



# RIDING ON TOO

## NEWSLETTER OF THE ULYSSES CLUB

### CANBERRA BRANCH

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**WWW.ULYSSESCLUB.ORG/BRANCHES/CANBERRA/  
PO BOX 387 CURTIN ACT 2605**

**PRESIDENT**

Peter Gibbins  
Pgibbins@bigpond.com

**TREASURER**

Peter Higgs  
phiggs@netspeed.com.au

**SECRETARY**

Ian Paterson  
iansallypaterson@iinet.net.au

**COMMITTEE MEMBERS**

Ride Coordinator

Ian Paterson  
iansallypaterson@iinet.net.au

BBQ Coordinator

Kim Gibbins  
gibbinskim@hotmail.com

Social Secretary

Judy Perry  
judyperry@netspeed.com.au

Trish Holdsworth

tonkatough10@hotmail.com

**EDITOR**

Lyn Munday  
RO2Editor@live.com

**HISTORIAN**

Peter Newark  
pjnewark@ozemail.com.au

**QUARTERMASTER**

Jan Wills  
janw@clicksrecruit.com.au

**WEBMASTER**

Gary McDonald  
kurrjong@internode.on.net

## BRANCH AGM

### TUESDAY 19TH APRIL,

G'day again

The 2011 AGM in Newcastle was another great event (even if the weather was not that kind to start with). For the few days that we were there it was great to catch up with members from other branches, participate in the Grand Parade as well as the Saturday night dinner. I had the opportunity to attend the extended NatComm meeting on the Friday and to see first hand the effort involved in running the Club at a National level; during this meeting it was announced that the 2014 AGM will be held in Alice Springs. It is pleasing to see that our Jen and Leo have both been returned to National Committee positions.

I caught up briefly with one of the original Branch Presidents, Peter Newark recently. For those who may not be aware, Pete has had surgery recently and is on the road to recovery. Pete mentioned that he was overwhelmed by the concern shown by Club members and the number of visitors during his stay in hospital and subsequently at home. Pete is hoping to attend our next meeting and looking forward to getting back on the bike again.

This will be my final report as President of the Branch. I would like to acknowledge the efforts of the committee during the last 12 months. My sincere thanks go to those involved in maintaining the values of the original members. This is a great Club and it has been a privilege to serve as your President. The time has come for me to step out of public life for a while to consider future work opportunities overseas. I am certain that the new committee will work to deliver value to you the members.

Finally, we will be holding our monthly meeting this month at the Italo Club at Forrest commencing at 7:30pm as usual. If you are interested, some of us meet at the various restaurants in the Club from 6:00pm so feel free to drop in to have a meal or just to catch up before the meeting. The Branch Annual General Meeting will be held this month, so please ensure that you have your current membership card with you for the meeting.

See you out and about. And now for the rest of the RO2.– **Peter**

**MEMBERSHIP IN THE ACT REGION: 700+**

# MINUTES OF THE LAST MEETING

## Ulysses Canberra Branch General Meeting 15 March 2011

**Meeting Opened:** 7:35pm.

**Attendance:** 48.

**Apologies:** Peter Thomas, Sharon Costigan, Jen Towie, Caroline Palin, Alan Munday, Elca Cooper.

**Welcome New Members & Visitors:** Rebecca Askey-Doran, Pauline Garner, Mike Kelly, Dave Mossman, Gordon White, Frank.

**Minutes of Previous Meeting, President's Report, Treasurer's Report:** As published in RO2.

**Acceptance:** Chas, Ross. Carried.

**Business arising from previous minutes:** None.

### **Correspondence in:**

Veteran Vintage & Classic MC ACT newsletter.

Ulysses MIA Branch newsletter.

Ulysses MIA Branch Old Priory Rally flyer (Beechworth, 29<sup>th</sup> Apr-1<sup>st</sup> May).

Ulysses Cotton Country Cruisers Moree Muster flyer (Moree, 29<sup>th</sup> Apr-1<sup>st</sup> May)

Minutes of Natcom meeting 22<sup>nd</sup> January, Newcastle.

Invitation from Natcom for 2 members to attend extended Natcom meeting.

### **Correspondence out:**

Sympathy card for Ulysses national president Denis Paulin after the death of his wife.

Get well card for our inaugural branch president Peter Newark, suffering from cancer.

Australia Post – cheque for our PO box.

**Business arising from correspondence:** None.

### **Quartermaster's Report:**

Jan Wills said the gear shop at the AGM at Newcastle will be selling stuff for less than Jan can buy it for, so if you need anything, particularly big items, it might pay to buy at the AGM.

Normally though you can buy Ulysses Club merchandise through Jan and save on shipping costs. Order anything featured in Riding On, pay 50% deposit when ordering and pay the balance when you pick the items up. You can also buy and sell second-hand gear at Jan's gear table.

### **Social Secretary's Report:**

Judy Perry has organised this year's Xmas in July at Forbes. Accommodation at either pub or motel – details are in RO2 and on the branch website.

### **RO2 Editor's Report:**

Editor Lyn Munday is happy with the way RO2 is going. Again, she couldn't fit everything in so some material was held over. A limited number of printed copies are available at each monthly meeting, for a gold coin donation.

Don't forget, each issue of RO2 is only as good as the contributions Lyn receives. Please send in ride reports, bike tests and reviews, gear tests and reviews, etc, preferably with photos. The **deadline for each issue of RO2** is the Thursday before the branch monthly meeting. Ride reports, photos and other contributions should be emailed to the RO2 editor at [RO2Editor@live.com](mailto:RO2Editor@live.com) and Gary for the branch website at [kurrajong@internode.on.net](mailto:kurrajong@internode.on.net).

### **Ride Coordinator's Report:**

Ian Paterson said the new March-May ride calendar is up on the national website. The first ride of the month, to Fitzroy Falls, was led by Alan Munday and attracted around 18 bikes, most of who managed not to get lost. The moral here is if you don't know the way, don't overtake the ride leader! See Dave McIlroy's ride report in March RO2 and on the website.

Last Sunday's ride, a Chomp & Chat to Young led by Ian, had 5 riders and was very relaxed and a lot of fun. Mick Beltrame, one of our members who is into Iron Butt rides of 2000km in 24 hours, wrote a hilarious ride report. It'll be on the website soon and in April RO2.

Next Sunday Trevor McLeod is leading a ride to Tathra.

Check the ride calendar on the Ulysses Club national website for the latest information on rides.

# MINUTES OF THE LAST MEETING (CONT.)

## MRA:

Jen Woods said Liberal MLA Jeremy Hanson shot his mouth off about something and has since agreed to go on a ride with MRA on which motorcycling road safety will be discussed.

## Rider Development:

At a Police-RTA meeting, Gary Mac found out that as soon as one part of a road is fixed, fatigue crashes start occurring further down the road. Not sure if there's a solution for that!

Gary will run Rusty Rider rides alongside the Decide & Rides on Sunday 27<sup>th</sup> March and Sunday 29<sup>th</sup> May. Meet at the starting point for the Decide & Rides. If these dates are not suitable or you would like some specialised tuition (L's, P's, etc), contact Gary on 0408 434 549 or [kurrajong@internode.on.net](mailto:kurrajong@internode.on.net).

In Gary's report in RO2 he mentions an excellent UK Police Riders Handbook, which is available from the Canberra Library, along with videos.

## Webmaster Report:

The branch website is vast and starting to show its age in a few places. Let Gary Mac know if you see any pages that are out of date so he can deal with them.

Ride reports and photos are welcomed for both the branch website and RO2 – and don't forget your Me and My Bike stories and photos for the branch website. Send any material to both Gary (for the website) and the RO2 editor.

## BBQ Report:

Our recent BBQ at CMC for a Goldwing gathering raised \$272 in total. CMC's sponsorship of our branch is still unresolved.

## General Business

Peter Newark is home from hospital and has completed a round of radiation treatment. Peter was the foundation president of the Canberra branch. We wish him all the best.

Nominations close 22<sup>nd</sup> March for the branch AGM on 19<sup>th</sup> April. Some nominations have been received already. Nomination forms are on the branch website.

Mal Garner handed out some more moneyboxes so we can collect coins (preferably Australian gold ones) for the Toy Run. Mal aims to beat last year's figure of \$300.

Tonight's guest speaker was Sally Gavin from the Red Cross, on the joys of donating blood.

If you are not getting branch emails or you have changed your email address, please let Ian Paterson know at [iansallypaterson@inet.net.au](mailto:iansallypaterson@inet.net.au).

**Tonight's winners:** Joe's Motorcycles wine raffle: Terry Cooper.

**Meeting closed:** 8:30pm.

**Next meeting:** 7:30pm Tuesday April 19 at Italo-Australian Club, Forrest.

A new teacher was trying to make use of her psychology courses. She started her class by saying, "Everyone who thinks they're stupid, stand up!"

After a few seconds, Little Larry stood up. The teacher said, "Do you think you're stupid, Larry?"



"No, ma'am, but I hate to see you standing there all by yourself!"

Larry watched, fascinated, as his mother smoothed cold cream on her face.

"Why do you do that, mommy?" he asked. "To make myself beautiful," said his mother, who then began removing the cream with a tissue.

"What's the matter", asked Larry "Giving up?"



## Road craft – Pacing your space

The last two articles in this Roadcraft series talked about scanning, using the information gathered to plan and then turning that plan into a skilled and paced movement of that space along the road. The idea being to build a pocket or bubble of safe space around you and your bike, and then move that bubble and pocket, constantly adjusting pace and position as you go.

It's an acquired skill, and the better at it you get, the smoother and tidier your riding will become. To others you will appear to flow smoothly with and through the traffic, and from your own point of view problems will be dealt with "ahead of time" and the ride will be effortless and enjoyable.

There is another aspect of our riding skill that we should also work on and that is our physical control, or bike handling skills. It is one thing to "know" where you should be and another thing to be able to be there when you want to be. As well as the skilled understanding of your rider inputs, you should also have the ability to swerve, slow or stop at will. Emergencies when you have lapsed in your roadcraft, or other road users or road circumstances will present a special challenge for which you will need to be confident and skilled in your bike handling.

All of these skills ( road craft and bike handling) need to be practised, and, there are great benefits in practising our skills with a skilled rider observing, advising and demonstrating to help you develop and hone your learning. A good training program will link and integrate these skills back into your roadcraft.

There are a number of programs available. Some locally and some interstate, ranging from programs to take a novice rider through their L and P level training through to advanced and refresher courses for the experienced or returning rider. With our Ulysses rebate these courses are a fun and affordable investment in ensuring we enjoy our riding for a very long time.

See the table below for a list of some of the road courses available. Visit the websites and you will find a wide range of options to suit all skill levels. Please consider!

Safe Riding All, Gary Mac.

Course	Contact Details	Weblink
Learner - ACT	Contact Stay Upright - 62413963	<a href="http://www.stayupright.com.au/act.htm">http://www.stayupright.com.au/act.htm</a>
Learner - NSW	pay and book with NSW RTA	<a href="http://www.rta.nsw.gov.au">www.rta.nsw.gov.au</a>
Provisional - ACT	Contact Stay Upright - 62413963	<a href="http://www.stayupright.com.au/act.htm">www.stayupright.com.au/act.htm</a>
Provisional - NSW	pay and book with NSW RTA	<a href="http://www.rta.nsw.gov.au">www.rta.nsw.gov.au</a>
Advanced Stay Upright	62413963	<a href="http://www.stayupright.com.au/act.htm">www.stayupright.com.au/act.htm</a>
Ride & Thrive	HART (Special Courses) & MRA ACT - (03) 9335 2766	<a href="http://www.hartridertraining.com.au">www.hartridertraining.com.au</a> <a href="http://mraact.org.au/">http://mraact.org.au/</a>
Gears (for Girls)	Contact GOTM (Stay Upright)	<a href="http://www.girlsonthemove.com.au">www.girlsonthemove.com.au</a> <a href="http://www.stayupright.com.au/act.htm">www.stayupright.com.au/act.htm</a>
MASTERS	Contact MRA ACT (Stay Upright)	<a href="http://www.mraact.org.au">http://www.mraact.org.au</a> <a href="http://www.stayupright.com.au/act.htm">www.stayupright.com.au/act.htm</a>
Australian Superbike School	Contact Australian Superbike School - 03 9792 1322	<a href="http://www.superbikeschool.com">www.superbikeschool.com</a>

## Webmasters Report – April 2011:

At the time of writing ( from 15 March to 15 April ) the branch website has had 470 visits.

These visits resulted in 1,237 page views and visitors read just under 3 pages per visit.

The total number of individual visitors was 197.

The "Whats On" RO2, "Ride Report" and RO2 remain the most popular pages .

Visitors mainly came from Canberra, followed by a few from Sydney, Brisbane, Melbourne and Adelaide.

International visits came from the USA (2), and one each from the Netherlands, Belgium and Canada.

88% of our visitors use Windows, 5% use a Mac, 3.4% use an iPad with the remainder using iPhones, Android and Linux (less than 2% each)

Let's keep these visitors happy and entertained - take up your pen or keyboard and write some stories, ride reports or send in photos. There's always "Me and My Bike" or "Outfit", there's "For Sale" pages and a "Wanted" as well.

Your website awaits your brilliant work :-)

## A Helmet with a difference

When a product reaches the point where it's nigh on to impossible to improve its functionality, someone will still come up with a way to make people want to ditch their old one and get yours. Check out these motorcycle helmets.



# TREASURER'S REPORT

## Ulysses Club - Canberra Branch Report for March 2011

### Income

18/03/2011	Ulysses Gear	\$	134.10
18/03/2011	Raffle	\$	52.00
18/03/2011	Newsletter	\$	7.00
18/03/2011	BBQ	\$	272.50

Banked S1    Banked S2    Investment

18/03/2011	Banking		\$141.10	\$324.50	
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### Presented cheques

22/03/2011	PO Box Renewal	\$	86.00
22/03/2011	RO2 Printing	\$	20.48
27/03/2011	Guest Speaker Dinner	\$	60.00

### Expenses

<b>Account Balances</b>	S1 03409312	\$	1,555.07
	S2 03505049	\$	1,939.03
	Investment	\$	4,300.63



My husband and I divorced over religious differences. He thought he was God and I didn't .

I used to have a handle on life, but it broke.

I don't suffer from insanity; I enjoy every minute of it.

Some people are alive only because it's illegal to kill them.



Don't take life too seriously; No one gets out alive.

Every time I start thinking too much about how I look, I just find a Happy Hour and by the time I leave, I look just fine.



An old Irish farmer's dog goes missing and he's inconsolable.

His wife says "Why don't you put an advert in the paper?"

He does, but two weeks later the dog is still missing.

"What did you put in the paper?" his wife asks.

"Here boy" he replies.



**MONTHLY MEETINGS ARE HELD ON THE THIRD TUESDAY OF THE MONTH AT 7.30PM AT THE ITALO AUSTRALIAN CLUB, 78 FRANKLIN ST, FORREST. ARRIVE EARLY FOR DINNER WITH OTHER MEMBERS, BEFORE THE MEETING, FROM 6.30PM**

**Next meeting Tuesday 16th May 2011**

## **Xmas in July - Forbes with the Bushrangers 15th & 16th July 2011**

**Option 1** Depart Friday 15 July and explore the area on Saturday – take a rec day :-}

**Option 2** Depart Saturday 16th July

**Vandenberg Hotel 6852 2015** – Meal [\$30] and accommodation [twin \$50 triple \$60 double \$50] – supply own earplugs Saturday night as the band finishes at 02:00!!

**Plainsman Motel 6852 2466** Alternate ensuite accommodation nearby [\$89 for single, double or twin]

Make your own accommodation bookings and let me [judyperry@netspeed.com.au](mailto:judyperry@netspeed.com.au) know if you are attending and which ride dates you will travel. Route TBA

**Forbes** is rich in gold-mining history and the site of the biggest gold robbery in Australia's history. See remains of the tunnel system that was created in a bid to foil bushrangers. Tour the town on foot and admire some fine examples of 19th-century architecture. See Ben Hall's grave in the cemetery.



**FOR MORE WHAT'S ON:**

**[HTTP://WWW.ULYSSES.ORG.AU/BRANCHES/CANBERRA/HTML/WHATS ON .](http://www.ulysses.org.au/branches/canberra/html/whats_on)**

# TO WAVE OR NOT TO WAVE

That is not the question. Said topic has been dealt with elsewhere, ad nauseam. Suffice it to say that the choice is entirely yours: Wave first, wave back or don't wave at all. However, if you do decide to wave, then the **Waving Code** that all Real Bikers share needs to be committed to memory and implemented correctly.

The historical origin of the wave is attributed to armoured knights on horseback. When approached by another knight bearing the same coat of arms, both knights would raise their helmets' visors to reveal their identities to each other. When knights were not in armour, the lifting of the visor was transformed into a salute, employing a similar motion of the arm and hand.

In the early days of motorcycling, two-wheeled warriors of the open road began greeting each other in passing with a knight-like salute. Nowadays, according to experts on waving protocol, the waves exchanged by bikers are determined by the kinds of bikes they are riding. The major categories are sport-bikes, metric cruising/touring bikes, and genuine Harley-Davidsons. Anything else with a motor and two wheels is considered to be just a motor-bike.



**Sport-bikes**, be they naked or faired, are designed to be pushed to scary limits by competent pilots of the non-squidly persuasion. Due to their awesome power and handling, they deserve special recognition with a specific salute. Don't expect a sportbike pilot to remove hand from grip when their bike is cranked over in a turn. While showering sparks onto pavement, the best riders may actually manage a subtle lifting of the left index finger. Consequently, waving at sportbikes by wiggling your index finger is considered the proper salute. If you are riding an inline-four and aren't preoccupied with scraping noises emanating from your footpeg, you may want to wave by raising all four fingers while leaving your left thumb curled under the grip. Ducati riders may similarly modify the standard sportbike salute, using two fingers to symbolize their twins. There are a couple of other hand gestures shared by sportbike riders that are worth mentioning. If you have recently eluded a speed trap on your crotch-rocket and encounter oncoming sportbike riders, pat the top of your helmet to let them know there's fuzz up ahead. On the other hand, if the section of highway you've just burned up is not infested with gun-toting kill-joys trying to enforce speed limits meant for cagers, you may want to signal with a thumbs-up, just to let the other bikers know that they, too, can go for it.

**Japanese metric cruisers** and baggers, while undeniably offering the best bang for the buck in the forward-foot-control genre, just don't have enough innate character to garner the respect of bikers whose loyalties lie elsewhere. While heavily customized versions may receive admiration at bike shows, their riders tend to feel like Rodney Dangerfield when on the road. If you don't ride rice and want to avoid the appearance of snobbery, you may acknowledge these Oriental economic miracles by raising your left hand vertically, keeping your elbow close to your side so as not to imitate a right-turn hand signal. Keeping your fingers curled, touch your left thumb to your index finger as if pinching a penny. If you are riding a metric cruiser, open your left hand while maintaining thumb to forefinger contact, and form the universally recognized sign for "O.K., Dude!"



The venerable **Harley-Davidson** is the only motorcycle worthy of the V-Twin salute. A "V for Victory" or "Peace, Brother" symbol is formed with the index and middle fingers, and delivered with a slow extension of the left arm, downward at a 45-degree angle. If you own a Harley and have acquired the all-too-common "Harleyer than Thou" attitude towards other coats of arms, upon discovering that the approaching bike is actually a Japanese imposter you can simply retract your index finger. Depending upon the extent of your air-cooled bigotry, you may want to give an approaching V-Rod rider the same one-finger salute. Unless, of course, you are also riding a V-Rod, in which case a shoulder shrug is probably sufficient.

Should you encounter an **off-brand American cruiser, a chopper, a Euro-bike that is not of the sporting variety, or a Japanese model other than cruiser, bagger or sportbike**, a quasi-salute is optional. This can be accomplished with a brief opening of your left hand, just above the grip. However, if you happen to be riding the very same kind of motorcycle, then by all means feel free to make a fool of yourself by gesticulating wildly.

When it comes to waving etiquette, there remain several murky areas still being hotly debated. For example, should passengers wave to other passengers, thereby sharing pillion empathy? If you are of the waving persuasion, should you greet everyone coming the other way on your poker run? If there is a large group of oncoming riders, and their motorcycles represent a mixed bag, should you give the entire group one continuous, generic wave, or should you

greet each rider individually with a wave that is politically correct for their specific mount? If you can accomplish the latter at 50 miles per hour, you can probably count cards in Vegas.

There is one more thing that needs to be said here. While it is perfectly acceptable for bikers to return in kind the waves of pedestrians, be they inquisitive children or envious adults, Real Bikers never wave back at grown-ups on bicycles, mopeds or motor-scooters. If you'll feel guilt-ridden for not being oh-so polite, then perhaps a simple nod of the head in recognition of their existence would ease your conscience. Just hope that your riding buddies don't notice!

### **Why They Don't Wave Back**

Every once in a while, somebody starts whining about Harley riders not waving back. Before those whiners dismiss all Harley riders as mean-spirited, they should consider that there are probably very good reasons why their waves are not being returned....

### **Top Ten Reasons Why Harley Riders Don't Wave Back**

- 1 – They're afraid it will invalidate their factory warranty.
- 2 – Leather and studs make it too hard to raise their arm.
- 3 – They refuse to wave to anyone whose bike is already paid for.
- 4 – They won't let go of handlebars because they might vibrate off.
- 5 – The rushing wind could blow the scabs off their new tattoos.
- 6 – They're angry over the second mortgage needed to pay for the new Harley.
- 7 – They just discovered the fine print in their owner's manual revealing that The Motor Company is partially owned by rice-burner manufacturers.
- 8 – They can't tell if other riders are actually waving or just reaching up to cover their ears, like everyone else.
- 9 – If they wave back, they risk being impaled on their spiked helmet.
- 10 – They're upset that after spending \$30,000, they still don't own a bike that's as comfortable as a Goldwing.



To be totally fair, let it be noted that sometimes Goldwing riders don't wave back, either. Again, to facilitate a better understanding....

### **Top Ten Reasons Why Goldwing Riders Don't Wave Back**

- 1 – They aren't sure whether the other rider is waving or making an obscene gesture.
- 2 – They risk getting frostbite if they take their hand off the heated grip.
- 3 – They have arthritis and it is difficult to raise their arm.
- 4 – The reflection from the etched windshield was momentarily blinding.
- 5 – The on-board espresso machine had just finished.
- 6 – They were asleep when other rider waved.
- 7 – They were involved in a three-way conference call with their stock broker and accessories dealer.
- 8 – They were distracted by an oddly shaped blip on their radar screen.
- 9 – They were simultaneously adjusting the air suspension, seat height, programmable CD player, seat temperature and satellite navigation system.
- 10 – They couldn't find the "auto wave-back" button on their dashboard.



## Chomp & Chat 13/03/2011

Hi Ho. Hi Ho. It's off to Young we go!

I rolled 'Goliath' (Doesn't everyone have a name for their toys?) out of the garage a little early and decided to use up the last of last weekend's fuel before I arrived at the Nicholls Caltex. You can't start a new ride on 'old' fuel'. That meant a quick trip north to nowhere, and then a refuel for my bike at Gungahlin before heading over to Nicholls. It was a case of 100 kilometres completed and a few hundred more to do for the day. Ian Paterson was already there with the big blue Honda GL1800, and thereafter shall be known as 'Blue Leader' since I'm ex RAAF and he led the ride to Young. He was also on a 'Wing', so that must mean something as well! Bit-by-bit the rest of the Squadron arrived. Chas & Jen Towie on their shiny Honda ST1300, Michael Winters on his sweet-looking Triumph ST, Hartmut Kehm on a very new BMW R1200GS, and ..... Nope – That was all. 5 assorted bikes, and one rose amongst the thorns.

We waited until the appointed hour, and left in good formation for the delights of Young. Consensus was to bypass coffee on the way, so we dawdled down the Barton highway to Yass and then branched off for the back roads to Galong. I have to say that it was a pleasurable ride with good spacing between bikes, no mucking about, good pace at the posted limits, no souls lost in transit, and no crash-landings along the way. The roads were surprisingly quiet, and Galong even quieter. 150 people are supposed to live there, but I only counted two as we rumbled through town. The rest must have been tucked up in bed at the retirement home!

Blue Leader led us (which is what Blue Leaders do!) on a pleasant journey through some surprisingly parched grasslands and green rolling hills between Galong and Young. We made Young in good time, and killed our engines at the appointed fuel stop. Unfortunately, no one wanted fuel! A number of other small groups of bikes were also present, so it appears as though the long weekend took a toll on all the 'big' rides and everyone was out in dribs and drabs. Consensus (don't you love small groups?) was to have a slightly early lunch at the big bakery in town where the upstairs dining area afforded us a good view of the main street of Young. And so it came to pass that the Squadron's mission of Chomping & Chatting at Young on a fine sunny day was a success!



Some of us indulged ourselves with a salad sandwich or roll, while others tucked into more 'interesting' food. The most appetising meal, from a smell perspective if not from a visual one, was Blue Leader's pie with chips and gravy. The only thing apparently missing was the tomato sauce, soon remedied with a trip to the main counter! The exquisite blend of rich dark gravy and aromatic tomato sauce hand-squeezed from a small plastic sachet was a sight to behold. Our upstairs vantage point also allowed a good view of some vintage and veteran cars that were coming and going. These were lovely old things, and appeared to be mostly of the Ford Model 'T' variety. With lunch over, we geared-up and were once again consensual in agreeing that Blue Leader should continue to lead and take us to a little-known town called Murringo via Murringo Gap Road.

We departed Young on the Cowra road and took the third right turn to Murringo. We almost took the second turn to Murringo, but Blue

## RIDE REPORTS (CONT.)

Leader quickly realised that gravel would not be good for the big Wing's paintjob, so we un-braked, which is the opposite of braked, and continued on a few more kilometres to the correct turn-off. For a moment or two I thought I was on a skinny single-lane road-train route, but it was just a skinny single-lane motorcycle route! If you haven't been to Murringo, then it's probably worth a visit by bike to have a look around at what an isolated country town would have been like a hundred years ago. Not much appears to have changed! It's on my list of places to return to at some stage for a slower walk around with my camera.

We breezed through town and continued on to Boorowa for a final coffee or cold drink, thus completing the 'chomp' part of the day. The final 'chat' was held outside where we said our farewells and once again saddled-up for the run to home. I think we all headed in the same direction, but Blue Leader decided to pull over as we left Boorowa to make some adjustments to his air-conditioning or adjust the picture on the television or something else on the Wing. Thus it came to pass that Blue Leader became Blue Tail-end Charlie! Doesn't quite have the same ring to it!

I parked Goliath back in the shed that it left from earlier in the day and contemplated a very nice day out with fellow Ulysses riders (and Ulysses pillion Jen). I am one of those guys who are often torn between Ulysses being a 'Social club for Motorcyclists' and the alternative view, but have to admit that this ride was an excellent social event with absolutely no pressure on the ride. The ride just happened to be part of the day, and was very enjoyable and very low-stress. Thanks Blue Leader and fellow riders, it was a great day out.

Cheers. Mick Beltrame. R1150GSA.

### Get Me to the Church on Time

Sunday, 3<sup>rd</sup> April 2011.

#### Attendees:

Chris & Cherita Dietzel	FJR1300	Lionel Haynes	Honda ST1100P
Hartmut Kehm	BMW R1200GS	Michael Winters	Triumph Sprint
Ian & Sally Paterson	Honda GL1800	Linda Blake	Honda CBR1000
Trevor McLeod	FJR1300	Peter Arday	Yamaha XVZ 12T
Alan Rolph	Honda Shadow	Joe Muller	BMW R1200GS
Lisa & Peter Thomas	Honda Deauville		



OK. This was it. After two previous attempts to attend the monthly service at St Stephen's Anglican Church, Majors Creek, were cancelled due to ridiculously inclement weather (read gale force storms with more trees down than a Gunn forestry management lease), we were determined to make it to the eleven o'clock service. A month previously, Lisa and I were at a meeting with Geoff Hoad, the reverend of Braidwood and surrounds, and he gave us a bit of a hard time about a few drops of rain scaring us hard core motorcyclists off our two previous attempts. I did happen to mention that the Police LAC had told me the road was flooded on our second attempt so "a few drops" wasn't exactly accurate. However, we would be there in April and

Geoff said he was looking forward to it but did neglect one minor detail. The bridge at Majors Creek was due for upgrading.

And it was an absolutely beautiful autumn's day for riding. Sunny, windless and warm with the occasional pockets of chill as Lisa and I rode to Watson for the ride rendezvous. Eleven of us met at the servo for a briefing.

Alan volunteered to be tail-end-Charlie and San Pedro volunteered to be the first corner marker at the turn off to Macs Reef Road on the Federal Highway. We headed off north and spread out along the highway. There was very little traffic and we were soon curving our way along the twists and turns of the shady Macs Reef Road. A right turn on to Bungendore Road brought more twists and turns and a descent to Bungendore where we joined

the Kings Highway. Traffic was still very light and by ten o'clock we were sitting in the Braidwood Bakery with coffee, Neanish Tarts, pies and other necessities for our well being.

The service at Majors Creek didn't start till eleven and Majors Creek is only a fifteen minute run so we didn't leave till twenty-five to eleven which we thought would give us plenty of time to park in the recreation ground and make ourselves somewhat presentable for church. San Pedro, Hartmut, Trevor and Alan decided to leave us to our spiritual pursuits there but we did pick up Chris and Cherita who had come with Alan. Chris, Cherita, Linda and Joe were already well on their way when Ian, Sally, Lionel, Michael and I ambled through town and turned right in to Coghill Street. However, just before the Captains Flat turnoff on the Araluen Road were ominous signs declaring bridges out and detours. Lionel did a quick reccy and confirmed the Majors Creek Road was indeed shut so we had no option but to follow the detour along the Captains Flat Road.

A few alarm bells started going off as I did some quick revisions of our arrival time. Just before the bridge across the Shoalhaven River, fifteen kilometres along the Captains Flat Road, the detour signs pointed us to the dirt road which leads up and over Wallaces Gap. It's fourteen kilometres along the road to Majors Creek, all dirt, so there was no way we would make it on time. "Oh, well," I thought philosophically, "we'll just take our time, enjoy the ride and make the best of it when we get there." I had visions of a group of dust encrusted motorcyclists entering the church, slapping leathers, half way through Geoff's sermon. The entire congregation turning around to stare at us and when we feebly apologised for being late as the bridge was out; they'd harrumph and mutter to each other that *everyone* knew it was closed for upgrading.

It really was a lovely ride though. We took it nice and easy. The road was firm and nicely sun-dappled as it made its way up and over the pass through green meadows with contented cows and the odd stream meandering through.

This was added to by a variety of olfactory delights from several road kills, one of which had been thoughtfully skinned and left for our enjoyment beside the road. We eventually got back on the bitumen at Majors Creek and five of us made our way to the recreation ground. I dropped Lisa off and rode down to the pub to check on everyone else. Linda mentioned she had already been up to the church but, as there were no cars there, came back to the pub. I thought this was odd so I rode back up to the church. Ian and I parked and we joined Sally and Lisa over at the church gate. It was obvious that there wasn't a service on. A neighbour opened the building up for us and we checked the service times, Yep, 1<sup>st</sup> Sunday of the month. It just didn't make sense. Daylight savings? Bridge out? There was nothing we could do so after a bit of

exploration of haunted vestibules (apparently) and belfries we rode back to the pub where everyone else was sitting on the verandah enjoying some drinks. The pub wasn't serving lunch as the bridge was out so we decided to stick to what was left of the plan and head back to the Royal Mail for lunch but first we thought we'd just check the bridge in case the walkway across was good enough to get the bikes across instead of us having to brave Wallaces Gap again. It wasn't so we did.

The Royal Mail is a delightful old hotel and does dinner and lunch (same menu) at a very reasonable rate. We settled in to the beer garden and then ordered from the kitchen menu. About fifteen minutes later the first meals arrived, Chris and Michael's bangers and mash that made the great pyramids look rather tawdry. Our steak sandwiches were tiny in comparison, only several centimetres thick and taking up only half the plate. Joe's chicken schnitzel was next and it was obviously taken from a pterodactyl but it was Cherita's sirloin steak which took the prize. It was almost three centimetres thick and taking up just about the entire plate covering chips and mash and smothered in pepper sauce. If you think these are exaggerations, just ask anyone who was there.

We all joined the Sunday afternoon suicide Grand Prix along the Kings Highway and made our own ways back home. What can you say? The best laid plans of mice and men and all that but it really was a lovely autumn's ride with some adventure.



Captains Flat - Today



Peter Thomas

*Who hath smelt woodsmoke at twilight?*

## *Active motorcycle riders - Ride till you can't*

Creative Writing 101: Mike Hammer takes a Ride

It was a morning like any other morning. The sun crept in through a break in the curtains and stabbed me in the eye. I crawled out of bed like I'd done a thousand times before. I cursed my aching and aging limbs... like I'd done a thousand times before. I didn't have time to brew fresh coffee but I found an unfinished cup from the night before. The trick was to swallow it fast so it reached my stomach before my taste buds realized what was happening. It almost worked...

I wheeled out Betty, kicked her in the guts and got going. She didn't complain. She never complained. That's what I liked about her. She just did what she was told. She could lift her skirts and run, with the right encouragement. Hell there was a time when a 650 twin was the hottest bike on the streets. Betty could show a clean pair of heels to those once-great British twins. And she didn't make a big fuss about it either. No big deal. She just did it.

I got to the diner late. I grunted a greeting and got a few grunts in return from the usual suspects. Bugeye nodded imperceptibly. Jake the Peg was chatting up the waitress. It was 9:00am but she was tired, real tired. A few of the others were swapping war stories, Barassi, Two Wheels, Sweep, Springfield, Undertaker, Irish, ... The Analyst was a no show, busy boy. Sandman was there. So was Burgman. They had skills. A couple of times when the shit hit the fan out on the road, I was glad to have them along. Like the time the Burner went down.

"Let's get outta here", I said.

"Sure. Why the f..k not", said Joe. He was the talkative one.

I stepped out into the carpark. It was bloody Bavarian tractors, wall to wall. "What's the matter with these guys?" I thought, "Haven't they got any imagination!"

"Crookwell" they called it. It's like half the people who settled there came there full of hope, and the other half came in despair. So they gave it a suitably two-faced name "Crook-Well". But the place had one thing going for it, and it was a BIG thing. It was out of the City.

Jake the Peg got ambushed on the sidewalk. Those country women can't leave him alone. They think he's harmless.

Another town, another diner. This one was at Boorowa, the Superb Bakery. The service was OK and so was the coffee. The bullshit flowed freely but I didn't care. Truth is over-rated. Hell it probably didn't even exist. I was happy enough to sit in the cool. When the lies stopped we got up and left. I was alone, just me and Betty. Maybe that's the most a guy can hope for. It's better than a slap in the face and I've had plenty of them. Next Wednesday we'd do it all again. A different town, different faces, the same vibe.

338kms 14+litres 67mpg



Hammer  
**Ringmaster**

Irish (S) Bandit 1200s  
Dave K (S) Bandit 1250S  
Sandman (B) R1200R  
Jeff P (B) R1200RT

Jake the Peg (G) Fuoco  
Andrew M (H) CB1000F



Hammer (S) Ugly Betty  
Burgman (S) Burgman  
Joe (B) R1200GS  
Bugeye (B) R1100RT (cut and run at Gundaroo)  
DB (K) KRX1200 (nothing subtle there)



*Riders should be aware that at all times, each individual is responsible for their own actions and ultimate safety.*

**Look out for yourself. No-one else is gonna do it.**

This story is fictional. Any resemblance between characters mentioned and real persons living or dead is purely coincidental.

## Dead Duck

A woman brought a very limp duck into a veterinary surgeon. As she laid her pet on the table, the vet pulled out his stethoscope and listened to the bird's

chest. After a moment or two, the vet shook his head and sadly said, "I'm sorry, your duck, Cuddles, has passed away."

The distressed woman wailed, "Are you sure?" "Yes, I am sure. Your duck is dead," replied the vet..

"How can you be so sure?" she protested. "I mean you haven't done any testing on him or anything. He might just be in a coma or something."

The vet rolled his eyes, turned around and left the room. He returned a few minutes later with a black Labrador Retriever. As the duck's owner looked on

in amazement, the dog stood on his hind legs, put his front paws on the examination table and sniffed the duck from top to bottom. He then looked up at the

vet with sad eyes and shook his head.

The vet patted the dog on the head and took it out of the room. A few minutes later he returned with a cat. The cat jumped on the table and also delicately

sniffed the bird from head to foot. The cat sat back on its haunches, shook its head, meowed softly and strolled out of the room.

The vet looked at the woman and said, "I'm sorry, but as I said, this is most definitely, 100% certifiably, a dead duck."

The vet turned to his computer terminal, hit a few keys and produced a bill, which he handed to the woman..

The duck's owner, still in shock, took the bill. "\$150!" she cried, "\$150 just to tell me my duck is dead!" The

vet shrugged, "I'm sorry. If you had just taken my word for it, the bill would have been \$20, but with the Lab Report and the Cat Scan, it's now \$150."



We all like to complain about being sore or injured when riding motorcycles. Well let us introduce you to Alan Kempster. Alan was out for a ride one day when a truck driven by a drunk driver hit him on his motorcycle. Alan lost his right arm and leg in the accident. Most people would have give up extreme sports or sports all together. Alan instead of feeling sorry for himself decided to take up water skiing.

Alan then decided he wants to return to motorcycles and ride again. Alan rigged up a Left Hand throttle, brake, and clutch configuration. He's racing now in Formula 400 with race number 1/2 fitting - to his situation.

Alan Kempster is a truly inspirational person by returning to motorcycles and what most people would say is impossible. Well we take our hat off to Alan and his determination.

# WEEKEND RIDE CALENDAR 2011

This Ride Calendar covers weekend club rides only. For ride details, see the Canberra Branch Ride Calendar on the Ulysses Club national website: [www.ulyssesclub.org/tabid/86/BranchID/16/Default.aspx](http://www.ulyssesclub.org/tabid/86/BranchID/16/Default.aspx).

**Club Rides** have a ride leader and may be longer rides on challenging roads suited to more experienced riders.

**Chomp & Chats** are shorter rides suitable for most riders with the added aim of having a relaxed lunch together.

**Decide & Rides** are informal rides in which the route and destination are decided by the riders on the day. Chomp & Chats and Decide & Rides may not have an official ride leader.

Most rides start from either the BP Servo, cnr Federal Hwy & Antill St, Watson; the Caltex Servo, cnr Monaro Hwy & Sheppard St, Hume; or the new Caltex Servo, cnr Curran Drive & O'Hanlon Place, Nicholls.

**Please Note:** Please Check the Ride Calendar on the National Ulysses Website for the most current information.

Date	Locations	Ride Title	Skill
23rd - 26th April	<b>From:</b> Caltex - Nicholls 10.00 am <b>To:</b> Young, Cowra, Temora	Anzac Weekend Ride <b>Leader:</b> Darryl Palin	Easy
1-May-11	<b>From:</b> Caltex Nicholls 10.00am <b>To:</b> Up to You	Decide & Ride / Rusty Rider	Undefined
8-May-11	<b>From:</b> Caltex Nicholls 9.00am <b>To:</b> Adelong	Club Ride <b>Leader:</b> Ian Paterson	Difficult
6th - 8th May-11	<b>To:</b> Mudgee	Mudgee Meet & Greet	Undefined
15-May-11	<b>From:</b> BP Watson 9.30am <b>To:</b> Nerriga	Chomp & Chat <b>Leader:</b> Chas Towie	Easy
22-May-11	<b>From:</b> Caltex Nicholls 9.30am <b>To:</b> Grenfell	Club Ride <b>Leader:</b> Ian Paterson	Medium
29-May-11	<b>From:</b> BP Watson 9.30am <b>To:</b> Up to You	Decide & Ride / Rusty Rider	Undefined

## Wednesday Rides AUTUMN CALENDAR March, April & May 2011

**DATE DEPARTURE LEADER DESTINATION**

(All rides are subject to prevailing weather conditions, ie NO guarantee they will occur)



**20 April 9.30am – Mitchell**

(ACT School Hols)

Denis L

Gunning (C), Range Rd to Goulburn (L), Old South Rd to Gunning (C) (270 kms)

**27 April 10.30am – Weston**

(ACT School Hols)

Jim A

Uriarra Crossing, Cotter, Honeysuckle (BYO L), Moonrock Cafe (C) (160 kms)

**4 May 9.30am – Weston**

Ozzie Bob

Mountain Creek Rd or Highway to Bowning (C), Burrinjuck (BYO L), Bowning (C) (300 kms)

**11 May 9.30am – Mitchell**

Richard H

Gunning, Crookwell (C), Goulburn (L), Bungendore (C) (260 kms)

**18 May 9.30am – Mitchell**

Bill U

Bungendore, Braidwood (C), Nelligen (L), Braidwood, Bungendore (C) (270 kms)

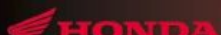
**25 May 9.30am – Weston**

Peter Lo

Yass, Boorowa (C), Frogmore, Darbys Falls, Cowra (L), Boorowa, Bowning (C) (400 kms)

**Please Note:** Departure Time listed above is the actual "departure time". Please arrive earlier for coffee and to attend a ride briefing ten minutes before departure. Mitchell departures are from the Fresh Roast Coffee House in Kemble Court (next to CMC). Weston departures are from McDonalds, Namatjira Drive, Weston. Distances are indicative only and based on return to nominated departure point. ***These are informal social rides. Please make sure you always ride within your own skill level and respect the Road Rules.***

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Australia

Contact

Phone:

Alt: 02 6239 1442

Fax: +61 2 6239 1442

