T H X	
G J L Q X L Z L G B A N O M S A Y V N M Q Q G K	
X V Q C X M I I K X F Z L O O H S D F G S A	
S H E P R A H S L R U Z B J Q H D J K P	
C X B L E A M V Z H E D X C I V	

## Word List:

BAGPIPERS	CLOVER	IRELAND	POT
BEER	CORONATION	IRISH	RAINBOW
BLARNEYSTONE	DANCE	JIG	SAINT
CABBAGE	EMERALD	KISSME	SHAMROCK
CELEBRATE	FAIRY	LEAF	SHENANIGANS
CELTIC	FOUR	LEPRECHAUN	SNAKES
CHARM	GOLD	LUCK	STPATRICK
CHURCH	GREEN	MARCH	TREASURE
CLANS	HARP	PARADE	

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