



# Ipswich Ulysses

Newsletter #26 December 2015

## Merry Christmas



The many faces of Kermit - taken at the Christmas Lights Parade

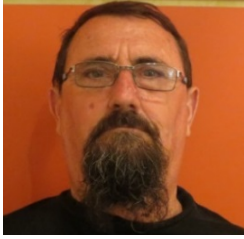


Imbil Rally Motley Crew

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

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

## President



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2015

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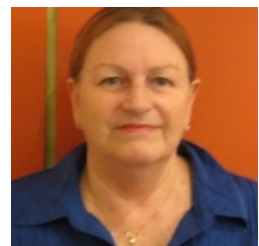
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## Regalia



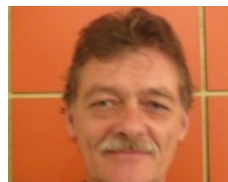
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## Ado's December Air Spray

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

Merry Christmas and Happy New Year to our all members and guests. The year has passed by so fast, a common statement which I often hear, so obviously everyone is feeling the same way. My mum told me on my 21<sup>st</sup> birthday that now I was 21 the years are going to fly, and fly they have.

The year 2015 has been a good year for us, maybe needing a few more ride leaders to put their hands up, but certainly we have encountered some interesting rides. One of the rides coming up will be the Ipswich Annual Toy Run in its 19<sup>th</sup> year, Sunday 13<sup>th</sup> Dec. Although I haven't spoken to Erik about this yet, he is always accommodating to my pleas and wishes, those who wish to travel as a branch on the ride will be meeting at Karalee Shopping Centre at 8:30 am to ride to Brassall Shopping Centre. The last two years we left from Yamanto, so it is only fair to look after our upper crust from the northern regions of Ipswich. Branch shirts are not compulsory (not that they ever are) and if you want to dress yourself in your finest Christmas regalia then feel free to do so. This will be my 11<sup>th</sup> Ipswich Toy Run so experience tells me make sure you pack plenty of water to oil your voicebox. There is always that person who you haven't seen for quite a while who just happens to be pop up on the ride.

The Mount Lindesay Toy Run and the Sunshine Coast Toy Run is this weekend. Unfortunately Amanda and I can't attend the Mt Lindesay run because we just remembered we have a prior engagement with one of her close friends leaving to return to NZ. Please see Erik's page in the newsletter for more info.

Speaking of rides, thank you to all the Ride Leaders and Tail End Charlies and for members who came up with ideas for rides. You have all made our year very successful one on the tar. The BBQ trailer sure got a work out this year and is expecting more of the same next year. However, it is always nice to travel to new destinations so please put on your thinking cap and let us take us to places we have never been before, out of bed. Just as Toddy has below. Ideas put forward for 2016 at a revisit to The Clifton Pictures, a night at Drive-in, ressurecting Amanda's Icecream Run, a trip to the White Mischief Chocolate Factory, somewhere where can dip our toes in the water, night rides, coffee trips..... put your destination here or in the ear of our Ride Coordinator, Erik.

The Branch has been on two camp-aways in the last three months, actually in the last 6 weeks, which is more than we did in the last 2 years. We have another one planned for the May day weekend (1-2 May 2016) to Possum Creek near Miles. Thanks Toddy for reminiscing a memory of 20 years ago and putting a blog on the website for us to consider. <http://www.possumpark.com.au/index.html> For those who don't have access to the web here is some info which may help you decide if you want to join us on either your bike or tin top. There are ensuite double rooms are \$100 per night. The powered sites are \$25 and non powered sites are \$10 a night. The write up for the **Bunker Rooms** on the website for Possum Creek says *"Self contained kitchens and comfy lounges! And there's no treks to the toilets here. These are en-suite units. Retreat from the world and just sleep if you wish. The well-designed ventilation along with the insulating properties of mother earth ensures a pleasant temperature, warm in winter and cool in the summer! Now that's insulation... and if thats not enough - all units are equipped with reverse cycle air conditioners for your year-round comfort. And just*



*outside your unit is your own private BBQ area, right beside your undercover car parking! In all units, linen and towels are provided, as is cutlery and crockery. All you need to bring is your food!* Dave from Possum Creek tells me if you book under the name of Ipswich Ulysses he will accommodate us. There is plenty of room at the moment, and he is looking forward to entertaining at least 30 of us.

The Branch Christmas Party is on the 19<sup>th</sup> December and we have had a good roll out of over 60 members attending. We will bring the amp – so if you have some favourite songs /music which you can bring on a usb we will be happy to play them for you. The obligatory battery operated toy is a must on your to bring list, and wear your Christmas finery, a smile and your dancing shoes. Thanks to Paula and Christine for taking on the challenge of the Party and organising the wonderful meal we are expecting. We believe that you will need to sign on at the JETS reception desk to enter the facility. Our party is in a segregated area at the back of the clubhouse – so just keep walking through the building and you will find us.

I know this is early but I wanted to let you know that at our committee meeting a few weeks ago we decided that the Branch AGM will be held on April Fools Night, 1<sup>st</sup> April 2016. We will be calling for nominations in the February and March newsletter and website with nominations closing in March. More info will follow.

Once again an invitation has been extended to the Branch to attend the Christmas Carols at the Salvation Army Chapel Hill Retirement Village (Moggil Road) on Wednesday 9th December. For those wishing to attend with Amanda and I we will be leaving Macca's Yamanto at 5:00 pm to arrive at the facility where we will be assisting with parking as we did last year. (I will bring the yellow vests from the DV Ride). The Carols start at 6:00 pm and finish around 7:30 pm. Dress up the bikes, if you like. There will be tea and coffee after and we will have the opportunity to chat with some of the residents. I am looking for a bike or trike to bring Santa into the event – this is only a trip of around 400 meters, if that, but adds to the excitement on the night for the residents, staff and us.

Keep it Legal – I's a Watching .Ado

## **Cat in the Hat Drinking Poem**

I'd like another drink I think  
Another drink to make me pink  
I think I'll drink until I stink  
I'll drink until I cannot blink

Perhaps I'll have a shot of rye  
The rye I spy with my own eye  
Some rye to make me fly so high  
I think that I can touch the sky

Or maybe I will have some rum  
It's not so dumb to want some rum  
I'll drink and fall upon my bum  
Or maybe contemplate my thumb

Some vodka would be very nice  
Or wine, or maybe scotch on ice  
Perhaps Kahlua would entice

I'll drink it once, I'll drink it twice

I want some beer to make me cheer  
Hurrah! Hurrah! A cheer for beer!  
I will not stick it in my ear  
Hurrah! Hurrah! I'm here for beer!

I'll drink with my friends Jack and Ron  
I'll drink until my liver's gone  
I'll invite Sam and Bud and you  
And Captain Morgan can come, too

I'm loaded now, I have to go  
My brain is working very slow  
There's just one thing I need to know:  
Where is the can? I have to go!

By Anon



It's time for the  
Branch Christmas  
Party

Saturday

19 December 2015

Your Invited to celebrate with us

This year we are having our party at the

**JETS Leagues Club, 15 Downs Street, North Ipswich**  
where we will be letting someone else do all the work for us.

We will be enjoying a 3 course meal (dietary requirements will be looked after). Drinks are available at bar prices. We are asking active branch members to pay \$10 towards their meal with the branch paying the balance. Please see Paula our Treasurer to RSVP and pay your \$10 and let her know about any dietary requirements.

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

Invitation open to active branch members with limited spaces available

The Committee wishes You  
and your loved ones a very  
Happy Christmas.

We are planning an eventful  
2016 and look forward to  
riding with you. Don't  
forget to put your thinking  
cap on for new rides and  
destinations for us to  
explore.

Over Christmas & New Year  
Celebrations, if you're  
drinking please don't Ride.

**Ride Safe, Everyone!**

### THE SEVEN DWARVES OF OLD AGE..

NAPPY



WRINKLY



SQUINTY



ROCKY



SAGGY



FARTY



LEAKY



# Sheriff's Court

## James "Windsucker" 50255

November was another great month for the branch with rides and events. Fines as follows:

Lindz: Not telling members about the dirt road on his ride; not turning his indicators off; leaving gloves at the petrol station

Doogie: Not putting his petrol cap on properly

Bling: Making a boo boo in the newsletter

Ado: Losing his keys

Rizzo: Losing her gloves

Spook / Robert / Romeo – For not listening to the ride leader's brief

Strop was presented with a cowboys belt buckle for the Cowboys great win over the Broncos.

### Three namings on the night:



Phil – Old Yella



Steve – Romeo



Daz – High Rise



### MISHAP AWARD

High rise – going over the handle bars, thank heavens no injury just his pride hurt.

Ross "Crash" dropping his new bike and giving himself 30 stitches in his leg. But he is healing well.

**Quote of the month: Always forgive your enemies, nothing annoys them so much.**

Til we met again, take care **"Windsucker"**



## November Birthdays



Tracy "Double D"  
gets her Senior  
Member Badge



Dazza being Dazza

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

#### Age Badges.

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

#### Length of Membership Badges.

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

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



# Threads for the Web

## Website or Web site:

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



Konrad has been busy looking after his very sick girl, Chrissy aka Dolly. If you have any queries about the Branch Website, please give him a call – he is our expert.

Ipswich Branch website is at: [www.ipswichulysses.com](http://www.ipswichulysses.com)  
Ipswich Branch email address is: [ipswich.ulysses@zoho.com](mailto:ipswich.ulysses@zoho.com)

Konrad Walters





# Lumberjacks Road Rash







Hi folks,

There have been that many rides lately that most of us couldn't even attend half of them and there are still many more planned before Christmas and some of us may even have a life outside of Ulysses that also requires attention so that makes it hard to choose.

Some of us went to Imbil for two days of partying together with 800 other party-animals and I intend to do that again next year.

Like last year, we will make the Sunshine Coast Toy Run our ride, as we want to support other branches and it also happens to be on our Ride-Sunday so we have to get out riding anyway. It is a bit early with a 06:30 start from Yamanto but we have to start early to make it in time. I hope that a lot of you can make it out of bed that early.

Ipswich branch rides and rides of interest:

Date	When	Where to meet	Ride leader	What's happening	Distance
06/12/2015	06:30 am.	 Yamanto	Erik	Sunshine Coast Ulysses Toy Run	140 Km. each way
Wed 9/12/15	5:00 pm	 Yamanto	Ado	Salvation Army Aged Care Cnt Moggill, Christmas Carols	Not long at all
13/12/2015	Before 10:30	Brassall Shopping Centre	Ado	Lockyer's Toy Run Leaving from Karalee Shop Cnt 8:30 am	
20/12/2015				NO RIDE. As we have our X-mas party the night before	
03/01/2016	09:00	 Yamanto	Amanda	Amanda's Coffee ride	
17/01/2016	09:00	 Yamanto	Shane	The Barn	

## The wisdom of age:

Yesterday morning I bought two six packs of beer on sale in the bottle shop. I placed them on the front seat of the car and headed home. I stopped at the petrol station where a drop-dead gorgeous, almost blonde was filling up her car at the next pump. It was very warm and she was wearing tight shorts and a light top which was wide open. She glanced at the beer, bent over and knocked on my passenger window. With her bra-less breasts almost falling out of her skimpy top she said, in a sexy voice, "I'm a big believer in barter, old fellow. Would you be interested in trading sex for beer?" I thought for a few seconds and asked, "What kind of beer you got?"

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

## RIDES OF INTEREST

Check out our Website [www.ipswichulysses.com](http://www.ipswichulysses.com) there is almost always something for you to do.



**SAVE THIS DATE**  
**5/12/15**



### Mt Lindesay Ulysses Toy Run

**Location:** Middle Green Sports  
720 Middle Road  
Greenbank

**Time:** 3pm



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



**Show & Shine**  
**\$5 entry**



**CHARITY RIDE  
TO SUPPORT THE KIDS**

**JOIN US, RIDE AND BBQ**  
**SUNDAY 6 DECEMBER 2015**

**START** Kawana Shoppingworld  
119 Point Cartwright Dr, Buddina (8am register - 9.30am depart)

**FINISH** Kawana Surf Club  
99 Pacific Blvd, Buddina (11.30 arrival for BBQ)

All road registered bikes welcome  
**PRIZE FOR BEST DECORATED BIKE**  
FOR MORE INFORMATION CONTACT 0419 722 001



**Ulysses Club Inc.**  
Hosted by Lockyer Branch  
Circa 1996



### 19<sup>TH</sup> ANNUAL IPSWICH TOY RUN 13<sup>TH</sup> DECEMBER 2015



*In aid of the following charities:*

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

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

- **Where:** Ride departs Brassall Shopping Centre (Hunter St)
- **Time:** Registration begins from 8 a.m.
- **Depart:** 10:30 a.m.
- **Cost:** free or \$20 includes breakfast, patch or pin & perpetual draw ticket
- **Finish:** Ipswich Show Grounds - Greyhound Pavilion

**Route follows:**

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

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

#### CONTACTS

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



Many other rides of interest  
on our Branch website

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



## IMBIL RALLY

Well it seemed like years since we had been to Imbil Rally, but once we got there it all came back to me, the tents, camper trailers, tent cities set up everywhere, the people, the music and heat.



Some happy campers went up on the Friday to set up camp. Thanks to Jo, Toddy and friends, Spook, Buzz, Dorothy and Gunther and Leonie and Gary for keeping a spot for us.

As we had to work the Friday and then had the Night Lights Parade

to go to, Ado and I decided to get up early on the Saturday and that we did, leaving home around 6 am. We took the car this time as Ado had some booked in some Bowen Clients for Sunday, and with all the heat about, we wanted to get back to the Switch in good form, and airconditioning. It was great, I got to take a little more than I would have on the bike and trailer, nearly all the comforts of home, much to Ado's disgust.

We arrived at around 9:00 am, having missed quite a few calls from the happy campers checking on our whereabouts. We set up our tent under a shady tree and then joined in the fun of chatting, laughter, lunch, tea and coffee, and drinks with our friends. Ski visited us to say hi as well as other friends from years gone by.

Before you ask – yes it was hot. We couldn't believe that a few weeks early we were freezing our butts off at the Bunya Mountains and now we were in the heat. The River was calling – so off we went – Ado and Toddy were totally disgraceful on the swing – here they are at the point of no return. I want to let you know that they didn't jump just once – they were obsessed with proving their athletic abilities. Toddy didn't lose his hat but Ado's thing did float away at one time.







Before we knew it, it was time for the Jimkhana. The events ranged from slow bike ride, barrel roll, tyre toss, hay bale search, limbo on bikes and egg toss. Ado was the third best tosser in the tyre toss, and he and I came fifth in the egg toss. Boy there certainly were some good tossers out there. There was quite a good turnout for the Jimkhana from participants on the rally, the green ants, and the deer from the deer farm.

We entered the branch in the 'biggest club attendance' we didn't win, we wrote a tall story for the "hard luck story" and didn't win and although we purchased raffle tickets, we didn't win them either. It's not about winning, I know, it's that we participated, and that we did! I understand that Erik and Anni danced the night away both nights, whilst the rest of us opted to sit in our tent city and have a chat.

Sunday saw the skies start to open (so I was glad that we had taken the tin top). We all packed up and headed off home.... and Ado didn't lose his keys this time.

Thanks everyone for a great weekend, we just loved it.

Amanda & Ado



**Cooling off  
&  
"ADO"  
attempting to  
Phone Home**



## Our Imbil adventure

The alarm clock went off at 03:00 so I could get to work for a 04:00 start. A wee bit early, but the things we do get to Imbil on a Friday before dark.



After work I rushed home (almost within the speed limit) so we could pack the bike and get out of there. I wanted to go there without stopping, but Anni had other ideas, so we had to make a coffee stop somewhere on the way.

We went the back way, Kilcoy via Split yard Creek and then Maleny where we had a coffee stop just a few k's after the town. The Café we stopped at had a spectacular view so we enjoyed our coffee even

better.

After our coffee break, we went towards Kenilworth via a lot of twisted roads and we had a lot of fun getting there. The only part we didn't like was the high temperatures. It felt like sitting in a big hair-dryer, riding around in the near 40 degrees temperature.

In Kenilworth, we stopped to fill up with petrol and shortly after we were at the gate paying the entrance fee to get in.

After a short ride around the place, we found some other Ipswich Ulyssians and unpacked and put up our small tent.

After having set everything up and said hello to different people, we went down to the bar to check out the food and drink situation. We came to the conclusion that the prices were not too bad so we could afford to get a few drinks and some food. Having had only 3 hours sleep the previous night, I decided that I had to go to bed early so we went down



to get some food and a drink and then back to the tent for some needed sleep. However, when we were about to go back, they started to play some good old rock music from back in the days where we were young



and stupid and we just couldn't leave all this good music. We were almost forced to stay and make sure the music didn't go to waste. After a lot of dancing we finally gave in and went to bed. I think it was about midnight so at least we didn't sleep our life away. I slept in Saturday morning, trying to catch up with some much needed sleep, but the sun didn't want me in the tent. It didn't take long before the tent was boiling hot so I had to abandon my sleep and get out of

there.

*Breakky*↑

We went down to the bar and got some breakfast and just wandered around and relaxed, looking at motorbikes and people. Some clever people had a shade set up in the creek and were sitting there nice and cool.



Later on, Ado and Amanda turned up and after having set up their tent and other gear, they went with a few people for a walk around the place. Ado and Toddy went for a swim in the creek and all of us had fun. Before we knew, it was time for the usual competitions and we all gathered at the area where all the fun was happening. Ado competed in Tire-throwing and almost won. Unfortunately some other bastard came after Ado and threw the tire even longer.

After the competitions, we all went back to our camp and relaxed. It was too hot to do any more than just that. Eventually most people started to do some cooking except Anni and me. We were here to relax, not to do house chores. We just went down to the bar and bought some food there. Much easier. Maybe it also had something to do with that we couldn't possibly fit one more thing on the bike as the saddlebags and the small frame on the back didn't hold much for two people when also carrying tent, air-mattress, sleeping bags and many other things.



*Watching the competitions in the heat ↑*

Just about everybody else there, had a trailer hooked up to their bike, but not me. Because I'm a stubborn old bastard and the more all the others kept telling me that I needed a trailer, the more I didn't want one. To me, it's not a bike if there are more than 2 wheels on it and I can't have so much fun in the twisties.

After enjoying our Tea, we waited for the party to start and at 19:00 hours (7pm.) the music started. Not long after that, all the trophies were handed out and Raffle ticket drawn. That took them almost an hour and as soon as the draws were finished and the music started the smell of burned weed began to spread. We had to hold our breath if we didn't want to get high.

We went back to the camp to get a shower and then back to the party where we stayed until midnight. When we came back to our camp, all was dark and quiet so we just went into our tent and tried to sleep. It was warm and muggy but eventually we fell asleep.

We woke up early Sunday morning by the sound of people packing up and eventually we went out of the tent and started to pack up too. It had started to rain so some people were grumpy when they packed up. Or maybe it was just all the rest of us that was really annoying all the time. We packed the bike with the huge load that we could fit on the back, while some people again told me that I needed a trailer but it didn't work. No trailer for me thanks.



*The bike was packed high ↑*

We took off towards Brisbane and as it was raining there was no point in going by the twisties so we just took the boring M1 and made it home in a couple of hours and that was the end of our Imbil Adventure.

Erik (Lumberjack)





## **Riding with the Patriots for a Good Cause – by Jay Mair**

Going to meetings can be great to get things done for your group but it also means it's easier to get dobbed in to do other stuff. Tuesday night's meeting for the DV ride in May found me suddenly leading Ipswich Ulysses Branch to Old Petrie Town on Saturday 28th November. We were joining with a number of riders from around South East Queensland and the local chapter of the Patriots. The Patriots were organising the event. The actual ride started from Old Petrie Town at 9:00 so we all had to leave Dinmore railway carpark at 7:30am.

The good part is riding at 7:30am, it is not very hot in summer and there is not much traffic, which suited us fine as we were travelling through the suburbs of Brisbane (The old Army route through Enoggera). A fairly straightforward route. We headed up to the Centenary highway to the Western Freeway, then past Government house and around Red Hill to Enoggera, Brendale, Bray Park and then to Petrie. There was quite a reasonable police presence on the roads at that time of the morning but we weren't speeding so we were fine but then at the Red Hill area I noticed a motorcycle cop was following us. As we stopped for the lights he started chatting to one of our riders; asked us where we were all heading and then wished us the best and headed off in another direction. I like the friendly cops.

We arrived in plenty of time to register and grab a coffee and or breakfast if you weren't organised before you left home at that ungodly hour, well I did, I left home at 6:15, to refuel and get there before any other riders (duties of a ride leader, para 6, point 12).

The Patriots gave an excellent ride briefing, making sure everyone knew what was to happen and how they expected us to ride with them. No speeding amongst the group of riders, no maniac overtaking left or right side of riders. Today's ride is not about how fast you can go but riding for a cause - to promote Domestic Violence Awareness and tell ourselves and others to say no more Domestic Violence against women, children and men.

The first leg of the ride took us over Mt Mee to the D'aguiar pub for our first stop. I didn't realise that this was a Poker run until we registered and had to draw a card. At the "D'ag" pub we drew our second card and had a quick drink. The next leg was out to the Bruce highway ending up at the Sundowner Hotel Caboolture. After having another drink and drawing our third card we were instructed on the last leg to the Patriots club house in Nanango. Someone was going to video the group as we rode under one of the bridges on the Bruce Highway. It took a good bit of manoeuvring in traffic to get us all together in one lane. Not something I would like to try with a really large group on a motorway that is full of cars. I think we must have frustrated a few car drivers but the video looks great.

We finally ended up at the Patriots Club house where there were plenty of helpers cooking up a storm. I liked the idea of a self serve hamburger etc and plenty of variety of drinks from the club house bar. We drew our fourth card and then had to wait another half hour before drawing the last card and all the raffles were drawn. Eric, yet again, Eric won a motorcycle jacket, he has won a number of these, he must eat them for breakfast as he always seems to need another one.

A couple of Ipswich members won a few smaller prizes and by 2:30 it was warming up so we all decided to head back to the big smoke of Ipswich.

It was a great day, hopefully everyone that followed me had a great time and I'll see you in my mirrors some other time soon.

Jay

"The Ipswich Branch vs the Money Muncher" Unfortunately the chocolate machine came out the winner by a knock out. Not one little bit of chocolate dropped but the gold coins donation also stayed in the machine. Thanks Jay for setting off the alarm trying to encourage some of the chocolates to fall out way.





## Christmas Lights Parade by Windsucker

10 Riders turned up at Yamanto for a ride into Ipswich for the Christmas Lights Parade. Mick and Paula on the BMW met us at the start. We were number 23 in the procession and it was one hell of a hot night.

When we got going everybody turned their lights on and it was quite impressive. Well done to all the lads and lassies, made Ipswich branch look good.

Going down Brisbane street it was wall to wall with spectators cheering and chatting. Daffy put a klaxon horn on his bike and what a noise it make. He was beside me, but I had to back off because it was so loud (I could have shoved it up his ...)

Paul Pisasale was there cheering us on and he was overheard saying to the crowd that “We were his bikers”.

All in all, it was a great night! Can't wait for next year.



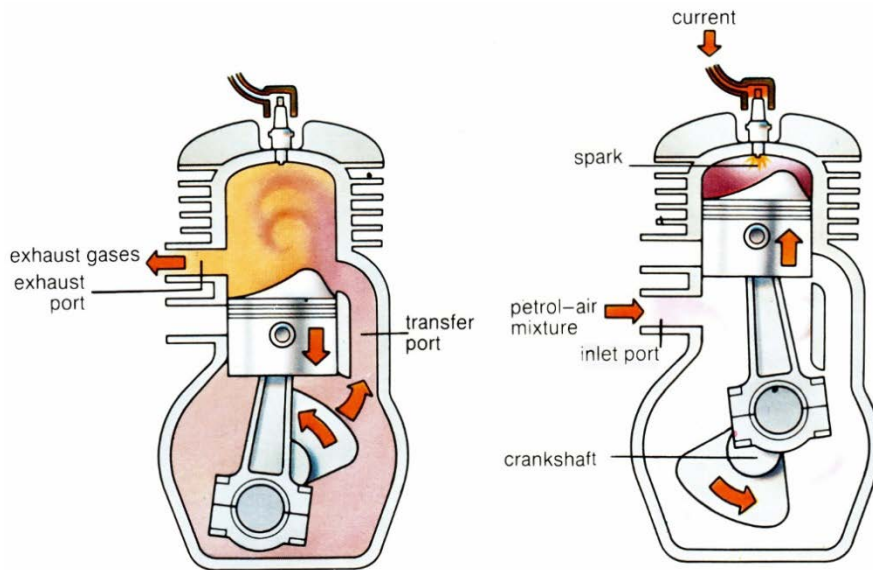




## GETTING TECHNICAL

### Two-Strokes, explained

*Thanks to the web.*



Just in case some of you aren't sure how two-stroke engines work, here is some review. In a four-stroke engine, each of the four essential steps of the power-producing cycle is given its own piston stroke:

- 1) Compression
- 2) Power
- 3) Exhaust
- 4) Intake

A two-stroke performs all the same steps, but in just two piston strokes. The simplest two-strokes do this by using the crankcase and the underside of the moving piston as a fresh charge pump. Such engines carry the official name "crankcase-scavenged two-strokes."

As the two-stroke's piston rises on compression, its underside pulls a partial vacuum in the crankcase. An intake port of some kind (cylinder wall port, reed valve or rotary disc valve) opens, allowing air to rush into the crankcase through a carburettor.

As the piston nears Top Dead Center, a spark fires the compressed mixture. As in a four-stroke, the mixture burns and its chemical energy becomes heat energy, raising the pressure of the burned mixture to hundreds of psi. This pressure drives the piston down the bore, rotating the crankshaft.

As the piston continues down the bore, it begins to expose an exhaust port in the cylinder wall. As spent combustion gas rushes out through this port, the descending piston is simultaneously compressing the fuel-air mixture trapped beneath it in the crankcase.

As the piston descends more, it begins to expose two or more fresh-charge ports, which are connected to the crankcase by short ducts. As pressure in the cylinder is now low and pressure in the crankcase higher, fresh charge from the crankcase rushes into the cylinder through the fresh-charge (or “transfer”) ports. These ports are shaped and aimed to minimize direct loss of fresh charge to the exhaust port. Even in the best designs, there is some loss, but simplicity has its price! This process of filling the cylinder while also pushing leftover exhaust gas out the exhaust port is called “scavenging.”

While the piston is near Bottom Dead Center, mixture continues to move from the crankcase, up through the transfer ports, and into the cylinder.

As the piston rises, it first covers the transfer ports, leaving only the exhaust port still open. If there were no way to stop it, much of the fresh charge would now be pumped out the exhaust.

But there is a simple way to stop it—using exhaust pressure waves in the exhaust. If we shape and dimension the exhaust pipe right, a reflection of the original pressure pulse, generated as the exhaust port opened, will bounce back to the port just as fresh charge is being pumped out of it. This pressure wave stuffs the fresh charge back into the cylinder just as the rising piston covers the exhaust port.

Because fuel-air mixture is constantly being pumped by the crankcase, it is not practical to lubricate piston and crank by pumped circulating oil—it would be swept away by the mixture rushing in and out. Therefore, we must either mix a little oil with the fuel (2 to 4 percent) or inject it very sparingly into the bearings with a tiny metering pump. The fact that there is so little oil dictates that such simple two-strokes must employ rolling bearings, whose need for oil is very small.

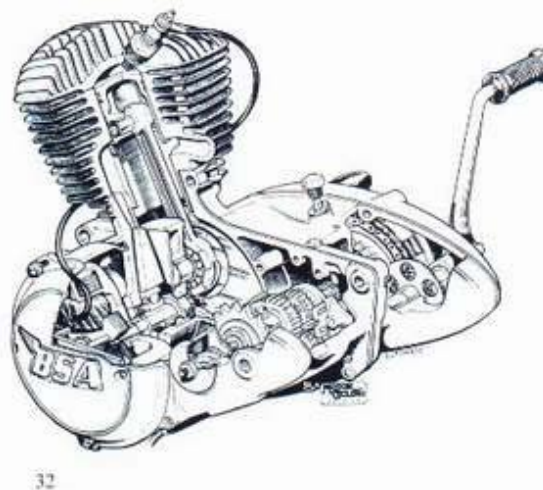
More complicated two-stroke engines exist. Instead of using the crankcase and underside of the piston as a fresh-charge pump, we can use a separate rotary blower, directly connected to the transfer ports in the cylinders. We don’t have to place the exhaust port in the cylinder wall—it can take the form of four overhead poppet exhaust valves, as it does in two-stroke marine, rail, and truck diesels. Because such engines do not use their crankcases as fresh charge pumps, they can employ long-lasting plain bearings, lubricated conventionally by pumped recirculating oil.

Two-stroke diesels are scavenged with pure air, not a fuel-air mixture. Their fuel is injected only after all ports have closed, preventing any loss. Certain crankcase scavenged two-strokes do the same, and are called “DI,” or Direct Injection two-strokes. They can be made as fuel-efficient and low in exhaust emissions as four-strokes.

The world’s most efficient piston engines are in fact the giant, slow-turning marine diesels that carry the world’s international shipping trade—they are twice as efficient as the usual four-stroke spark-ignition engines found in cars and motorcycles.

BSA Bantam 173cc single cylinder 2 stroke engine.

**Marita**







## Indian Chief Vintage

Being big doesn't mean you can't be an athlete. Six foot-plus, 200-pound NFL wide receivers can run the 40 yard dash in under 5 seconds, and turn on a dime doing it. After riding the 2014 Indian Chief Vintage for this long-term, 3500-mile test, I found the same combination of qualities can also be found on certain large motorcycles. The Vintage is a large motorcycle with an athletic

personality; it has managed to combine power and nimble handling without sacrificing either.

Taking its cues from the Indians of yesteryear, the Vintage can be configured in solid "Indian Mo0000012torcycle" red paint, with a tan distressed leather seat and saddlebags, or you can choose Springfield Blue, or a more basic Thunder Black hue. The colors chosen for the Chief series are not generously clear-coated, rendering a finish that emulates the original bikes of the era. Stylized badging and detail work abounds, from the lighted War Bonnet on the front fender, to the Indian head relief on the frame, to the knurled oil reservoir knob and the etched script on the brake reservoir covers. At stoplights the Vintage certainly turns heads, with bystanders often smiling and giving a thumbs up.

While the style is gorgeously old school, many of the bike's features are not. Thanks to keyless ignition, the fob stays in your pocket, and starting is disarmed when you're 15 feet away. Throttle-by-wire, cruise control, ABS brakes, self-canceling turn signals and a multi-functional digital information display are all standard on the Vintage. The saddlebags have a "period correct" three-buckle strap system (with plastic latches behind the buckles) complete with leather fringes, and at 15 pounds of capacity, are large enough to pack for a several-day getaway. They are easily removable via two attaching points inside each bag, but they do not lock, which does pose a security issue.

**Born to Perform** Just like Ado: The 111 cubic inch Thunder Stroke engine is simply a joy - to look at, to listen to, and especially when you twist the throttle. The power and torque of the locomotive-like engine is prodigious, and readily on tap. After my occasional roadside photo stops, I would sometimes forget to downshift, and pull away from the stop in third gear, but the engine never lugged, and by the time the clutch was engaged, I was approaching 20 mph and there was no need to downshift. In slow roll-ons and hard acceleration, as well as small changes to throttle position to adjust lines in curves, the throttle-by-wire system was smooth and predictable. On a ride through Deal's Gap, keeping the Vintage in third gear for speeds from 20 to 40 mph through the continuous curves for the 11-mile stretch, I never needed to shift, and rarely used the brakes. On the Interstate, I locked the cruise control on 75 mph, and the engine sung its sweet tune at 2800 rpm, rock solid. In short, the engine never failed to deliver in every circumstance. While the engine does require 91 octane fuel, economy for my rides was surprisingly good.

The Indian's transmission has 6 speeds, all nicely spaced for the powerband of the engine. As with most American motorcycles, first gear engages with a heavy "thunk," and clutch operation requires a strong hand. Shifting from first to second gear when the bike was cold did prove difficult, but once it was up to operating temperature, I found the bike shifted smoothly and easily, and over the course of riding 3600 miles, gear changes became progressively smoother.

With a wheelbase of 68.1 inches, a wet weight of 835 pounds, and a load carrying capacity of 425 pounds, the Chief Vintage is a big bike. That being said, when sitting on the 26 inch high seat, well into the bike's center of gravity, you do not feel its size. Although it has a fairly wide turning radius, the Chief Vintage was easy to handle in slow-speed maneuvers, and never felt top-heavy or ungainly. And while it's not a motorcycle that is intended to be ridden like a sportbike, it will lean over and cut a line quite willingly. In aggressive riding through mountain roads, 'S' curves and diminished radius turns, changing a line in mid-curve required simply adding a bit more countersteer or throttle. The suspension soaked up bumps and small potholes easily without upset, and the bike always felt firmly planted, exhibiting no shakes, shimmies, or frame flex (though you could easily touch down hard parts). On highways and interstate riding, the Indian Vintage tracked straight as an arrow, and felt intuitive and confidence inspiring in all situations.

**Saddle Up** On day rides and tours that included rural roads, highways and interstate riding, I found the seat to be comfortable, with good lumbar support, even on 10-hour plus days. The Vintage has an almost "standard" riding position, with a pullback handlebar and grips angled slightly inward for a comfortable rider's triangle, and floorboards that are not far forward but still allow for foot position changes. The Vintage also uses a

standard shifter (rather than a heel-toe unit), which allows more room for the left foot. Even the standard 18 inch windshield did a good job of keeping wind at bay, although a small amount of air flow did make its way underneath. Although my stock test bike didn't have the optional fork lowers, the envelope behind the windshield was reasonably quiet. Given the height of the windshield and the low seat height, all but the tallest of riders will be looking through, rather than over it. Fortunately, it's distortion-free, but the generous chrome on the speedometer console does reflect off the back of the windshield, which can be distracting at high noon. Torque screws on the control pods make for easy positioning of the clutch and brake levers, and two adjustments on each mirror allows your rear view to be customized as well. Extending and retracting the kickstand while seated was a bit of stretch for me, and riders shorter than 5 feet, 8 inches (like myself) will likely have the same experience. A redesign of the kickstand end, and moving it up, would give better accessibility.

The right hand controls include an emergency flasher button, the run-stop switch, the starter button, and cruise control system switches. The brake lever features a rotating wheel and pin adjustment that allows its distance from the handgrip to be dialed in for the individual rider. The electronic cruise control is simple and intuitive, and uses a separate on-off button coupled with a single pivoting switch for cruise control operation. 'Resume' and 'Accelerate' functions are paired together, and activated with an upward press, while 'Set' and 'Decelerate' activate with a downward press. However, the function button is located to the lower left of the control pod, making for an awkward reach from the throttle. Moving the switch closer to the grip would allow the rider to use it without taking their hand off the throttle, or eyes off the road.

**Right hand controls** The left hand controls include the horn button, and turn signal and high beam switches, all in their usual places. A button inboard from the front side of the left grip changes the digital display through a range of useful features. These include the odometer, two trip meters, engine RPM, volts, average fuel economy, range in the tank, and even ambient temperature. The gear indicator and digital clock displays are always on.

Not quite as well thought-out is the clutch lever, whose outer tip is almost 5 inches away from the handgrip, making it a long reach for any hand size. It also necessitates greater effort to pull in the clutch. As the brake lever distance is adjustable, why not incorporate the same feature on the clutch lever? Adding that adjustability and using a lever angle that's more parallel to the grip (and a hydraulic actuator) would both shorten the reach and lower pull effort.

In nighttime riding, the speedometer and fuel gauge are clearly visible, but using a red dial indicator on a red illuminated display does make them harder to read. Also, backlighting the pod controls would be a welcome addition.

**Check and Fill** With the saddlebags removed, both the bags and rear section of the bike are easily cleaned, but the valanced fenders do limit access to wheels and tires. Fortunately, the front tire valve is angled outward, so there's easy access for checking air pressure, but the rear tire valve's standard vertical stem is more difficult to reach due to the drive belt and exhaust. Removing a saddlebag does make things easier, but why not use an angled stem for the back tire as well? Checking the oil is a somewhat complicated procedure, requiring the engine to be warmed to operating temperature, the knurled knob to be loosened with the included tool, then holding the bike upright while the knob is unscrewed, the dip stick wiped clean, then screwed back in until fully seated and screwed back out again to check the level. A sight glass for checking oil level might be a good addition to the bike. The oil filter and oil pan drain bolts (there are two) are easily accessible, and this should make for easy oil changes for the DIY crowd.

**Rear wheel air valve** While an 835 pound motorcycle may not be for everyone, in the segment of large cruisers, the Indian Chief Vintage is a marvelous feat of engineering, and a welcome new addition to the stable of American-made motorcycles. The styling is one-of-a-kind, the engine's performance is a treat for the motorcyclist's soul, and the well-sorted suspension makes it ride like a smaller motorcycle. The New Native American motorcycle company got this one right, and you'll know it on your first ride.



## Motorway Biking Sudoku Difficulty Medium

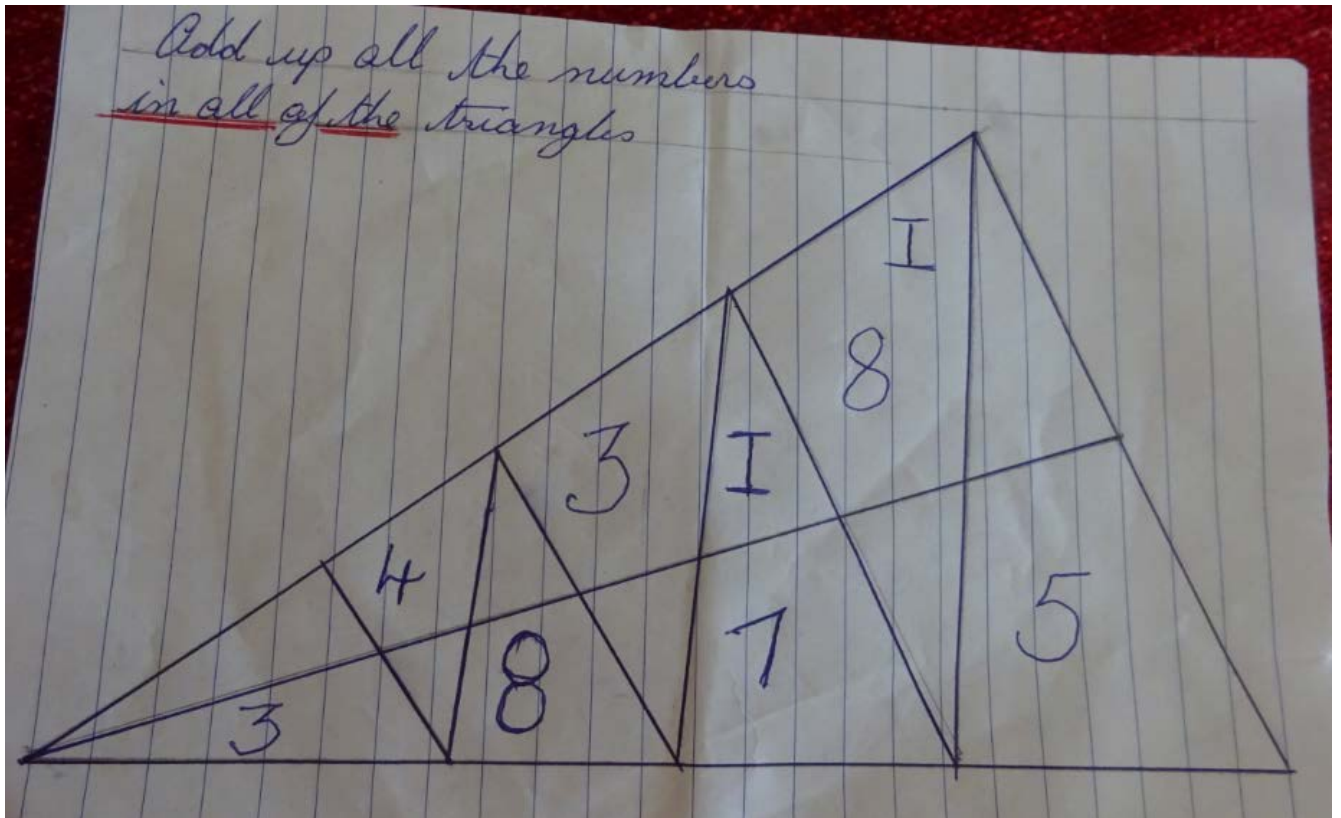
To ride on a motorway you motorcycle must be \_ cc or more.  
Fill in the grid below with the numbers 0-8 to find the answer in the shaded squares.

			7		2		6	4
7			0			8		
		8						
	1	6				5		3
0	5	4		1				
			3	0			1	
	6		8					
3	8	1	4			2		



Thanks Marita for the Sudoku

Thanks Rizzo for your Puzzle below!





## Cooking with Christine

### Christmas Maraschino Cherry Shortbread Cookie

#### Ingredients

- 10 1 cup unsalted butter- room temperature
- 10 ½ cup powdered sugar
- 10 ½ tablespoon vanilla extract
- 10 2 cups all-purpose flour
- 10 ½ teaspoon salt
- 10 ¾ cup maraschino cherries-chopped
- 10 ⅔ cup chocolate chips

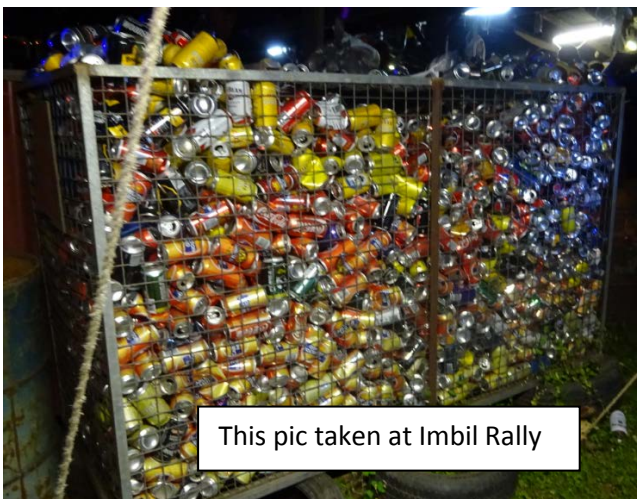
#### Instructions

1. Mix flour and salt, set aside.
2. Cream 1 cup unsalted softened butter with ½ cup powdered sugar, mix in vanilla.
3. Add flour and salt mixture and mix until it starts forming larger clumps.
4. Mix in chocolate chips and maraschino cherries.
5. Form the dough into the log and press it well or it will crumble when you slice the cookies (the log should be about 2 inch thick) Wrap it in the plastic wrap and chill in the fridge for at least 1-2 hour.
6. Preheat the oven to 325 F and line baking sheet with parchment paper.
7. Cut the log into ¼ or ½ inch thick slices (if the slices crumbles, press it back together with your hands) and place them onto baking sheet with one inch of space between.
8. Bake the cookies 10– 15 minutes (until they just start to turn lightly golden brown on top)
9. Let them cool for 5 minutes on a baking sheet before transfer them to a rack to cool completely.



### Full of the Christmas Spirit

Come Christmas day  
 I will be full of Christmas spirit  
 Champagne with my breakfast  
 Is only the start of it  
 Then a CC with the family  
 After the candles have been lit  
 And aperitif before lunch  
 Maybe Vodka, Gin or Port  
 Wine with every course  
 Brandy when the pudding is lit  
 Liqueur with coffee  
 Then more brandy as we sit  
 Then when the day is over  
 I wish shoe a ferry Hacky Fhrismit



This pic taken at Imbil Rally



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