

The Odyssey

Adelaide Branch Newsletter

June 2024 Issue



\$2.00

Tax Returns & Accounting Services



I come to you on my **Honda CB500X**
mobile office

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From the editor

Hi to all our members,

Here we are halfway through the year with winter upon us. Riders will be donning the wet weather gear to brave the elements for a ride. I know I don't have to say this but it's a good time to make sure your bike is up to the conditions. Have you got some good rubber, brakes and everything is tight and adjusted correctly. The roads at this time can be slippery and traction unpredictable, so adjust your riding style accordingly.

This issue has the usual ride reports. Thanks go to our Sunday ride leaders and Claire Hartley for the Wednesday rides. The rides have two new members of the furry kind, riding pillion with Gail and Monica in specialty pet carriers. They add a bit of novelty to the rides and attract a lot of attention.

The front cover is a photo of our Treasurer, Robin Butler, who recently bought a new Honda NT 1100. There is a review of the bike on page 11. Page 16 has a review of an issue experienced by Ken Wagnitz with the Sena com device. On page 19 is a story about a family business restoring vintage Indian motorcycles.

"What's On" lists coming events. These are current at the time of printing and can change without notice, so check the website nearer the times to verify.

You will also notice there is an ad on the back cover re pre-paid funerals. This is my daughter Emiko. Michelle and I organised a pre-paid funeral to save allot of stress for our children and reduce expenses, so I asked Emiko to supply me an ad for the magazine and come to the June meeting to give a talk.

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

Adelaide Branch President's Report

Hi to all our members,

I would like to express my gratitude for the support provided by our committee, with a special mention to Ken who shoulders much of the committee work. I am also thankful for the members who have shown their appreciation.

I encourage all members to reach out to me or any committee member to share their thoughts on branch matters, be it positive or negative. Your feedback is crucial for us to take necessary actions.

Due to personal commitments, I have missed a few rides recently, but I aim to join more frequently, despite the approaching wet season.

I am keen on engaging with other branches and urge them to take part in our events. I appreciate those members who are already doing so. This is what Ulysses is all about.

Last meeting we reinstated the raffle using a different format. It is simpler with less prizes with the view of generating a modest income for the branch. This will be used to fund events for members and the running of the branch. Please feel free to approach the committee to discuss your thoughts.

In future I will be merging the Editors and Presidents reports.

Regards



Maurice Stevens



The Adelaide Branch Committee Members 2024/2025



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Sunday Ride Round Up 7th April 2024

Aldgate Ride Leader Rob Hartridge

It was perfect riding weather, overcast but no threat of rain and no shadows in the corners for sticks and stones to hide. With 5 bikes & riders we set off for some fun in the twisties through Cuddle Creek, Lenswood and Nairne to Wistow for morning tea. The ride to lunch was more open roads work from Wistow to Langhorne Creek and through Strathalbyn for more twisties to The Aldgate Pump Hotel. Good food and great conversation.



Sunday Ride Round Up 21st April 2024

Finnis Ride Leader Peter Wood

An interesting ride, we had a possible new member, 2 new bikes, and a very friendly dog on our ride. Gary and Gail brought their little furry friend, Georgie, and their new bikes on the ride. Gary was on his Honda 750 Hornet and Gail on her Honda CMX 1100. We also had a new rider, Alan, on his newly acquired BMW 400 scooter. All were happy with their steeds and had no trouble keeping up for the ride. It was an absolutely glorious day as we headed to PikAPie at Meadows for morning tea where, as usual, there were bikes everywhere! Then on to Finnis General Store for lunch which I reckon is a great place for a stop. There were only 9 bikes and riders (plus one dog) on the ride, where is everyone? My thanks to Ken for quickly assuming tail end charlie duties and we hope to see Alan again on future rides.



Sunday Ride Round Up 21st April 2024

Finnis Ride Leader Peter Wood



Sunday Ride Round Up 5th May 2024

Pt Elliot Ride Leader Brenton George



Sunday Ride Round Up 19th May 2024

Mt Pleasant Ride Leader Rob Hartridge

It was an overcast day, but no forecast of rain. We did get a very light drizzle that was not a problem. We had 5 bikes and a spider and 7 people depart for Littlehampton for morning tea, where Mike and Carolyn joined us. It was the coolest ride so far this year, Ken said it was mostly 10.5 degrees and occasionally up to 12. We had a really good run, minimal holdups with traffic. Probably due to the cool, cloudy weather. Thanks Felix for TEC duties.



Sunday Ride Round Up 19th May 2024

Mt Pleasant Ride Leader Rob Hartridge



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

When	Leader	Event	Destination	Departing from
16 June	Brenton George 0432 535 163	Day Ride	Birdwood	Top of Taps, Victoria Hotel OHalloran Hill
30 June	Rob Hartridge 0422 114 225	Day Ride	Hahndorf	Pelican Plaza, 1007 North East Rd, Modbury
14 July	Rob Hartridge 0422 114 225	Day Ride	Woodside	McDonalds, 303 Magill Rd, Trinity Gardens
28 July	Brenton George 0432 535 163	Day Ride		Top of Taps, Victoria Hotel OHalloran Hill
11 Aug	Rob Hartridge 0422 114 225	Day Ride	Littlehampton	Pelican Plaza, 1007 North East Rd, Modbury

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

2022 Honda NT1100 DCT Review

Content from Bikesales

How well does the new Africa Twin-based model meet its sports-touring brief?

The 2022 Honda NT1100 is Honda's latest attempt at translating the popular Africa Twin platform into another genre. It's upright, and has plenty of touring chops, but where exactly does the 2022 Honda NT1100 fit in today's very broad 'adventure touring' sphere?



Times, tastes and interpretations change, but if you went on an 'adventure' ride in days of yore you were probably aboard a sports-tourer of some description. Enterprising tackle like the Honda VFR800 or naked Suzuki Bandit, and off-road excursions were more a function of errant map reading (yes, we're talking a while ago...) than a dedicated attempt at taking a sneaky shortcut or pushing the boundaries of bike and rider.

Today, sports-touring has cast a bigger net and now includes adventure-esque models such as the BMW S 1000 XR that tread on 17-inch rubber and have all the other hallmarks, spec attributes and setup of a traditional sports-tourer. In fact they really are, even though the 'Adventure Sport' moniker is now an oft-used term and quasi market segment.

So that means riders are more spoilt for choice than ever – and Honda has now added to the aspirants with its NT1100 sports-tourer, available with either a six-speed manual transmission or dual clutch transmission (DCT). Bikesales rode the DCT version.

Based on the company's Africa Twin adventure bike, the NT1100 has parachuted into a hotbed of opposition from all quarters – obviously not all at the DCT's sharp \$22,699 (plus on-road costs) price point, but nevertheless still mentioned in the same breath.

The NT1100 joins the Goldwing in Honda's touring line-up, but obviously at the opposite end of the paradigm compared to the company's fully appointed capable-of-towing-a-trailer behemoth. There's nothing in between, so Honda is really placing a lot of responsibility on the NT's shoulders to fill the void at the lower end of the scale. Let's see if it can handle all that pressure.

What do you get?

Requirements for sports-tourers have remained the same since day dot: strong power, comfort aplenty and cornering dexterity. Industrious and thrill-seeking at the same time.

The NT1100 certainly takes its place under that agreeable umbrella, and no surprise considering the 1084cc engine (101hp/104Nm) and semi-double cradle steel frame are straight from the Africa Twin – but the chassis has been tweaked via a shorter wheelbase and a slightly steeper rake to add some extra fast-twitch fibres into the cornering equation.

The NT1100 looks great in the Matte Iridium Grey Metallic livery (Graphite Black is the other option), and the optional panniers (\$2277.74) add rather than detract from the overall look – but the bike also looks good without them, too. The panniers latch onto a rear bracket which can also accommodate the accessory top box.

The other touring assets are obvious – the upper and lower wings, heated grips, cruise control, USB socket, adjustable screen, centrestand and nicely contoured and well-padded seat – but what's not so obvious to the naked eye is the expansive gap between the seat and footpegs. The tape measure says so, so lots of room for taller folk.

The NT1100 also has as TFT screen with smartphone connectivity to activate either Apple CarPlay or Android Auto, and the dash has a huge array of head-spinning buttons. In fact, most of the dash's real estate has a gadget or adjustment mode somewhere to the extent the indicator switch is a little overshadowed and clumsy to make contact with. A self-cancelling function eases the access angst, though.

Tailor made for the job

The heart of the matter is the parallel twin engine, and without thumbing the starter you just know it's going to lend itself to a sports-touring application with its chunky bottom end and midrange. The numbers tell the story: plenty of torque (104Nm) which reaches its peak at just 6250rpm. It's the same as the Africa Twin narrative: bigger than the sum of its parts, and with miserly fuel consumption the NT1100 provides a functional range north of 350km.



And it's the same level of satisfaction for the DCT, which does frenetic just as well as mellow with its drive and sports modes. There's also the option of using the manual toggles to move through the six-speed gearbox, but my enthusiasm for that feature has always been muted. Just can't see the point.

In fact, the weather was abysmal during the NT1100 photo shoot and D mode on the DCT transmission was brilliant: it trimmed the excitable edges of S mode – higher revs and more aggressive down changes – and kept everything smooth and compliant.

The bike was settled and the connection to the sodden roads was impressive through the Dunlop Sportmax rubber. Premium DCT technology that's doing the business, although I'd be just as happy with the standard six-speed transmission (\$21,690 plus on-road costs) – except on the daily commute where the DCT is the clear winner.

The NT1100's Showa suspension, 45mm Showa upside-down fork and Showa monoshock, is at the lower end of adjustability – preload and rebound on the front and just preload on the rear via a remote dial – which puts it a rung or two below its major opposition. But, just like the Nissin brakes, the suspension works in a, well, no-fuss kind of Honda way. And for the majority of riders and pillioners, that's more than enough.

The NT's suspension travel (150mm) and ground clearance (175mm) are both impressive, so the bike shouldn't have any problems traversing – or getting caught out – on some of the worst roads that Australia can deliver.

The same industrious report card which can be thrown at the smart-looking colour-matched panniers, which are just about a must on the NT1100 with its touring-leaning flavour.



Safety features on the NT1100 include cornering ABS, traction control, wheelie control and daytime running lights, while there are five ride modes – three preset and two customisable.

The manually adjustable screen has a solid amount of movement, but you must get out of the bike to reposition it. At the highest setting it creates a nice bubble, which came in very handy during the driving rain on the photo shoot.

However, the screen does get a fair dose of the shakes, and not even at warp speeds either. It looks – and feels – quite flimsy.

Weather protection is top notch, though, when the upper and lower wings and fairing are also factored in.

Summing up

The NT1100 is a no-fuss motorcycle that does everything very well without hitting fever pitch. You don't get blown away, but you're not left underwhelmed either.

But one thing is a given: you know you'll get to the other side in absolute comfort. And on that score, the NT will still win plenty of admirers and takes its place in the Honda line-up with an impressive portfolio of attributes.

Specs: 2022 Honda NT1100

ENGINE

Type: Liquid-cooled, eight-valve parallel twin

Capacity: 1084cc

Bore x stroke: 92.0mm x 81.5mm

Compression ratio: 10.1L1

Fuel system: Electronic fuel injection

PERFORMANCE

Claimed maximum power: 101hp (75kW) at 7500rpm

Claimed maximum torque: 104Nm at 6250rpm

TRANSMISSION

Type: DCT or 6sp Manual

Clutch: Wet

Final drive: Chain

CHASSIS AND RUNNING GEAR

Frame: Steel semi-double cradle

Front suspension: Showa 45mm upside-down fork with rebound and preload adjustment, 150mm travel

Rear suspension: Showa monoshock with preload adjustment, 150mm travel

Front brakes: Dual 310mm discs with twin-piston Nissin calipers, ABS

Rear brake: 265mm disc with twin-piston Nissin caliper, ABS

Tyres: Dunlop Sportmax GPR-300, 120/70R17 front, 180/55R17 rear

DIMENSIONS AND CAPACITIES

Claimed wet weight: 238kg DCT or 228kg Manual

Seat height: 830mm

Wheelbase: 1534mm

Fuel capacity: 20.4 litres

Robin and his NT 1100 manual version.



On Any Wednesday

By Claire Hartley

Steve's back in the saddle as our leader and reporter of rides.

April 3rd Ten riders and twelve apologies today. To Lobethal via Williamstown and broad circle work. Sun shining at Cudlee Creek Thanks to all.

April 10th Twenty-one riders (including two visitors) to Woodside via Gumeracha. Wasn't a great day for Glenda. No sooner had we left The Feathers and headed up Greenhill Road than Glenda got a puncture which stopped her in her tracks. When it was examined, it turned out to be more of a "cut" than a nail or screw. Our amazing TEC's and Steve stayed with Glenda until the RAA bike recovery arrived. Brenton, being a man of action quickly organised a new tyre and Glenda was pillioned home by Brenton (that's covered in the marriage vows under love, honour etc). Hope he poured you a nice glass of red when you got home Glenda!

April 17th Twenty-one riders and five apologies today. To Finnis via Mt Compass and then to Meadows for Derek's 80th cake. Thanks Derek for turning another year older so we could enjoy cake! Phil was not happy about his bike getting dirty when we experienced some drizzle on the way to Mt Compass but the day got worse when he hit a piece of wood on the Bull Creek Road on the way to cake. He didn't come off but now has a nasty dent in his front rim which will necessitate a replacement!

April 24th (via John) Fifteen riders today including one new rider (Graham), to Maccy for coffee and Milang for lunch. Cool conditions, dry roads, no incidents and no cameras, unless they were very well hidden. Not that we have anything to worry about of course. Thanks to Lester and Dave for TEC duties.

May 1st Was not a happy day for Hugh and Chris when Chris bumped into the rear of Hugh at an intersection. To my understanding Hugh has a bent footpeg and some cosmetic damage to his exhaust and was able to ride home. Chris has a pierced radiator and lost all his coolant. Phil was the hero of the day going home and getting the car and trailer and back to Lobethal to retrieve Chris and his Triumph. Chris may be off the road for a while, apparently Triumph parts can be hard to source.

May 8th Seventeen riders and eight apologies today. To Wistow via Lobethal and circle work. The new head of the Rehab Group, Bruce, joined us at Wistow in the car. Perhaps Ross could also join the Rehab Group shortly. Thanks to all for participating and safe travels to those heading overseas shortly. Steve.

I had the joy of being stung by a wasp on two occasions three weeks apart. The first, the little sucker crawled up the inside of my sleeve and stung me through clothing just below the elbow. The second was on the back of my neck through a balaclava. I had taken an antihistamine both mornings but required additional medication after the stings. Luckily Chris came to my rescue on the first occasion and Andrew on the second occasion.

R.O.A.R. (Retired and Other Absent Riders) meets on the 4th Wednesday of each month at 2pm at Mawson House in Meadows. The aim of ROAR is to keep people connected to the riding community whether they have retired from riding or are injured or experiencing health problems and not able to ride short term. It's a coffee and cake meet up which connects people. Mawson House is also the last stop for the Wednesday Riders which helps people to retain their connection to their riding community. No bookings are required – just show up!

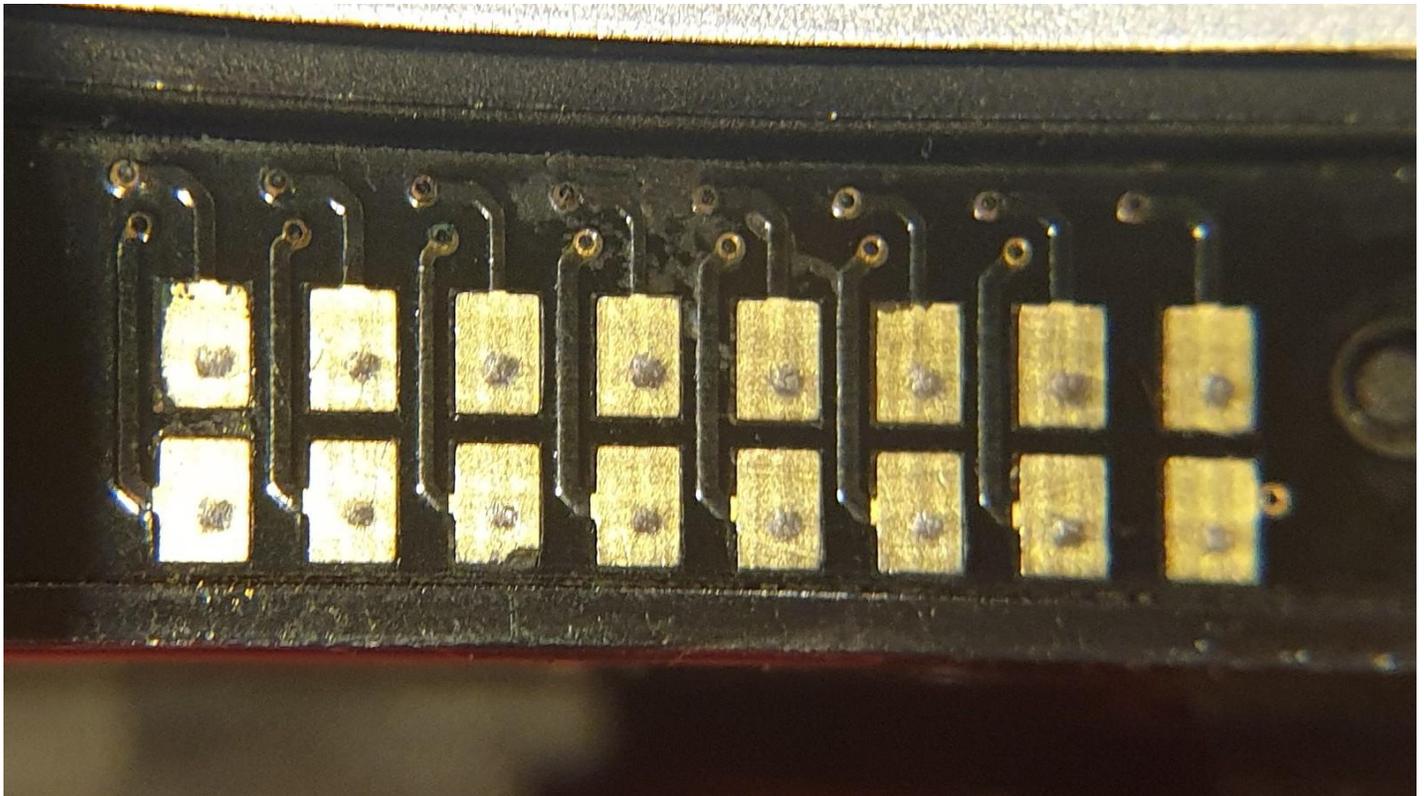
A Problem with Sena

by Ken Wagnitz

I've had a few Sena Bluetooth headsets over the years. Never tried any other brands. I use them to talk to my pillion wife or listen to music from my phone. It keeps me awake on long rides. Started with the SMH10 model, then 20S, now 30K.

I "upgraded" from 20S to 30K because of a fatal flaw in the headsets. The spring-loaded pins on the bases, wear through the gold-plated pads on the headset. The connections become intermittent, then useless. You can't buy replacement parts.

A bit out of focus, but you can see black spots on the gold-plated pads below.



It's my theory that the constant pressure from the pins displaces the gold on the pads. My wife's headset gets far less use than mine but suffered the same fate.

So, my advice to Sena headset owners is... **Remove the headset from the base when it isn't in use.**

SA Breakfast Club

6th April 2024

26 attended the SABC breakfast at Oasis Gardens Restaurant, Belvidere. As always, a pleasant and friendly place to go. Those of us who rode were surprised by the cold and fog on the way there, after a sunny start.



4th May 2024

The May 2024 SABC breakfast saw around 28 at The Good Pantry, Gumeracha. It was a lovely place, nice brekkie wraps, good coffee, on a day of beautiful Autumn weather. Coinciding with the medieval Fair, it was a bit busy!



Love of vintage motorcycles and father-son rivalry fuels this family's passion to go faster, build better *[article from ABC News](#)

The smell of petrol and sounds of motors turning over are nothing out of the ordinary at the Birthisel family's property in Bundalong in north-east Victoria.

Motorbikes, namely vintage Indian motorcycles, have always been part of the furniture and always in the background over the 20 years that Peter Birthisel and his wife Toni ran an electrical company.

Peter has been riding and building bikes for as long as he can remember.

"A lot of my friends were farmers and they were building vehicles and motorcycles and chasing sheep on motorcycles," he says. "Then at 17 you got your ticket to freedom, you could get your licence in Victoria. "I had a little RD350 bike that we put 250 stickers on because it was illegal to ride a 350cc motorcycle ... and then I was never home. "Growing up around here they were good times, fast times."



In 2020, Peter and the family sold the electrical business and turned working on the bikes into a full-time business, selling refurbished or new Indian parts to enthusiasts building bikes around the world. "It just evolved from a hobby to a business that's grown out of control," Peter says. "If you can't find the parts, you've got to make the parts and that's sort of flourished into a pretty successful business — we're two years behind our orders. "We build barrels and race cylinders and stuff for those things due to the fact that a lot of this stuff was out of production 80 years ago."

Peter says his business is a lot more than just building bikes. It's also a lot of networking and visiting club meets to build connections. "When you complete the bike and you start it up for the first time you think, wow, you've created something that hasn't run for 50 years. It's a good feeling," he says.

The obsession also saw Peter break a land speed record in 2018. On a salt lake in South Australia, Peter set a new speed record for a modified vintage fuel 1350cc bike at a blistering 251 kilometres per hour.

The master's apprentice.

Growing up around his father's obsession with motorcycles and learning to weld at age nine, Mason Birthisel says it's little surprise he caught the bug. "Bikes have just been a passion from day dot," he says. "There's even a photo of me about six months old sitting in the side of a sidecar I've just been surrounded by them.

"The motorcycle community growing up has been like having another family, we're all there to go fast and have drinks at the end of the day." Mason says his competitive streak with his father comes to the fore on race days. "Competition has always been a thing between us, but I'm still the apprentice in some ways," he says. "It's only in recent years that I really started to overtake him in terms of knowledge. "It would be nice [to beat him], but yeah, I do build him some good engines though, so that's my problem."

Family ties will once again be put on the backburner, as father and son go head-to-head in a race at the historic Winton weekend near Benalla, where more than 400 classic cars and motorcycles will turn back the clock on motorsport.

Peter says he's impressed with Mason's interest and skill in mechanics. "This is my retirement job, which I enjoy, and Mason, I think he's, like, the youngest one in Australia rebuilding motorbikes," he says. "The apple hasn't fallen far from the tree — but, yeah, there's a bit of father-son competition in the shed already. "He'll come and have a look at some of the stuff that I've been doing and he'll want to redo it because it isn't up to his standard!"



Peter says he aims to cement his status as the fastest Birthisel on two wheels after losing to his son at their last race, allegedly due to mechanical issues. "It's only because my bike wasn't running to what it should have that he flogged me," he says.

The pit-master

At every race meet or Indian club event, Toni can be seen helping her son and husband prepare their bikes — a role she said she relishes.

Toni says she quickly realised bikes would be a big part of her life after marrying Peter. "What I love about them is it brings people together with the same passion," she says. "I do worry about them all out there on the track, but my favourite part is when they all come back off the track safe, and the banter begins. "You've got 20 people there all bantering together about who overtook who etc, all that sort of stuff, I love it, could listen to it for hours."

She says the Indian Motorcycle Club of Australia, of which Peter is president, has given them endless opportunities to travel. "It's families, it's not just men going for a ride, all our families have grown up together," she says. "All our kids have grown up together and you can see future generations of children whose parents joined the club and these friendships carry through for life."

SA Branches & Riding Groups Contacts

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Secretary Brenton Williams– 0408 842 840

Torrens Valley Branch

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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.

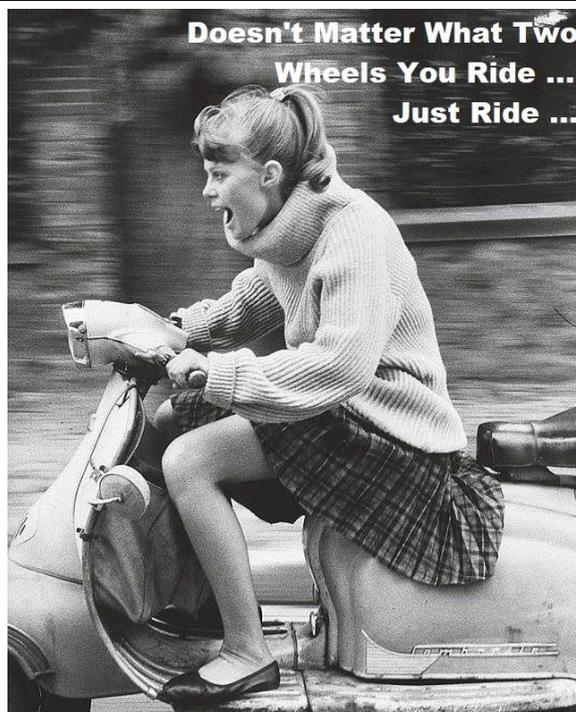
Adelaide's Welfare Officer is a central person in our branch to ensure members in need are assisted in whatever manner is appropriate for that individual.

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.

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SARV Weekend April 12th – 14th 2024 Crystal Brook

The Gods smiled upon us and blessed us with fabulous weather for the week-end. The drive to Crystal Brook was very pleasant through the Clare Valley and surrounds. It certainly doesn't look like the end of summer. The caravan park is just on the outskirts of the town with only a short walk to the shops.

The mob was in full flight by the afternoon and we welcomed in the stragglers. As the sun was setting, we also realised the corellas were staying at the caravan park. Oh well, it made for a rural atmosphere.

Saturday morning was the start of another fabulous day. One of the attractions was the fair at Laura. It is only a short drive and many members attended and had a great time. We



were lucky enough to have our inaugural secretary Chris Mathews come to the park. Chris and Bob have moved to Crystal Brook and so it was great to have a catchup. We were going to the Royal Hotel for tea and so they decided to come along with Gwen and Don, also Ulysses members who have moved here.

I think we overwhelmed the hotel, between us, the locals and the footy club they were flat out. It did give us plenty of time to have a good catch-up. We wandered back to the park for late night drinks and nibbles. What a fabulous weekend. Thanks to all who attended.



SOUTH AUSTRALIA ULYSSES RV CALENDAR 2024

7th -9th June	Wellington Caravan Park 8572 7302
30th August-1st September	Murray Bridge @ Avoca Dell Caravan Park 8532 2095
13th – 21st October	Ulysses RV AGM is at Yarrowonga Caravan Park (03)5744 3420, also on the same date is the South Australian Odyssey at Normanville.
15th -17th November	Stansbury Foreshore Caravan Park 8852 4171 This is the end of year event for SARV

Word Search

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SABREAKFASTCLUBTORRENSVALLEY EYREPENINSULA KTM
 HARLEYDAVISON ROYALENFIELD LOWERMURRAY
 SUNDAYRIDE WEDNESDAYRIDE MOTOGUZZI
 ADELAIDE FLEURIEU KAWASAKI
 ULYSSES WHYALLA MVAGUSTA
 TRIUMPH APRILIA PIAGGIO
 MALLEE YAMAHA VICTORY
 SUZUKI DUCATI INDIAN
 SARV HONDA URAL
 BMW



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, Victoria Hotel, O'Halloran Hill. Please arrive with a full tank of fuel.

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 July 2024 at 9.30am
When: 3rd August 2024 at 9.30am

Where: Strathalbyn RSL, Ashbourne Rd, Strathalbyn 5255 (Part of football clubrooms upstairs)
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

The Adelaide Branch Monthly meeting is held on the 1st Thursday of the month and issues regarding the branch are relayed to the members. New members are welcomed and general business raised. A raffle is held on the night (bring your gold coins)

When: Thursday 4th July 2024

Venue: The Mile End Hotel, 30 Henley Beach Rd, Mile End

When: Thursday 1st August 2024

Venue: The Mile End Hotel, 30 Henley Beach Rd, Mile End

Come early and enjoy a meal and drink available at the venue.



Meeting
Reminder



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Pre-planning your funeral gives you the opportunity to pay in advance. With payment plans of up to three years and no hidden costs, your loved ones won't be left to pay the bill*. And with all your funeral costs locked in at today's prices, you and your family can rest easy knowing you'll be protected from future inflation.



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