



The Odyssey

Adelaide Branch Newsletter

August 2022 Issue

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From the editor

Hello to all our members,

August, the last month of Winter, 4 weeks until Spring. The days are getting longer, warmer and dryer. The wet weather gear comes out less frequent and the rides more comfortable. Let's hope La Nina doesn't mess things up for us riders.

Better riding conditions also means more traffic due to Sunday drivers taking a leisurely cruise in the hills, more cyclists (the pedal variety) and of course more motorcyclists. The visibility is better and corners can be taken quicker, so be sure to keep concentration, ride to your ability and arrive at your destination with nothing to ruin the fun. Fingers crossed, as a branch, we have been lucky to avoid any major incidents and I personally would like to keep it that way as I'm sure we all do. Ride safe.

In this edition I have added some stories, kindly sent in by Carolyn and Guy. I found them great reading and hope you do to. To other members I would like to see your contributions in subsequent issues so please send them in. Remember, we try to keep stories to a "MA" rating or less and I will edit prior to publication to make sure nothing too risqué or inappropriate gets in.

There are the usual Sunday ride reports and photos. There were less due to poor weather seeing cancellation of 2 rides. Report on SA Breakfast Club (would like to see more photos please). What's On page for the latest upcoming events.

I have added an article on the history of the motorcycle. While not extensive, it is an interesting read. Some of you may remember most of it 1st hand (only kidding).

I would like to congratulate all the helpers who have added to the enjoyment of our club. Those who put together the BBQ at Avoca Dell, organise the raffle and sell tickets, arrange bookings for SABC, maintain our website, lead rides, be a tail end charlie or work on the Committee. Without all these people, we would not function as a club. A lot of work, mostly unseen, is done by these people for the benefit of all. I thank you and keep up the great work.

Front cover: BMW R32 (1923). First bike produced under the BMW name. It showcased the boxer twin and shaft drive, still in use today. Produced 8.5 horse power and a top speed of 60 miles per hour.

Cheers

Maurice Stevens



Please email your story ideas and contributions for the Odyssey magazine to ulyssesadelaide+editor@gmail.com or phone me on 0407 011 251

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Adelaide Branch President's Report

Hi all,

As most of you are aware I have not been riding in recent times due to the injuries I sustained on the ride back from Mount Gambier.

I am almost ready to ride again but my ZX10 is still being repaired.

Unfortunately, I missed the last meeting due to Gail and I having covid but I'm sure Ken did an excellent job of conducting the meeting, after all he has done it way more times than me.

I think people missing from rides and meetings is going to be quite common with covid and other issues becoming more prevalent.

While I have been off, I have transferred all our historically registered bikes and cars to the Ulysses registrar. Hobbit was very helpful and the process was very easy.

Also, for those that haven't heard your bike only has to be 25 years old to do this which enabled us to register our 93 CBR six months earlier which also had the effect of reducing insurance costs win win.

I'm afraid that's about it for me as I haven't been very active but hopefully in the not-too-distant future I'll be back on the bikes.

Cheers



Gary Priest,
President, Ulysses Club, Adelaide Branch

Sunday Ride Round Up 5th June 2022

~~Seven Hill~~ Ride Leader Mike Green

The weather looked pretty miserable and a long ride to Seven Hill seemed a bit of a stretch for even the hardiest riders. Turns out everyone thought the same. Mike, as ride leader, turned up with Carolyn on the back just to see who was crazy enough to go. He found me waiting. I was beginning to think I had turned up to the wrong place but it seems I was the only crazy rider. A short discussion decided it would be a non-event and we should go home; besides I would have to be Tail End Charlie and didn't have an orange jacket. Well, that's my excuse.



Sunday Ride Round Up 19th June 2022

Mannum Ride Leader **Bob Braunsthal**

The weather didn't look promising when we arrived at the McDonald's carpark on Magill Road. At first there were more police bikes there than Ulyssians – the constabulary were having their junk-food break but considerably left before we did. Meanwhile more Ulyssians rolled up making a total of around 15 bikes with a couple of pillions. Several Torrens Valley riders were in the mix. When we reached the New Norton Summit Road it was wet and another hazard was an over-supply of cyclists. After Wood's Hill Road we did the switchback of Tregarthen Road before crawling through the long and painful 50kph stretch of Summertown and Uraidla. We then headed along Rangeview Drive to Bridgewater - Carey Gully Road before winding along Gum Flat Road and eventually back on to Greenhill Road then Balhannah and the bakery where we stopped for morning tea.

Despite riding conservatively in the wet, I managed to lose some of the line. Someone followed a rider not in the group and failed to take a turn. Others followed. Some marshals were left on corners for long waits but eventually found their way to the bakery; and finally, Rob Hartridge rode back and ended the last marshals' chilly stop. All this meant we had an extended morning break so the last arrivals at least got a hot cup of coffee to warm up a little.

We rode behind Oakbank via Wenzel Road and on to Riverview Road and then headed towards Harrogate. At last, they've sealed the final unmade stretch of the road across towards Dawesley. It is rumoured that the locals didn't want their metropolis overrun by tourists. Go figure – there being so much of interest in Harrogate. Perhaps it was just a rumour – who knows?

The old highway was also largely free of traffic and we made good pace to Murray Bridge, skirting the town centre and heading to Mypolonga along nice winding roads to Caloote and on to Mannum.

The ride had been long and often twisty, just the way we like it, though we'd have preferred it without the rain and cold. Apart from the mix-up early on it was an enjoyable, incident-free ride.



Sunday Ride Round Up 19th June 2022

Mannum Ride Leader Bob Braunsthal



Sunday Ride Round Up 3rd July 2022

Avoca Dell

Ride Leader **Mike Green**

Can you believe it? Its July already and we had a dry day for the ride today. That could be because we had all of July's rainfall on 5 June, the last time I was rostered to lead a ride. That was the ride to Sevenhill, which was abandoned because it was total washout! Today's ride to Avoca Dell has become a bit of a winter fixture. It has morphed into a BBQ at the Caravan Park. The facilities are great, its undercover with plenty of seating, heaps of food and coffee. Don't miss the next one! OK, so it was cold, but it wasn't raining!

About 10 degrees when we left the Top of Tapps, and it got down to 7 degrees before we reached our morning tea stop at Wistow. I think that qualifies as cold. Not much traffic around, and we had a quick ride for the first hour. Here's something you don't see every day. On Gemmells Rd between Macclesfield and Wistow, which is narrow and tree lined, as well as lumpy and bumpy, we came across the scene of an accident, which clearly had only just happened. One of the vehicles was an Aston Martin with its back end in a roadside ditch, and one wheel had been torn off the car. I shudder to think what that's going to cost to fix! At morning tea, there was much speculation on what might have occurred. The consensus was that the driver lost it and spun out, but the fact is, we just don't know what happened. One thing for sure, if we had been a few minutes earlier, we just might have been involved in it, so I think we can consider ourselves very lucky.

One of our new riders, John (with partner Vivien as pillion), missed the stop at Wistow, and we didn't catch up until the end of the ride. These things happen, and I should have posted a corner marshal at the bakery car park. But it's also a reminder to keep the group as tight as possible. Sometimes this is out of our control, for example some of the group had to stop for a train at the crossing near Monarto Safari Park, and there is currently a big delay on the bridge over the river at Murray Bridge due to bridgeworks.

Thanks to our tireless workers who set up the BBQ in advance, and provided the much-anticipated victuals. We are after all, primarily a social club. Catch ya later.



Sunday Ride Round Up 3rd July 2022

Avoca Dell

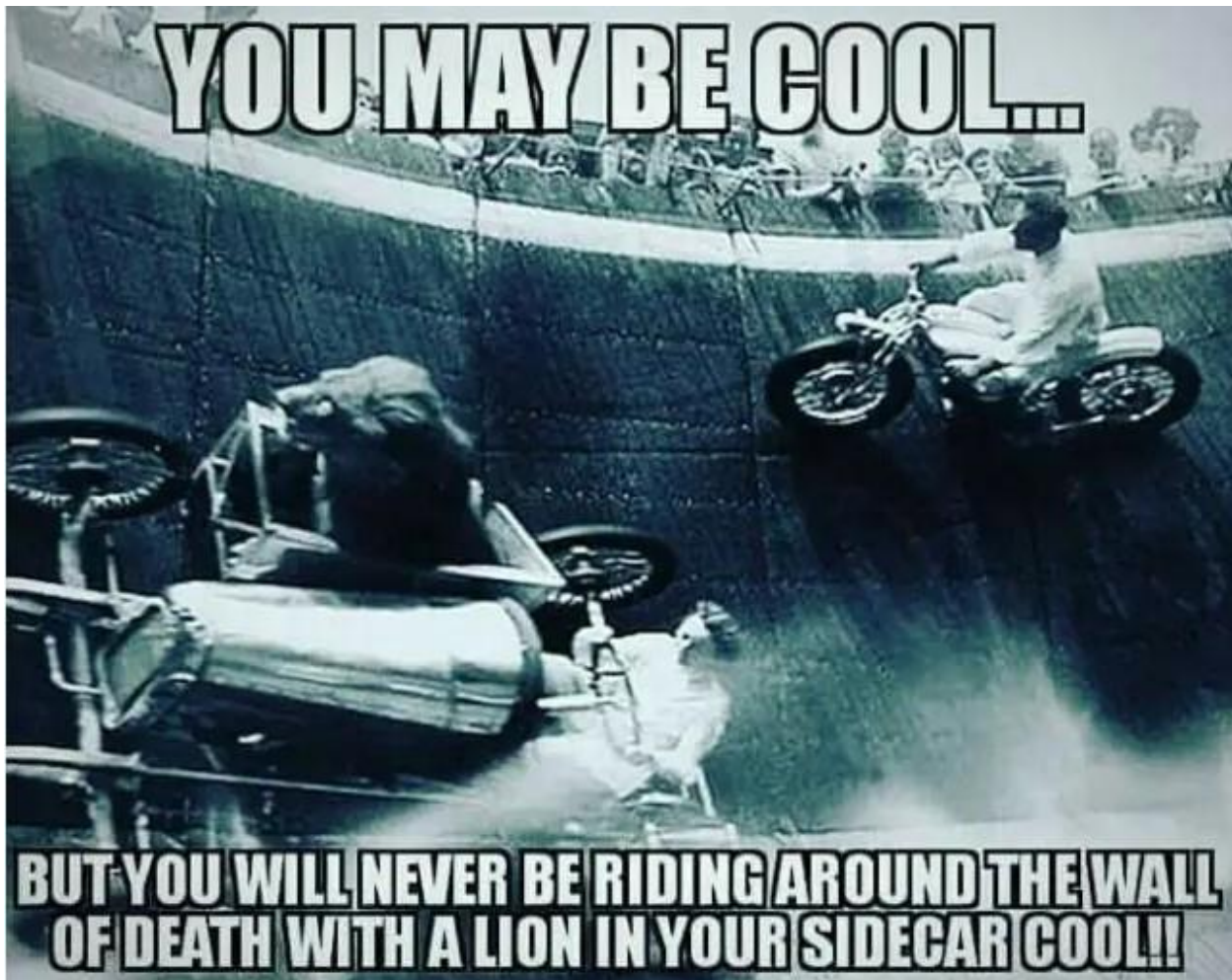
Ride Leader Mike Green



Up Coming Sunday Rides **All Rides Depart at 9.30am**

When	Ride Leader	Event	Destination	Departing From
14 Aug	Frank Pellas 0411 600 255	Day Ride	Macclesfield	Top of Taps, Victoria Hotel OHalloran Hill
28 Aug	Mike Green 0419 003 010	Day Ride	Pt Elliott	Pelican Plaza, 1007 North East Rd, Modbury
11 Sep	Peter Wood 0487 452 200	Day Ride BBQ at Freene's	St Marys	McDonalds, 303 Magill Rd, Trinity Gardens
25 Sep	Rob Hartridge 0422 114 225	Day Ride	Mannum	Top of Taps, Victoria Hotel OHalloran Hill
09 Oct	Bob Braunsthal	Day Ride	Milang	Pelican Plaza, 1007 North East Rd, Modbury

Accurate at time of printing. Please check the Website nearer the time of the ride



Reminiscing

By Carolyn Berg

Recently I was reminded by Facebook with a memory shared by Michelle Stevens and then at the BBQ at Avoca Dell. It's been 8 very eventful years since I walked into the club.

I was wondering what to do to meet people in May 2014. As a single mother it's difficult and I couldn't see myself joining a book club. "Neither can I" some of you say!

Suddenly I remembered an interview with a guy in Sydney in the news, when the Ulysses Club was created in 1983. At the tender age of 18 I decided that when I was 40..... ok I eventually made it at 48, I would be a Ulyssian.



So, the conversation goes, by email, to Ken who I thought was president, "What do I have to do to go to this club?" Secretly I knew 40, I had no bike (2 wheels right) and no chauffeur. "Just come along to a meeting, first Thursday of the month" Ken said. "We sit at a table at the front."



In I waltzed in June, saw a couple at a table at the front, said "Hi are you Ken and Michele?" They said "no we are Caz and Stretch but you can sit here!" Caz says "We ride a xxxxxxxx" and I said "I'm guessing that's a bike!". We all laughed and got on famously. Stretch and I became Facebook friends where I asked if I would be allowed to go to a meeting again. He said "come as my guest". No need to ask twice! I don't see them much anymore but I am eternally grateful to them for the warm welcome.

In comes Ray "Would you like me to introduce you?" "Yes" said shy little me (trust me I was at that moment)! When

the time came, he handed me the microphone! Having been coached NOT to use terms like "take me for a ride", I used them liberally!

Then in July came Michelle and Maurice. Not long Michelle was telling us the story of carpark antics and corsets at a 60th they had been to. We were crying with laughter and this time I was planning my next visit when Michelle said "See you next month". "Okay" I said.

End of July I found the time to go to a carpark, borrowed helmet in hand. I believe the location was Macca's Magill, where Brian Coates and others examined my inadequate-



riding equipment tut tutting. Ray took me first to the bakery at Birdwood and then I hopped onto Trevor's heated seat to Kapunda bakery and a love story was born!

I bike hopped with Brian Coates, Frank Pellas, and Guy Malpass on my pillion journey. Again, thanks so much guys for helping my story continue.



August, Ray and Trev played cupid at Top of Taps and sat me on Mike's bike...

Needless to say, my life has changed dramatically from socialising in my lounge room to travelling Australia, America, Thailand, Laos, China and Tibet, some more to be added soon.

Now I have my own little beastie. A G650GS (Yes, I know this has 2 wheels) black, S13BMF such a lovely number plate. Mike has given me decals to suit (witches on broomsticks with bats) and I am off to Atherton in July with Mike, Bjeorn and Sigrid (pestilence willing). Nearly 8 years exactly from the

time I first sat on a bike. I have found friends, done and seen things I only imagined and some I didn't lol.

Remember when you doubt: Action conquers fear, and the aim of life is to die young as late as possible.

2022 Odyssey

Registrations are now open and can be made through our website

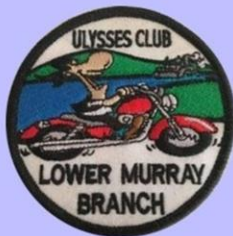
This event is being hosted by Lower Murray Branch and located in Mannum on the banks of the Murray River. Accommodation is available at the following locations. **Mannum Motel** 08 8569 1808

Pretoria Hotel 08 8569 1109 **Mannum Big 4 Cravan Park** 08 8569 1402

Mention that you are Ulysses for 10% off.

Bolto Reserve (other side of river) \$10 per night camping and caravans.

Contact Mannum council for information, 08 8564 6020



**2022 Ulysses Club
28th SA Odyssey**

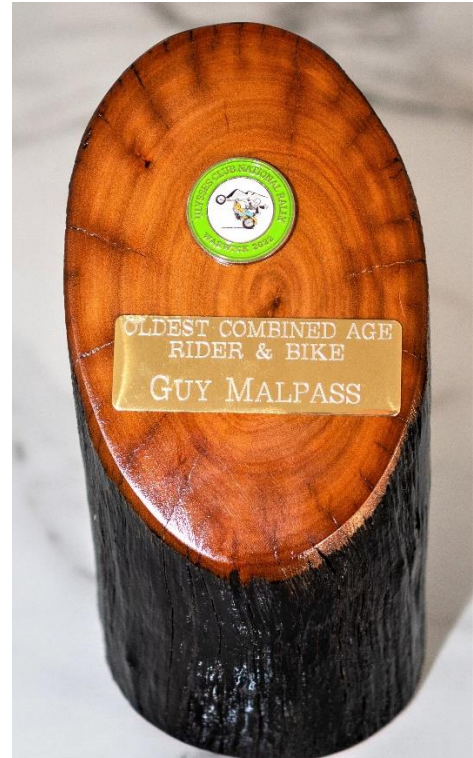
Hosted by Ulysses Club Inc.
Lower Murray Branch.
Friday 21st - Monday 24th October 2022

Venue: Mannum SA 5238.



Stories from the trip to Warwick National Rally by Guy Malpass #10680

You have to be in it, to win it, as the saying goes. I recently won the oldest rider and bike combination award at the Warwick National Rally this year. I was not by far the oldest at all, I won because I bothered to enter and take part. I travelled up with Jim Evans from the Lower Murray branch who would have beaten me easily had he entered. Jim was 83 and riding an 8 year old bike. At the time I was 65 and 10 months and also riding an 8 year old bike. Look at the beautiful trophy I won.... :)



Little girl...

I left on a Wednesday heading to the Warwick National Rally. I was joined by 5 members from the lower Murray branch on Thursday.

The trip up was a combination of coffee stops, lunch stops and overnight stays. It was enjoyable and we were literally living the dream.

At one of the coffee stops a lady and her small daughter were walking past and I said to the little girl, "And why aren't you in school?" I was expecting her reply to be, I'm too little or I'm not old enough. What I wasn't expecting was: " Because it's Saturday ".

As I sat shocked that it was now Saturday, the roar of laughter around me was deafening...

SA Breakfast Club

July breakfast was at the Angle Vale Tavern. The big breakfast was BIG, and not too expensive.

We had 16 attend and it was almost a miracle, 16 had told me they were coming!

The pub looks like it would be a good venue for meals any time. Just a bit slow on the coffees.
(Ken and Buzz are missing from the photos.)



SA Branches & Riding Groups Contacts

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President Terry Mader - 0409 427 380

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Southern Flinders Riding Group

Rides Co-ordinator

Greg Fidge – 0437 676 596

Whyalla & Districts Branch

President Perry Zimmerman – 0419 134 511

Secretary &

Treasurer - John Lawson – 0421 170 181

Welfare Officer - Friendly Reminder



As Ulyssians we greatly value the camaraderie and support that is provided by our fellow members.

Adelaide's Welfare Officer is a central person in our branch to ensure members in need are assisted in whatever manner is appropriate for that individual.

All members have a responsibility to inform the Welfare Officer if you know of someone who needs support. Perhaps they are unwell, had a close relative / companion die, or experiencing any other physical or emotional need.

Let the Adelaide Branch Welfare Officer know immediately so she can organize a hospital visit, home visit, send a card or arrange any other appropriate help.

Ian Pascoe P: 0410 444 962

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Our Monthly Meetings

Adelaide Branch meets at The Maid Hotel (formerly Maid and Magpie), 1 Magill Rd, Stepney on the 1st Thursday of each month. The committee meets prior to the official meeting which starts at 7:30pm. Members usually like to arrive early and partake of drinks, a meal and some socialising. At the conclusion of the official meeting there is a raffle. Tickets are sold on the night. Members from all Branches and new or intending members are welcome. Come along and enjoy the club that is Ulysses.

the maid



The History of the Motorcycle

Extract from cardo communications

The motorcycle as we know it didn't simply roar into creation fully formed around the time of *Easy Rider*. No, the invention that we all know, and love has a surprisingly long history, full of false starts, innovative ideas and people who needed to live life a little bit faster. From the earliest steam-powered bicycles to the choppers and sport bikes we all know today, the motorcycle has done a great deal of evolution over the years. Motorcycle culture has also seen a great deal of change, from the veterans' groups that formed the first motorcycle clubs to the outlaw biker stereotypes of the 60s and 70s and the incredibly diverse landscape of motorcycling today.



The Birth of a Legend

The very first inventions that we might regard as motorcycles were more like today's mopeds—bicycles powered by small engines. It all started with the velocipede, a type of early bicycle popular in the 19th century that had its pedals attached to its front wheel axle. In 1867, an American inventor named Sylvester Roper decided to attach a steam engine to a velocipede. After years of experimentation, he developed a version that could reach up to 40 mph. Around the same time, two French inventors named Michaux and Perreaux developed a similar steam-powered velocipede prototype. Tragically, Sylvester Roper died of an apparent heart attack in 1896 while riding his steam velocipede, and neither Roper's design nor the Michaux-Perreaux velocipede ever gained much popularity. Another several decades would pass before true motorcycles entered the market, but the seed of a great idea had been planted.

Daimler and Otto

In 1885, the first bicycle-styled vehicle with a gasoline engine appeared on the scene, courtesy of three Germans: Gottlieb Daimler, Wilhelm Maybach and Nicolaus Otto. Otto invented the four-stroke internal combustion engine in 1876. Then, Daimler and Maybach set to work incorporating the new technology into a motorized cycle called the Petroleum Reitwagen that would debut in 1885. The Reitwagen wasn't much to look at and had a feature that made it quite distinct from today's motorcycles: twin outrigger "training wheels" that stabilized the bike and allowed it to turn. But the basic concept of the Reitwagen—a motorized bike with a gasoline-powered internal combustion engine—was a revolutionary design that began blazing the trail for the modern motorcycle. However, it was four-wheeled vehicles, not two-wheeled, that held the Reitwagen designers' real interest. Thus, after proving that gasoline engines could be used to power personal vehicles, the inventors abandoned the Reitwagen. However, by the turn of the 19th century, the motorized bicycle had captured the attention of enough inventors and industrialists that it would soon see widespread production.



The First Motorcycle Companies

Now-forgotten firms, such as Germany's Hildebrand & Wolfmuller, were among the first production motorcycle companies. But, the names you probably recognize began popping up around the turn of the 20th century. The legendary UK manufacturer, Royal Enfield, began producing motorcycles in 1901, and Triumph and Indian started in 1902. Then came the company that changed it all: Harley-Davidson. In 1903, William Harley, along with his partners, the brothers Arthur and Walter Davidson, launched Harley-Davidson out of a wooden shack in Milwaukee that served as their makeshift machine shop. After many failed prototypes and false starts, they hit upon a workable design in 1905 and began mass-producing early motorcycles that year. In 1909, Harley-Davidson released the first V-Twin motorcycle engine. This dual-cylinder engine was the game-changer that allowed Harley to break the market wide open. The company got another boost from World War I, in which the US government purchased tens of thousands of Harley-Davidson motorcycles for use on the front lines. The modern variants of the Harley V-Twin remain a cornerstone element of the H-D product line-up to this day. Other motorcycle companies also continued to make important contributions in this era. The famous Triumph Model H, known as the "Trusty Triumph," was one of the most popular motorcycles of WWI, with over 57,000 units manufactured. The Model H was also among the first mass-produced motorcycles that lacked pedals, which is why it's commonly considered to be one of the first "true" motorcycles.

Motorcycle Culture Revs Up

As the nations of the world weathered two massive wars, manufacturers from all countries continued to produce large numbers of motorcycles. Models such as the Harley-Davidson WLA were again mass-produced for the Allied military effort in World War II. Many GIs coming home from the front began purchasing Harley's civilian models that were similar to the bikes they'd used in the war. In turn, many of these veterans formed motorcycle clubs that helped give their lives purpose and direction, as well as a place to socialize and have fun. Around the same time, the rapidly expanding influence of cinema and the news media contributed to the development of the idea of the "outlaw biker." A 1947 biker rally in Hollister, California ended with a confrontation between bikers and police, and the media seized on rumours of chaos to create sensationalized reports of an anarchic all-out brawl (while hard facts about the incident are still difficult to come by). The outlaw image was further immortalized by Marlon Brando's iconic turn as the leader of a biker gang in 1954's *The Wild One*. Amid the social upheavals of the late 1950s and 1960s, motorcycles became a symbol of countercultural cool and rebellion as biker culture continued to flourish across America. The 1969 road film, *Easy Rider*, starring Dennis Hopper and Peter Fonda, was another major milestone in the development of what we now know as "motorcycle culture." The film's rock n' roll soundtrack included musical luminaries of the era like the Jimi Hendrix Experience and the Byrds.

The image of rebellion and independence projected by the film's stars would shape public perception of motorcycles for decades to come. The reality is, of course, that most bikers (even in the 50s and 60s) were never part of the Hells Angels or anything close. Law-abiding motorcyclists have always vastly outnumbered criminals, but public perception has been slow to catch up. Many motorcycle clubs, from the 60s through today, are civic organizations that are active in community and charitable events.



Sport Bikes and More

As the popularity and influence of motorcycle culture spread during the 60s and 70s, engineers and mechanics began to create new forms that were designed for performance. These new bikes were quite unlike the low-slung Harley cruisers, which had always been designed for a comfortable, long-distance ride. Instead, this new generation of bikes prioritized sensitive handling, powerful engines and, of course, extreme speed. The Honda CB750 was the model that changed it all for sport bikes. Its revolutionary inline four-cylinder engine is still widely used in sport bikes today, and it inspired an entirely new generation of motorcycles. Soon, other manufacturers, like Yamaha and Kawasaki, began producing their own sport bikes with features that were designed for racing. Some of those features were an upright rider posture, lightweight frames and larger, wider tires. As sport bikes became more common, motorcycle racing also hit a new level of influence and popularity. Sports like MotoGP made superstars out of the best riders in the world and pushed mechanics, designers and riders to new heights of performance. With the influence of sport bikes growing, Japanese motorcycle companies became some of the world's largest and most influential manufacturers.

Around the World

As the motorcycle industry established itself in countries like the US, UK and Italy, the global market also grew quickly, particularly in African and South Asian countries. In these countries, motorcycles became popular as a form of cost-effective and fuel-efficient transportation. Some of today's largest motorcycle manufacturers are companies from India and China that mass-produce small-displacement bikes for everyday transportation. In countries such as Thailand, Vietnam and Indonesia, well over 80 percent of households own motorcycles, and they're used for everything from transporting goods to visiting family in remote areas. Many of these bikes can be classified as adventure bikes or dirt bikes, with knobby tires and springy suspensions that allow them to navigate rural roads. Mopeds and scooters are also widespread in many of these countries for urban transportation. Aid organizations, like Doctors Without Borders, also often rely on networks of skilled motorcyclists to deliver critical medical aid to people in rural areas with little healthcare infrastructure. The motorcycle has been an invaluable tool for the evolution of the global economy, and it will continue to provide efficient and practical transportation for people around the world.



Diversity in Motorcycling

Arriving in the 21st century, we find that the motorcycle scene is bigger, broader, and more diverse than ever. There are nearly as many different types of motorcycles as there are types of motorcyclists. Riding still isn't for everybody, but if it's for you, there are more ways to do it than ever. For one thing, the motorcycle hobby and sport has become increasingly diverse. Today, around 20 percent of motorcycle owners are women, a number that would have been unthinkable fifty years ago. Major manufacturers like Harley-Davidson have made big investments in increasing their appeal to female riders, including offering riding classes designed to be friendly to women. Motorcycling also has greater age diversity than ever before. What was once considered a young person's sport now has numerous riders in their 60s and up. This is due to the Baby Boomer generation that grew up with bikes and continue to ride well into their golden years. Younger riders are driving a boom in smaller, retro-styled bikes like the Ducati Scrambler and Triumph Street Twin. On that note, there are more different styles of motorcycles available today than ever before. In addition to well-established categories such as sport bikes, cruisers, and cafe racers, we now have naked bikes (stripped-down bikes that are great for beginners and pros alike) and adventure bikes (which combine the roadworthiness of a motorcycle and the trail-ready toughness of a dirt bike). The latest innovation is electric motorcycles, due to an ever-increasing move away from fossil fuels to cleaner renewable energy. These days, just about any kind of rider can find a style of bike that suits them.

Technology and the Future of Motorcycles

Technology has also created a new degree of positive social connection within motorcycle culture. Riders today can use hands-free technology for communication, to stay in contact with friends and family while keeping their focus on the road. Meanwhile, innovations such as motorcycle helmet speakers allow riders to experience their favourite music in high-definition sound while riding. The Internet has also created an entirely new set of platforms for connection between riders. Motovlogging allows motorcyclists to flock to YouTube to show off their favourite bikes and share their experiences with riding. Motorcycle forums continue to thrive on bulletin boards and on community discussion platforms. Social platforms help people form riding groups and connect with more experienced riders who can show them new skills. Finally, and perhaps most importantly, technology is also helping to make motorcycles safer. New improvements are developed constantly, including adaptive headlights that provide dynamic illumination all the way through a corner and computerized throttles that help prevent stalls. Helmet communication systems, have a role to play here too, as they can help riders stay in touch during group rides and communicate about obstacles in the road. More women are riding and owning motorcycles than ever before. Motorcycles will continue to evolve. The people who love them will keep on tinkering and debating the merits of their favourite models. Most importantly, motorcycle lovers will keep on riding. And as the industry and culture evolve.

What's On Page



Wednesday Midweek Rides

All Rides Depart at 10.30am for more details phone **Steve 0405 120 542** or **John 0407 794 147**. The **1st 2nd & 5th Wednesday** depart from **The Feathers Hotel Car Park Burnside** and the **3rd 4th Wednesday** depart from the **Top of Taps**.



The SA Breakfast Club

The SABC meets at an eatery somewhere around the state, on the first Saturday of the month, from 9.30am. It doesn't matter what the weather is. Come by motorbike, bicycle, car, or on foot. The SABC is about socialising with members from other branches.

When: **6th August 2022 at 9.30am**

Where: Birkenhead Tavern, 7 Riverview St, Birkenhead, SA

When: **3rd September 2022 at 9.30am**

[Where: Please check our website nearer the time](#)

When: **1st October 2022 at 9.30am**

[Where: Please check our website nearer the time](#)

Please confirm your attendance as venues require numbers to provide adequate staff.

Contact **Ken Wagnitz** by the Wednesday before either ulyssesadelaide+ken@gmail.com or **SMS 0417 353 389** with - SABC, your name, how many require breakfast.



Adelaide Branch Monthly Meeting. Official meeting starts at 7:30pm

Thursday 1st September 2022

Venue: The Maid Hotel (Maid and Magpie), 1 Magill Rd, Stepney

Thursday 6th October 2022

Venue: The Maid Hotel (Maid and Magpie), 1 Magill Rd, Stepney

Come early and enjoy a meal and drink available at the venue. A raffle is held on the night with numerous prizes. Proceeds go to the running of the branch.

Peak Wellbeing



*Peak Wellbeing
is a holistic
restorative centre
for individuals
looking to infuse
wellbeing into
their lives.*

- Meditation
- Life Coaching
- Yoga
- Qi Gong
- Martial Arts
- Onsen soak
- Hydrotherapy
- Massage
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