

# The Odyssey

Adelaide Branch Newsletter

June 2025 Issue



# The Adelaide Branch Committee Members 2025/2026



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## Editor / President

Hi to all our members,

Having spent most of May on an overseas holiday with minimal contact with back home, I don't have much to report except motorcycles were few and far between in Canada and Alaska. I think it has to do with the weather and presence of snow, not to mention Deer, Moose and Bears. I did see a Harley Davidson shop in Skagway, Alaska and curiosity drew me in. Not a bike in sight, just lots of Harley clothing. While the holiday was excellent, I did miss going out for a ride with the group and hope to get back into it asap.

In this issue we have the usual Sunday, Wednesday ride reports and Chapter 4 of Frank's lifetime on bikes. Ken has a story about his acquisition of some new boots, not as easy as you would think. Claire Hartley has a report on a special Wednesday ride for charity.

With winter fast approaching, I have included an article from the National Website on tyres. They are critical to safe motorcycling and this crosses over to cars as well. What's on, to keep up to date with upcoming events and make sure you check our website for the most up to date information.

Keep safe and well.

Regards

*Maurice Stevens*



Please email your story, ideas and contributions for the Odyssey Magazine to [editor@ulyssesadelaide.org.au](mailto:editor@ulyssesadelaide.org.au) or phone me on 0407 011 251





**Sunday Ride Round Up** 23<sup>rd</sup> March 2025      **Strathalbyn**    Ride Leader **Brenton George**





# Sunday Ride Round Up 6<sup>th</sup> April 2025

Balhannah Ride Leader Peter Wood

There were 9 bikes that left Pelican Plaza on a cool but pleasant morning, Robin and Monica arriving just as we were leaving! We had an uneventful ride through Lyndoch and on to Nuriootpa for morning tea. The service and coffee at the servo was only so so and we were quickly on our way to Balhannah for lunch. A couple of the group had other commitments and did not join us for lunch. When we arrived at the bakery, the carpark, which is shared with the Balhannah hotel, was almost completely full. I guess the upgrade of the hotel has worked! We were met there by David, a prospective new member, and had a pleasant chat and excellent bakery food before heading off home. Another good ride!!! Peter





**Sunday Ride Round Up** 20<sup>th</sup> April 2025      **Paradise**      Ride Leader **Rob Hartridge**





## Sunday Ride Round Up 4<sup>th</sup> May 2025

Myponga Ride Leader **Brenton George**



## Sunday Ride Round Up 18<sup>th</sup> May 2025

Strathalbyn Ride Leader **Rob Hartridge**

It was a cool and sunny morning. We had 2 spiders and 4 bikes turn out. We stopped for morning tea at Littlehampton, to find out the bakery isn't trading at the moment. It's under new management, so hopefully it will be open soon. A few less twisties on our way to Strathalbyn for an early lunch. It's been good riding weather this year, but the long dry spell will mean extra slippery roads when it does rain. The extra detergent they put in petrol these days is building up a lot with the long dry spells, so take care for the first few wet rides.

Rob

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

When	Leader	Event	Destination	Departing from
15 June	Brenton George 0432 535 163	Day Ride	TBA	<a href="#">Top of Taps, Victoria Hotel O'Halloran Hill</a>
29 June	Rob Hartridge 0422 114 225	Day Ride	Lobethal	<a href="#">Pelican Plaza, 1007 North East Rd, Modbury</a>
13 July	Rob Hartridge 0422 114 225	Day Ride	Clarendon	<a href="#">McDonalds, 303 Magill Rd, Trinity Gardens</a>
27 July	Brenton George 0432 535 163	Day Ride	TBA	<a href="#">Top of Taps, Victoria Hotel O'Halloran Hill</a>
10 August	Rob Hartridge 0422 114 225	Day Ride	Charleston	<a href="#">Pelican Plaza, 1007 North East Rd, Modbury</a>
24 August	Rob Hartridge 0422 114 225	Day Ride	Gawler	<a href="#">McDonalds, 303 Magill Rd, Trinity Gardens</a>
7 September	Brenton George 0432 535 163	Day Ride	TBA	<a href="#">Top of Taps, Victoria Hotel O'Halloran Hill</a>
14 September	TBA	SA Captains Ride	Tailem Bend	<a href="#">McDonalds, 303 Magill Rd, Trinity Gardens</a>
21 September	Rob Hartridge 0422 114 225	Day Ride to Freene's for lunch	St Marys	<a href="#">Pelican Plaza, 1007 North East Rd, Modbury</a>
5 October	Rob Hartridge 0422 114 225	Day Ride	Finnis	<a href="#">McDonalds, 303 Magill Rd, Trinity Gardens</a>
19 October	Brenton George 0432 535 163	Day Ride	TBA	<a href="#">Top of Taps, Victoria Hotel O'Halloran Hill</a>
2 November	Peter Sellen	Day Ride to Sellen's for BBQ.	Freeling	<a href="#">Pelican Plaza, 1007 North East Rd, Modbury</a>
16 November	Peter Wood 0487 452 200	Day Ride	Lyndoch	<a href="#">McDonalds, 303 Magill Rd, Trinity Gardens</a>
30 November	Brenton George 0432 535 163	Day Ride	TBA	<a href="#">Top of Taps, Victoria Hotel O'Halloran Hill</a>
14 December	Rob Hartridge 0422 114 225	Day Ride	Pt Elliot	<a href="#">Pelican Plaza, 1007 North East Rd, Modbury</a>



# On Any Wednesday



by Claire Hartley

March, April and May have brought highly changeable riding weather. Some days you didn't know whether to wear Summer or Winter kit or a combination of both. I am certainly guilty of the accusation of being a "Princess" and will wear my tiara with pride. I hate the cold!!!

**March 19** Fourteen riders and thirteen apologies (plus one visitor) today. To Strathalbyn via Mount Compass and circle work down South. Two malefactors identified passing the ride leader. A Board of Enquiry was convened. Could we imagine if two riders passed Kevie #!#!#!

**March 26** Twenty-four riders, including five visitors and eight apologies today. To Macclesfield via Willunga and circle work down South.

**April 2** Twenty riders and nine apologies today. The plan was to Nairne and Lobethal, but two roads closed required the Ride Leader to make a U turn and revise the plan. We also lost two riders, but all ended well.

**April 9** Thirteen riders and ten apologies today. To Mount Pleasant via Wistow and circle work. Enough rain to be annoying, but all good.

**April 16** Twenty-four riders and eight apologies today. To Strathalbyn via Mount Compass. Trevor officiated on the LATSD (Loud and Tacky Shirt Day) and Claire will prepare a report for the Club (see separate Special Report) The two Colins (Snr and Jnr) attended ROAR. Colin Jnr wore an appropriate shirt. An excellent day which raised \$250 for the Men's Mental Health and Prostate Cancer Research. There was lots of support for making it an annual event.

**April 23** Eighteen riders and eight apologies today. To Meadows via Port Elliot. Perfect riding weather and light traffic conditions except for holidaymakers at Port Elliot.

**April 30** Seventeen riders and fourteen apologies today. To Lobethal via Williamstown in perfect but cool weather.

**May 7** Thanks to the intrepid five for participating in today's ride and Lester who joined us at Lobethal. There will be a few inductees to the Princess Club arising from today, but all good, and we completed the ride to Lobethal via Wistow with circle work East of the ranges in dry conditions.

**May 14** Twenty-six riders (including one new rider, David) and five apologies today. To Lobethal via Wistow and circle work East of the ranges.

**May 21** Sixteen riders and nine apologies today. To Myponga via Yankalilla and circle work around Parawa. Special thanks to Brenton for leading and bringing drought relieving rain to the Fleurieu coast.

# On Any Wednesday Special Report

by Claire Hartley

The distinguished Gentleman's Ride is a global event to raise funds for the Movember Foundation. Thousands of dapper gentlemen ride their classic and vintage style motorcycles to raise funds and awareness for men's mental health and prostate cancer research. Adelaide's ride was conducted on Sunday May 18<sup>th</sup> (please note that this report was written before the event.)

Some of our Wednesday Riders enter this event and it was Trevor Potter who first suggested that we turn a Wednesday into a fundraising event. April 16<sup>th</sup> was chosen and a theme of "Loud or Tacky Shirt Day" was announced with a gold coin donation.

Much excitement! There was a scurry to dig deep into wardrobes or take a trip to the Op Shop to find suitable attire. Despite the hot weather on the day, we had an attendance of twenty-four riders all in their best eye-catching apparel.

We departed The Victoria Hotel at 10:40 am and headed for Mount Compass for morning tea. The locals were most appreciative of the sudden explosion of colour in their main shopping precinct. Phil and Suz went to a bakery, they were asked about their outfits and explained that it was a fund raiser and the proprietor promptly gave them their purchases for free so long as they donated the same amount of cash to our cause.

Onwards to Strathalbyn for lunch.

The final stop was Mawson Café at Meadows where we were met by some of the ROAR (Retired and Other Absent Riders) for afternoon tea and some free cake and slices donated by Tilly.

Richard was awarded kudos for his magnificent pink fluorescent shirt and pink hat, no prizes only kudos (it's a fund raiser after all). Trevor announced that the day had raised \$240 for a very worthwhile cause. Everyone had a great time and there were suggestions of doing it all again in 2026.





# SA Breakfast Club

5<sup>th</sup> April 2025

We had 23 at the April 2025 breakfast at La Crema, St Marys. Always a decent venue, good coffee.



3<sup>rd</sup> May 2025

The May 2025 SABC breakfast was at St Just Cafe, Burra. Great spot. Around 25 were there. Burra was chosen as the location because Fleurieu Branch were having a weekender there. (No decent eatery at Meningie where Mallee Branch were having a weekender.) As well as the Fleurieu folk, there were people from Adelaide and Torrens Valley in attendance.



# Ken's new boots

by Ken Wagnitz

## **We are riding to Armidale!**

The ride to Armidale AGM/Rally was coming up, and my years-old Rossi boots were a bit dicey. I'd glued part of the sole on once, a zip was problematic, and almost no tread on the left boot.

## **Resort to the backup pair**

Time to dig out my brand-new Rossi boots I'd bought as spares when Rossi left the bike boot scene. Rode to Waikerie with Michele on the back, for the SABC breakfast there. When I got off the bike at the motel, most of one sole was flapping in the breeze. They were new! but had spent some years in the cupboard. I bought some contact cement at the IGA (didn't have shoe glue) and stuck the sole back on. Visited a friend, went to breakfast, rode home on the Saturday. That sole was flapping in the breeze again when I got off the bike at home!

## **Backups buggered**

I said some choice words, and wondered if the soles and glue used by Rossi was why they lost the army contract for boots, and no longer make bike boots. I glued the sole on again with shoe glue (its more flexible), but didn't trust them to last. Time to open up the wallet and buy new boots.

## **Helpful sales lady**

The lady in MotoAdelaide was very helpful. I reckon I tried on almost every bike boot they had (starting from the cheapest of course), but just couldn't easily pull them on. (My feet must have swollen with age.) Even a size larger didn't work. Not comfortable.

## **Success**

She handed a me a couple of sets of a different style. Tried them both on. Sadly, the cheaper pair (DryRider) weren't as comfortable as the dearer pair, but I could get them on! Reckoning that life is too short, and comfort beats saving a few bucks, I bought the dearer ones, which the sales-lady said are worn by SA police. They are marked ADVTOURER, from Romania.

## **Why did these work?**

Instead of a zip on the leg-inside doing up the boots, my new ones have a clip at the bottom, then a velcroed strap further up, finishing with a large velcro flap. *These are all on the leg-outside of the boots.* Like the Rossi's, they have a flap between the open parts to keep water out. The result is a boot that opens up really wide. Easy to get feet into. Unfortunate is the old-person's struggle to twist around to the outsides of my legs to do them up. But hey, got to be good exercise, right? And I've now got over going for the wrong side of the boots to do them up.

## **So why am I writing about this mundane purchase?**

I wanted to pass on some knowledge I didn't have, that you can buy boots to fit wider feet and calves which go on easily. I wore mine for up to a day at a time at Armidale, and found them quite comfortable. And they are solid, offering good protection. The downside to this is that I'm a bit clumsier changing gears and using the back brake. Would you believe... when I got home, I found Michele's boots are the same style and brand! I remembered that she'd struggled to find boots she could get on too. Apparently as we get older, our feet widen and we lose padding on the bottoms. So, allow for an upsize, and don't walk on hard surfaces in bare feet! Wear supportive shoes.



# GET A GRIP – ON TYRES

by Dave Wright (National Website)



The tyres are often the most neglected part of our motorcycle but they are the only thing that keeps us in contact with the road and depending on their condition will have a large effect on the handling, cornering and ride comfort. All of this is done with a very small footprint or contact area with the road (just a few square centimetres) Here are some simple tips and basic information on your tyres that will make a difference to your safety, comfort and extend the life of your tyres which certainly not cheap and need looking after.

**TYRE PRESSURE** – Use the manufacturers recommended pressure for your tyres this can usually be found in the manufacturer’s handbook or on a sticker on the bike or you can look it up on their website. Always check the tyre pressure when they are cold, but if you have to check the tyre pressure when they are hot add 3-4 lb. Add 10% to tyre pressure in wet conditions for extra grip. Low tyre pressure will lead to imprecise cornering, overheating, side wall cracking, excessive wear on the outside on the tread and excessive fuel use. Check your valve cap “o” ring for wear and tear as this is your secondary valve seal.

**TYRE WEAR** – Check the tyre wear indicator (this is a raised spot on the tread to let you know when the tyre has reached the legal tread depth limit of 1.5mm. Wear will be greatly reduced by wheel alignment, faulty suspension, speed and load, your riding style, road condition and the tyre contact patch with the road (tyre pressure) Different tyre compounds will also make a difference (don’t buy sports tyres if you are touring as sports tyres tend to use softer compounds for extra grip.

**AGE OF TYRES** – tyres are a bit like people, they start their life flexible and improve for a while but eventually start to get less flexible, don’t perform as well as they used to and develop a few cracks around the edges. So, if you don’t use your bike a lot get them checked after 5 years (manufacturer’s recommendation) from the date of manufacture not from when you bought them. The manufacture date can be found on the side wall as a 4-digit number for the month and year e.g. 26-13 will be 26th week on 2013.

**SIDE WALL INFORMATION** – There is a heap of number on the side wall of your tyres some relates to the size of the tyre and some of the numbers and letters relate to speed and load rating. Example 130/90-16 67 H (metric version –MT 90-16 67 H) MT stands for motorcycle tyre, 130 is the overall width of tyres, 90 is the tyre height as a percentage of the width. 16 is the rim diameter (67) IS THE LOAD RATING in this case 307kg per tyre (so on my ST 1300 I can legally and safely carry 614 kg that includes my bike, me, my pillion passenger, a full tank of fuel and any gear I load on to it including a trailer. So, if you intend carrying a load of gear then get a tyre with a load rating to suit. Increasing the tyre pressure will not increase the tyres load carrying capacity. (H)

IS THE SPEED RATING in this case it is 210 km/hr. this is fine for regular riding but if you are in the Northern Territory with open speed limits it is illegal to exceed your tyres speed rating.

**NEW TYRES** – When you get new tyres fitted to your bike run them in for the first 100- 200km (manufacturers recommendation) This just means taking it easy with the way you ride until you have got the feel of the new tyres and they have had a chance to roughen up across the entire tread surface for effective grip. Always get a new tyre balanced and check and recheck the tyre pressure every couple of hundred kilometres. Mixing the tyres is not illegal as some people think, as long as the size is not changed from the original e.g. Dunlop front - Michelin rear. It is illegal to fit car tyres to motorcycles with the exception of trikes and motorcycles fitted with a sidecar but the tyre must be fitted to a modified car rim and pass inspection. (Source – Department of Transport)

**PUNCTURE REPAIRS** - We are always in danger of getting a puncture when we are out on a ride, I would suggest that you carry a puncture repair kit with you and know how to use it. Foam sealants work ok on some punctures but be aware they are toxic and you must let the tyre repair guy know that you have used it so that he can take precautions. Only 70% of the tyre area of motorcycle tyres is deemed to be repairable, the last 15% on each side of the tyre is classed as the tyre wall and cannot be repaired, but if you are at the back of Burke then your options may be restricted. In any case after a roadside repair, it is strongly recommended that you get the tyre removed from the rim and inspected by a tyre professional to look for unseen damage to the inside of your tyre. Also check for wheel damage after a puncture or a heavy impact such as a pot hole. Don't forget to check your tyre pressure regularly – this is the most important thing you can do for your safety, comfort and bank balance. Load Index in kg- 64=280, 65=290, 66=300, 67=307, 68=315, 69=325, 70=335, 71=345 Speed index in km- Q=160, R=170, S=180, T=190, U= 200, H=210, V=240, W=270, Y=300



**1 Manufacturer profile**

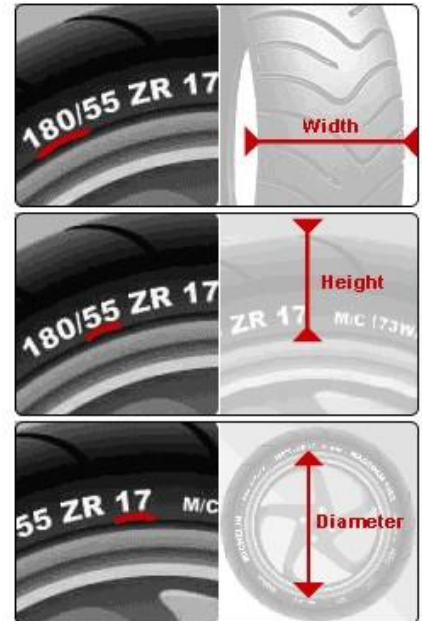
In this case, it is a Michelin tyre with a 100X Macadam

**2 Tyre size**

- 180: width of the inflated tyre in millimetres
- 55: height of the tyre sidewall
- Z: maximum speed index
- R: symbol for tyres with a radial carcass
- 17: the diameter of the rim in inches

**3 Manufacturing date**

DOT 4903 : 49th week of the year 2003







## 2025 Ulysses Club 31st SA Odyssey



**Hosted by Ulysses Club Inc. Adelaide Branch**  
**Friday 17th – Monday 20th October 2025**  
**Location: Jamestown SA 5491**

### **Accommodation:**

There is plenty of accommodation in Jamestown and surrounds.

**The Park Jamestown** for cabins etc, van & tent sites: **ring 08 8664 0077.**  
Mention Ulysses, ask for G'Day discount (if a member).

If you want hard accommodation or a van site, book early.

### **Itinerary to date:**

More details to follow as they become available.

Most activities will be located in or near:

### **The Park Jamestown**

**Friday night** - BBQ at caravan park camp kitchen.

**Saturday morning** - Egg & Bacon breakfast at caravan park camp kitchen.

**Organised ride** - to somewhere for lunch.

**Saturday evening** – Meal at Jamestown Football Club rooms.

**Sunday** - Do your own thing. Breakfast at bakery.

Online Registration will be available later.

# Two Wheels, A lifetime, 60 years of Roads, Races and Revelations.

## Chapter Four – The first big bike.

By Frank Pellas

This starts in Adelaide in 1976. A company transfer from Sydney which unfortunately meant leaving my two small children behind with their mother. I moved here in June and once I found a place to live, I had my unfinished kit car delivered. It was just the chassis and engine then, so the real work was yet to begin. I rented a flat in Burnside with a single garage. Just enough room to finish the car.

The Eureka body was ready for me in Melbourne, and with my father's help we carted it over to Adelaide on a trailer. Over the next few months all my spare time was spent getting the car finished. It was a big task, and eventually I had it completed, registered and on the road.



After a while I decided I needed more power so I took the VW engine out and replaced it with a 1600cc Mitsubishi Saturn engine. Lots better, but I really wanted to get back on a bike. So, the Eureka was sold to my next-door neighbour Warren.

I was now ready for my next motorcycle, and I was looking around at all my options. It was time to go BIG. But first Warren and I took off for a trip to USA. Seemed like a good idea at the time. One highlight for me, apart from the Grand Canyon etc, etc, was going to a Honda shop in LA to

see the just released Honda 6. I bought a Bell full face helmet while we were there.

Warren had parked the Eureka in the street while we were away, and it was stolen. Never found, which was surprising because it was a unique car.

Anyway, this isn't about cars is it. By now I had decided to buy a Yamaha XS750 from Taylor Yamaha. Yes, it was a big bike in 1979, and perfect for me. That bike allowed me to explore South Australia. I used to do a solo day trip almost every weekend. I bought a Belstaff waxed cotton jacket and pants, no more getting wet. The Bell helmet was a disappointment though, so that soon went in the bin.



I started getting into the bike scene in Adelaide, joined the Phoenix Club, did a few track days at Mallala and began riding around the hills with the fast boys. One day I found out about Bucket Class racing. I think it began in the



late 70's. The class was restricted to 125cc four strokes and 100cc two strokes. I bought a second-hand Honda 125 for \$150 (my first Honda) and although I never did anything to it apart from some new tyres, I started competing with it.



The Bucket Class was hilarious. But only if you were riding. Watching a Bucket race was like watching grass grow. My bike had minimal brakes, and very little power. Overtaking on the straights at Mallala and Mac Park was difficult, my engine would start to valve bounce halfway along. I found that I could often out-brake other riders quite easily. I think it was because I had almost no brakes. I would just jam them full on, secure in the knowledge that there was no way I could lock them up, and fling the bike into the corner.

I only crashed once. Unfortunately, that day I had forgotten to bring my back protector. Of course, I did land on my back and that hurt. The little Honda was thrashed unmercifully in many races and yet just kept going.

There was one overtaking tactic that I found worked quite well. It went like this. Slipstream until I just had enough momentum to pull along the right-hand side, then grab hold of the other bloke's jacket on his right arm and pull myself past. The other rider could not shake me off because he also needed to keep the throttle wide open. I should mention that I found out about this when it was done to me.

In 1979 I was introduced to a nice lady (by this time I was officially divorced), and we eventually bought a house together in Hope Valley and got married. It was a time to learn some new lessons about relationships.

After owning the XS750 for a couple of years I felt it was time to go really BIG. I swapped brands and bought my first Suzuki. It was a GSX1100. What a beautiful bike. The Japanese companies were starting to make some fabulous sport bikes. I did lots of long rides on this bike. All over SA and some long multi day trips into Victoria.



There were a few track days too, at Mallala and Mac Park in Mt Gambier. One epic afternoon was spent at Adelaide Raceway on the drag strip. A few of us decided it would be fun to see how quick we could go, and be officially timed. One of my friends had a Honda 6. On one of the runs, he lined up next to me, and I thought I would get soundly beaten. Turns out he got into a massive tank slapper off the line and nearly hit the fence. Really scared him and he did not try it again.

Oh, and my best time for the standing quarter mile was 11.4 seconds.

Next: Chapter 5 - Things Get Dirty

## SA Branches & Riding Groups Contacts

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**Secretary** Marie Wilson – 0413 795 833

**Treasurer** Peter Swallow - 0411 364 940

**Webmaster** Grant Glassman – 0407 799 311

### Mallee Branch

**President** Scott Crockett – 0402 500 037

**Secretary** David Moore - 0438 839 998

### Lower Murray Branch

**President** Terry Phillips - 0401 320 665

**Secretary** Steve Speake- 0455 299 994

### Torrens Valley Branch

**President** Paul Dennes - 0437 789 846

**Secretary** Yvonne Pascoe – 0410 508 828

**Treasurer** Steve Slee – 0412 839 466

### Southern Flinders Riding Group

#### Rides Co-ordinator

Darryl Partridge – 0408 853 886

### 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 they can organize a hospital visit, home visit, send a card or arrange any other appropriate help.

**Ian Pascoe P: 0410 444 962**

**E: [welfare@ulyssesadelaide.org.au](mailto:welfare@ulyssesadelaide.org.au)**

### A tip from Ken

#### Bag it

Its damn near impossible to get my waterproof pants on over my new boots. (I wear them mainly for warmth.) So, I've reverted to the old trick of putting a freezer bag over a boot before sliding the pants leg on. Works a treat. I now keep a freezer bag in the pants pocket so I can always find one for the job.





### Wednesday Midweek Rides

All Rides Depart at 10.30am for more details phone Steve 0405 120 542 or John 0407 794 147. The 1<sup>st</sup> 2<sup>nd</sup> & 5<sup>th</sup> Wednesday depart from The Feathers Hotel Car Park Burnside and the 3<sup>rd</sup> 4<sup>th</sup> Wednesday depart from the Top of Taps, Victoria Hotel, O'Halloran Hill. Please arrive with a full tank of fuel.

### SA Breakfast Club

The SABC meets at an eatery somewhere around the state, on the 1<sup>st</sup> 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:** 7<sup>th</sup> June 2025 at 9.30am

**Where:** Mt Torrens Hotel, 1 Townsend Street, Mt Torrens

**When:** 5<sup>th</sup> July 2025 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 [ken@ulyssesadelaide.org.au](mailto:ken@ulyssesadelaide.org.au) or

SMS 0417 353 389 with - SABC, your name, how many require breakfast.

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

Held on the 1<sup>st</sup> 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. Come early and enjoy a meal and drink available at the venue: - The Maid of Auckland Hotel, 926 South Rd, Edwardstown

**When:** 3<sup>rd</sup> July 2025

**When:** 7<sup>th</sup> August 2025

### Morning Tea

Adelaide Branch Mornings Teas are happening on the 3<sup>rd</sup> Tuesday of the month.

**When:** 17<sup>th</sup> June 2025

**Where:** [TBA Check the Adelaide Calendar closer to the day.](#)

**When:** 15<sup>th</sup> July 2025

**Where:** [TBA Check the Adelaide Calendar closer to the day.](#)

### Friday Night Dinners

Friday night Dinners are held on the 2<sup>nd</sup> Friday after the Monthly Meeting at 6:30pm. Venues require numbers so please let us know if you will be attending by email [president@ulyssesadelaide.org.au](mailto:president@ulyssesadelaide.org.au) or phone 0407 011 251 at least one week prior.

**When:** 13<sup>th</sup> June 2025

**Where:** [TBA Check the Adelaide Calendar closer to the day.](#)

**When:** 11<sup>th</sup> July 2025

**Where:** [TBA Check the Adelaide Calendar closer to the day](#)

**Upcoming Events Details on our website** [ulyssesadelaide.org.au](http://ulyssesadelaide.org.au)