

The Odyssey

Adelaide Branch Newsletter
June 2023 Issue



\$2.00

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From the editor

Hi to all our members,

I can't believe we are half way through the year already. Is it just me or is time passing quicker these days.

Sadly, we lost 2 of our members since the last issue. Chris Sherman and long-time member Brian Coates. My heart goes out to the families and friends of them both as I'm sure all of us do.

Winter brings a new set of challenges for motorcyclists. Not just the cold and getting wet but adapting to the conditions of the road. I have included an article about the hazards of winter riding and some tips that should help. I'm sure many of us who ride could share some stories on this very subject.

Included in this issue are the usual Ride Reports, SA Breakfast Club with accompanying photos. A story about the motorcycle on the front cover and a report from Bob Braunsthal on his visit to The Bend. Ken has a report on his trip to the AGM / Rally in Lismore and Gary reports on his trip to the Kapunda Weekend.

I appreciate the effort made by members to send me their stories and reports for inclusion in the magazine but would like to see more. As the editor I quite often make changes to make it fit the space and I hope this has not offended anyone who has contributed. After all, what's an editor for. Stories might not make it to the next issue but I endeavour to fit all content in eventually, provided it's within the guidelines.

Hoping you all have a great 2nd half of the year.

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 everyone,

Well, another report to write. The last meeting was kind of short, the Maid had a new events manager and had not noted our booking, so we were forced to hold the meeting in a less private area. There was a fair bit of noise and no PA. Ken was at the national rally and Carol was under the weather so no raffle. The end result, a short meeting but everyone seemed to enjoy catching up.

Gail and I attended the Kapunda historic rally along with around 30 others. The weather was on the cool side there were some older bikes and a couple of classic cars. Gail and I were meant to take our Cortina but a problem with the wipers coupled with heavy rain put an end to that.



Even with the cold we all enjoyed ourselves.

There were rumours of people in neighbouring cabins flashing themselves with occupants of the said neighbouring cabin offering money to do so. We had a great breakfast at One White Kite, the staff were great, the food was good and they could not do enough for us. Sunday brought the ride home, Gail and I left early as we had to get back, but here is a pick of Robins bike before we left, not half cold, I sent the picture to Robin who replied that's why I'm not out of bed yet. All in all it was a successful event and I think all that attended enjoyed themselves. A big thanks to Craig McDonald for organising it, these weekends away are always good fun and it a great way to really get to know other members.

Well, that's it for me now.

Kind regards



Gary Priest,
President, Ulysses Club, Adelaide Branch



Secretary's Report



My Lismore AGM trip -from a wandering secretary

Things I learnt

1. Don't put the luggage out of the way

We don't travel light on the bike. And I can't back out the bike with the panniers on because there is a caravan in the way. So, I put the packed panniers where I wouldn't trip over them while getting ready. Michele wanted



a photo with me on the bike ready to go. She took it, then got on board. We got a few kms along Upper Sturt Rd before I realised the panniers weren't on! I dropped her by the wayside and went back for them, thankful I'd discovered this early.

2. Don't fit stuff at the last minute

The aluminium 'toolbox' I'd bought for the previous bike which didn't fit it, was calling out to me. So I moved the mounting brackets on it, drilling some new holes and sealing up old ones, and fastened it behind the LH pannier rack. It had 'useful' stuff in it, thin steel wire, plastic tape, small can of WD40 etc. Tied it vertical with some cable

ties. After I got back with the panniers on, Michele mentioned that she could hear an intermittent scraping noise. Well, after the Tasmania AGM incident where I ignored her noise complaints and ended up with a surgically sliced rear tyre at 110km/h from a broken hugger bracket, I took notice. We stopped, and found that the toolbox was scraping against a rear brakeline fitting. I cut the cable ties and strapped the toolbox onto the pannier, away from the wheel. Michele could still hear scraping, just less often. I stopped further along, and removed the damn box, miraculously finding room for it in the topbox. My mistakes were a last minute addition to the bike, and not thinking about how much the rear would sag with luggage and Michele on the back.

3. Don't trust the GPS to always do the right thing

I'm geographically challenged, so I rely heavily on my GPS. But we have a love/hate relationship. I have "the latest" Garmin bike GPS, a Zumo XT, and I updated its software and map, days before we left. The road from Inverell to Lismore is pretty straightforward, starting off on the Gwydir Hwy. I made the mistake of following the GPS onto a small local road, which had horrific roadworks on it. I lost the bike, diving onto adjacent greenery. Hey, its and adventure bike, better on flat greenery than wet heavily grooved mud, right? Nup, What I thought was grass, was tall vegetation, and the ground was seriously undulating. I let Michele off, and battled on to firmer ground. Miraculously I didn't drop the bike, nor did Paul and Wendy on their bike a Harley. They travelled with us from Parkes. At the next roadworks, I asked if the road was bitumen further along. Evidently not a word used in NSW. After I changed to "paved?", I was told yes, it is paved after the

roadworks. And so it was... for a while. Eventually after navigating a fair stretch of gravel, we got back onto the highway. I reckon we did near 20km extra, on awful roads. Thanks GPS.

Later on the GPS again got us onto a gravel road from a small local road. I just turned around and rejoined the main highway (towards Beaudesert going North). Putting in a waypoint is interesting. I haven't found a decent method of skipping a waypoint, and leaving it in can result in riding around in circles until you pass what the GPS regards as the centre of town. In Rochester to catch up with mate Paul, we had to cross the railway line. The GPS took us past the place the main crossing is, and told me to turn right across the line, where there is no crossing! We had to do a u-turn on a busy highway to get back, not easy with our beached-whale style bike and rider. Paul tells me that other GPS's try to do the same thing. Must be faulty map data.

4. Plastic doesn't last forever

I have four cheap "document holders" cable-tied to the bike racks for cheap (like me) storage. I've previously lost the cap off one, along with my cute little tool roll. -I bought another one. This trip, I lost two caps at different times. The only hardware loss was a PET bottle of water and a bicycle locking cable and padlock. The lids have got sloppy over time. Have to find something better. I did stop when one lid bounced off my leg onto the road. Went back searching for it. Probably buried well off the road in long grass! Fortunately, the rough tool roll was tight in the tube and didn't drop out.

5. Sometimes the magic fades

We went through Nimbin for a look, on the way to Toowoomba from Lismore. There was an annual festival on, though the place wasn't too busy. All the roads in, were manned by police, 3 or 4 carloads of them on each. Apparently, this happens each year. They are looking for illicit substances on the way *in* to Nimbin. We didn't get checked, in or out. The place seemed obsessed with people, meetings, signs, leaflets etc, aimed at getting marijuana legalised. Fair enough, but well over the top. Lots of weirdly dressed and vague looking folk. I don't remember it so awful when we were there many years ago.



The Rally/AGM

A first for us, we only booked 4 nights at a motel in Lismore. Prices were expensive, and we didn't see that there was much on, other than organised rides. The motel was great, and handy to the city streets. We got organised buses to the dinners. The event was at the local showground.

Thursday night "meet and greet" at the showground was a bit of a fizzer. Traders were still set up in the big shed, so there wasn't enough seating inside for everyone. The four food stalls operating, all ran out of food. Yet another communication failure, presumably. (We got our grub, such as it was.)

Not much happened at the Extended NatCom meeting -mostly ratifying committee reports. No real controversy.

The AGM proper was a bit of a shambles. After a lot of discussion on the proposed constitutional amendment, it was decided that it was probably illegal, and work on it will start anew. What a waste of time! The committee we ended up with was about as good as could be expected.

The Saturday night dinner in the same shed, was great. Seating for all, a terrific meal, fantastic band, decent wines at decent prices, not too much officialdom. -You can never hear the speakers anyway, and in this case, it was mostly introducing the new committee. One of the best AGM dinners I've been to. The bus back to town left around 9.30 or 10, which was too early for me, I'd have liked to party on.

Weather for the whole time we were in Lismore was great, 25C sunny days. In fact, our whole trip enjoyed good weather, just some drizzle on leaving Adelaide.

Numbers

730 registered for the AGM, out of around 9 ½ thousand members. Very few traders, 4, I think. (And there will be no traders at Mandurah.) Maybe a thing of the past. There were organised rides. I didn't go on them, because we couldn't book in until Thursday. The Saturday parade was awash with bikes. I was surprised. Plenty of onlookers, kids and adults. Lots of enthusiasm. Clearly, we were welcome in Lismore.



<- Guess who was at the front of the non-official bikes (the handsome red Triumph)!

See what you can do with a welder. (It was road legal.) ->



Lismore

The town was in better shape than I expected. But its hard to see beyond front doors. Lots of buildings had a fresh coat of paint, indicating they'd been fixed up. But some large buildings like schools were barricaded off. Mould is a major problem, rendering places unusable. (Same in Rochester which we visited later.) Tradies and materials are hard to come by.



This is part of the motel we stayed in, on a main street of Lismore. The signs on the RH side of the wall are flood markers, the top one being the latest. Our room on the ground floor was great, with all new fixtures and fittings. One oddity was a small hole in the shower wall close to the floor. Our neighbours had the same. Draining flood water in the walls? Staff of the motel were rescued by boat from a roof on the two-story part at the front. One nod to Lismore resolve and humour is a 'tinny' parked on one of the roundabouts.

A pretty good AGM/Rally, I reckon. I did 7kkm on the bike, which never missed a beat (including a run to Melbourne for ashes scattering). If anyone is interested, I

knocked up a rough map of our trip:

<https://www.google.com/maps/d/viewer?mid=1P6iEAQqB4470xHVPBgQLYEnKv8L4E20&ll=-32.84916386852673%2C146.10542850000004&z=6>

Ken Wagnitz

General computer fiddler, Secretary, Web Master, Ulysses Club, Adelaide Branch

Front cover

Move over the EV revolution, this inventor has invented a motorcycle that could run on a beer. The man, Ky Michaelson, is already known for creating a rocket-powered toilet and a jet-powered coffee pot. Now, he has invented a beer-powered motorcycle at his garage in Minnesota, US. During an interaction with Fox 9, Ky opened up about his innate desire to build creative things. He loves to, "Do things that other people have never done in the past."

Wondering how the beer-powered motorcycle works?

The vehicle is said to have a 14-gallon keg with a heating coil rather than the usual gas-powered engine. This coil is suggested to heat beer up to 300 degrees for it to convert into super-heated steam. It gets collected in the nozzle which helps the motorcycle to propel forward. Ky highlighted how the prices of gas have gone up suggesting he found it better to use a drink as fuel to replace it. "The price of gas is getting up there. I don't drink. I'm not a drinker, so I can't think of anything better than to use it for fuel," he said.



Though the inventor hasn't begun using the motorcycle on a daily basis, he revealed taking the vehicle to participate in local car shows. Surprisingly, his beer-powered invention has won first place at numerous shows. Ky hints that the bike can reach speeds up to 150 miles per hour.

He is planning to test the motorcycle on a drag strip after which the creation will reportedly land in the museum of his house. The inventor believes his unusual creation has great potential. Currently, it is in the early stage but Ky is happy that he has pieced the motorcycle together which he finds pretty cool. "We're right in the early stages, but we got it. We got it built, and I think it looks pretty cool," he continued.

Many social media users are impressed by Ky Michaelson's inventions who is also dubbed as 'Rocketman' among his admirers. "We need more people like him," said one person. Another added, "The 'Rocketman' is a local legend. Another awesome idea he brought to life! It's alive."

Sunday Ride Round Up 9th April 2023

Meadows Ride Leader Peter Wood

Only 9 bikes started our ride, the numbers are steadily dropping for some reason, and only 8 made it to morning tea at Woodside. We got stuck behind a couple of very slow cars through the hills, of particular note was a learner who passed 2 overtaking lanes but refused to move over. Very annoying and poor instructing! There were no major issues, but it seems Judy had a problem with leaking fluid from the rear shock of her bike, which left her riding a Ducati pogo stick! There was a huge fair at the oval in Meadows, but it didnt unduly affect our lunch plans. So, another great ride, and thanks to Ken and Robin for again taking on Tail End Charlie duties. Peter



Morning Tea at Woodside



Sunday Ride Round Up 9th April 2023

Meadows Ride Leader Peter Wood



A favourite fuel stop (riders not bikes)
Pik a Pie Bakery at Meadows



Sunday Ride Round Up 23rd April 2023

Milang Ride Leader Peter Wood

There were 13 bikes, including three with pillions, for our ride to Milang on a perfect Autumn day. This included Brenton on his recently purchased 2020 Ducati Multistrada and prospective new members Chris and Sue on a 1983 Honda VF750F with only 8000kms on it! We had a pretty much hassle-free ride, stopping at Strath for morning tea and then onto Milang for lunch. We gained Bernie at morning tea with his partner on his very classy new BMW R1200RT. Perfect weather, great ride, what more could you want? Thanks to Maurice and Robin for Tail End Charlie duties.



13 bikes turned up at Maccas at Magill

Sunday Ride Round Up 23rd April 2023

Milang Ride Leader Peter Wood



Sunday Ride Round Up 7th May 2023

Gumeracha Ride Leader Rob Hartridge

It was National Rally and Kapunda Historic weekend, so only 4 bikes and 5 people turned out. The weather was ok, a cool day with a few drops but of no real consequence. On our way to morning tea we encountered a road closure on Brookman road, which prompted a bit of a detour resulting in about 3.5 km of dirt road. A challenge for Felix, but he did well and kept it upright to the next bit of bitumen. The dirt was in reasonable condition thankfully, but our bikes looked like we had brought half of the road with us at morning tea. Most of the twisties out of the way by morning tea, we had a less eventful run from Strathalbyn to Gumeracha. Rob Hartridge.



Sunday Ride Round Up 21st May 2023 Angaston Ride Leader Mike Green



Up Coming Sunday Rides All Rides Depart at 9.30am

When	Ride Leader	Event	Destination	Departing From
4 Jun	Rob Hartridge 0422 114 225	Day Ride	Clarendon	McDonalds, 303 Magill Rd, Trinity Gardens
18 Jun	Frank Pellas 0411 600 255	Day Ride	Lobethal	Top of Taps, Victoria Hotel OHalloran Hill
2 Jul	Rob Hartridge 0422 114 225	Day Ride	Stirling	Pelican Plaza, 1007 North East Rd, Modbury
16 Jul	Rob Hartridge 0422 114 225	Day Ride	Charleston	McDonalds, 303 Magill Rd, Trinity Gardens
30 Jul	Brenton George 0432 535 163	Day Ride	Myponga	Top of Taps, Victoria Hotel OHalloran Hill

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

SA Breakfast Club

We had about 31 at the Dish On Fleurieu for the April 2023 breakfast. The SABC was held at Mt Compass to coincide with an RV weekend there. It was a bit squeezey in the dribbly weather, but everyone got a seat eventually. (Peter and Jenny helped by coming late -navigational difficulties.) Staff were cheerful, food and coffee were fine. Too bad all the public toilets, men's and women's, were out of toilet paper! Thanks Paul, for buying some for us.



The Bend – Recommended for Ulyssians

by Bob Braunsthal (Torrens Valley)

The Bend is a classy complex of three tracks with many bends, ending up in the same place they started. It's a few kilometers past Taillem Bend. Anyone with a license and a roadworthy bike can have a ride around The Bend provided they have acceptable bike gear and leave their pillion to watch. David Moore of Mallee Branch has raced



there and he encouraged me to have a go. Now I'd say I should have done it sooner; still better late than never.

Brekky and Bikes at the Bend was the first event on our Champions Ride Days at the Bend. You don't have to be a champion to do the breakfast run. Our group was a motley assortment of bikes, a Harley that didn't progress particularly quickly, a couple of learner bikes, a vintage Ducati that was nursed around by a very careful owner, a lovely R7 the same as the one Doug Pitman brought to our meeting a few months ago. Our mate Burgo had his ancient Virago 1100 (don't laugh, he was a cop and he can extract the max from his ancient mount.) There were a few quick machines there too.

There was a ride leader who wasn't to be passed (as if ordinary street riders could!!). He was a capable race-experienced guy who gave a briefing about riding sensibly though that didn't mean slowly, just being considerate of others. For our \$39 track and breakfast fee we rushed around the same winding circuit several times on our bikes and ended back at the same place after all that, just like we do on Wednesdays and just like Wednesdays it was good fun, though there were no potholes, dopey motorists, trucks, motorhomes, speed



limits, speed cameras or cops to worry about. You were limited by your machine, your ability and commonsense. (Assuming you had some)

The track is a beauty, wide with a near perfect surface; the bends vary from nice sweepers to sharp turns requiring braking and rapid gear changes. It had rained the day before and on bend 5 it was still damp so we restrained ourselves there. Our group had a wide variety of bikes and riders with varying levels of experience so

it wasn't long before we were well spread out along the course which was good, as bunches of bikes around bends with unknown riders around could be a worry.

It was not a race though naturally a few guys wanted to be first to finish and hurried in the ride leader's wake. After about four laps we began passing the slowest riders who were going at a moderate pace. It was good that everyone showed due restraint not passing them on corners. The long strait was where the keen riders on the more powerful bikes made great headway. About half the group would have hit the ton at least once down the strait before braking to take corner one.

All too soon the red lights trackside began flashing telling us our time was over and we exited the track. In the carpark a couple of dozen smiling guys and a few girls chatted happily about their track experience while the first level of race bikes prepared for the first of their rides. Soon we were treated to the soundtrack of many wailing Japanese fours and a few throaty Ducati's, KTMs and others.



We headed upstairs for our breakfast, part of the \$39 deal. We had ample serves of scrambled eggs, fried mushrooms, tomatoes, and other options. Fruit juices, tea and coffee were also on tap. People chatted while having their meal and some went to the window to see the riders flying down the strait at about 200kph, a lot faster than any of our group had. Maybe a few aspired to race but most of us were just happy to have the chance to ride on a top race-track. We thought it was great with a top brekky and an unforgettable day. We'll be doing the Brekky and Bikes at the Bend again. Definitely recommended.

As we left, we saw hot cars, WRXs, Skylines etc. doing drifts on an area of wet concrete. Lovely stuff and fun, fun, fun.

Riding in the rain

Does the thought of riding in the wet make your mouth go dry? Riding your motorcycle in the rain can be safe and—dare we say it—even fun, as long as you’re prepared with the right skill set and gear.

What exactly should you expect when riding in the rain, and what adjustments should you make as you ride?



Tip 1: Choose the right gear

Good waterproof apparel, like a rainsuit (two-piece or one), gloves, boots, and perhaps an electric heated vest, can keep you warm and dry in even the most persistent storm, which is the first key to enjoying a day spent in the rain. High-vis isn’t the most stylish, but in conditions of reduced visibility it increases the chance that other drivers will see you, something to keep in mind as you shop for gear. Waterproof gear tends to add warmth on its own, but if rain is in the forecast, consider bringing multiple thinner layers that you can add if you get chilly.

Another oft-overlooked piece of the gear puzzle is the helmet, which should be equipped with an anti-fog visor (i.e., Pinlock), a breath guard, or even a visor with electric defrost function. And either leave the tinted shield at home or bring along a clear spare; the last thing you need is a darkened view of a wet road. Keep your visor down and closed at all times if possible. Once rain or moisture gets inside it will be very difficult to defog.

Whatever combination of gear you end up with, make sure that it doesn’t intrude on your riding or distract you in any way. For example, you can’t work the controls with frozen fingers, but an extra-warm pair of gloves may be too bulky and not much better. Similarly, a neck warmer may be nice and toasty but limit you from turning your head enough for a shoulder check. You may have to search to find the right gear, but you should be able to find a nice balance between comfort and practicality for the conditions you intend to ride in.

Finally, if your wet-weather riding includes commuting, keep a change of clothes ready at work—just in case.

Tip 2: Ride smoother and smarter

There is one word to remember when riding in the rain: smooth. When it’s wet outside, everything you do on your motorcycle should be smooth, from throttle adjustments to braking to cornering. There’s a reason today’s motorcycles often include a Rain mode that cuts power and perhaps even smooths out the throttle mapping and/or increases ABS and traction control intervention.

Even with modern rider aids, roll on and off the throttle gently, and use your lean angle sparingly. Keeping your bike as upright as possible will reduce the chances of it sliding out from underneath you if you hit a slick spot. Increase your following distance and use your engine to help decelerate, braking smoothly (there's that word again) instead of stabbing at the lever.



Tip 3: Be wary of intersections

Intersections are dangerous enough when you're on a motorcycle, and unfortunately the rain makes things worse.

They're a collection of hazards: slippery oil spots where cars stop and idle, painted lines that can become like ice when wet (see next tip), and of course plenty of drivers who might not be paying as much attention as you.

Roundabouts are especially tricky, and can be slippery not just at the entrances and exits but also throughout the circle. Approach slowly to avoid having to brake suddenly, stay smooth, and limit your lean, and you'll come out the other side right side up.

Tip 4: Watch out for surprises

When it's wet out, situations that are nearly harmless in the dry can turn into unpleasant surprises. Keep an eye out for manhole covers, sealer pavement (tar snakes), painted lines, and fallen leaves, all of which are like black ice when they're wet. If and when you do encounter any of these traction inhibitors, check first if there is a line that you could easily take around them. If not, resist braking or accelerating hard and roll over them without making any aggressive inputs.

Note that in case you do have to change your line or turn over a greasy section, it's important to keep your hands relaxed on the handlebars and don't lean the bike any more than necessary.

Standing water is another potential hazard, and is especially dangerous on the freeway where speeds may prevent you from slowing in time to avoid hydroplaning. Water will of course pool at low points, which on freeways is often the left-most lane where the concrete barrier prevents it from draining. Avoid using that lane and watch cars ahead of you for signs of water spray so you can spot problem areas in advance.

Tip 5: Find a dry line

Although this may seem obvious, it is amazing how many people we see riding in an area of the lane that is wet even though an adjacent area is dry. Dry pavement offers superior traction and manoeuvrability, so make sure you continually place yourself in the driest section of the lane (typically where the car tire tracks are).

Over time, and as you practice these riding tips, you will find that rain riding (and even touring) can actually be satisfying, not to mention make you a better and more confident rider. Sure, each ride will vary, with city riding in stormy weather almost always being the most nerve-racking, but just because the clouds roll in doesn't mean you can't ride almost every day.

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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

E: ulyssesadelaide+welfare@gmail.com





Save The Date - 13th to the 15th October 2023 South Australian Odyssey



The next South Australian Odyssey will be held at Clare in the Mid north of the State.

Party Central will be at the Discovery Park, just to the south of the Township from the **13th to the 15th October 2023**.

All accommodation in the Park has been held for us and early bookings are highly recommended to ensure a cabin or space for your caravan.

We will get a 10% discount on mentioning the Ulysses Club when booking.
Phone 8842 2724 to book.

Planning is well advanced, and we will do a few things very differently to past Events.
The Saturday evening festivities will be held at the Clare Golf Club.

Registration will be available mid next year.
For further information, phone Nev Gray on 0416 050 189.

Vale Chris Sherman 27/5/1948 - 10/4/2023



Chris had been unwell for quite some time but managed to attend meetings, dinners whenever possible with his partner Deb. Both were committed members of the club and shared many varied interests that kept them both very busy.

Chris' funeral was attended by many Ulyssians from multiple branches and will be missed by all. Condolences go out to Chris' partner Deb, family and friends.

Vale Brian Coates 04/05/1945 – 18/04/2023



Our mate Brian has left us. Vietnam veteran, Ulyssian since 2000, loving husband of Thao, father of Sarah & Brendan, friend to many.

Brian was a positive guy until the end. He had down periods, probably thanks to his war efforts, but to Ulyssians he was always positive, cheerful, welcoming and supportive to new members, a keen motorcyclist, with a cheeky sense of humour.

If you missed it, Brian's funeral was a well attended relatively informal affair. The warmth for the guy was evident. There were two obvious groups there, Ulyssians and veterans. Brian was well regarded by both cohorts.

Thao has been part of Brian's life for the last 14 years. He adored her, and they made a very happy couple. Our best wishes go out to Thao on her loss.

Ken Wagnitz.



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: **10th June 2023 at 9.30am** Where: Banjo's Bakery Café, 84 Langtree Ave, **Mildura VIC**
When: **1st July 2023 at 9.30am** Where: TBA 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 6th July 2023 **Venue:** The Maid Hotel, 1 Magill Rd, Stepney

Thursday 3rd August 2023 **Venue:** The Maid Hotel, 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.



Meeting
Reminder

