

# The Odyssey

Adelaide Branch Newsletter

December 2024 Issue



\$2.00

# The Adelaide Branch Committee Members 2024/2025



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# President / Editors Report

Hi to all our members,

Welcome to the last issue for the year. I take this opportunity to wish everyone a Merry Christmas and a Happy New Year.

Since the last issue we have had our first official Friday Dinner since covid and the start of Morning Teas again. Each of these have been a great social outing and those that participated were very pleased with how they went. We will continue to hold them throughout next year and welcome members from all branches to come along. Keep an eye out for times and locations on our website or call any of the committee members.

I would like to congratulate Fleurieu Branch for holding a successful Odyssey at Normanville and as you may be aware Adelaide is hosting the next Odyssey at Jamestown. Its in the early stages of organisation and we will make details available as they get confirmed.

In this issue we have the usual reports on Rides, Dinners, Morning teas and SA Breakfast Club. There is a great article submitted by Frank Pellas on his life with motorcycles. Being quite extensive it has been divided into chapters and will be released over the next few issues. Ken has an article on the SA School Triathlon that he and I participated (not as athletes but marshalls).

There is an article about Ural Motorcycles. Not exactly common in our riding group but interesting all the same. A memorial ride was held on Wednesday 16<sup>th</sup> October for Kevin Brenton, long time ride leader on the Wednesday rides. See the article on page 11.

Regards



*Maurice Stevens*

Don't forget to email any stories or ideas for the magazine. All contributions are welcome.

Email to [editor@ulysesadealide.org.au](mailto:editor@ulysesadealide.org.au)



# Sunday Ride Round Up 6<sup>th</sup> October 2024

Craigburn Farm Ride Leader Rob Hartridge



# Sunday Ride Round Up

20<sup>th</sup> October 2024

Strathalbyn Ride Leader Frank Pellas



**Sunday Ride Round Up** 3<sup>rd</sup> November 2024    **Bow Hill** Ride Leader **Rob Hartridge**



# Sunday Ride Round Up 17<sup>th</sup> November 2024 Forest Range Ride Leader Rob Hartridge

The weather was looking ok, with a possible chance of a shower which ended up being a very light mist that we found near Crafers West. 12 bikes left Macca's and Carolyn joined us at Birdwood for morning tea. It was nice to finish the ride without any major urban turtles hold ups. Lunch was at our (Judy and Rob) place in Forest Range, fortunately the weather had improved. Thanks to Don for manning the BBQ, Michele Wagnitz and Sue for bringing some food and helping Judy. Plenty of good conversation and company made for a great afternoon.



**Sunday Ride Round Up** 17<sup>th</sup> November 2024    **Forest Range**    Ride Leader **Rob Hartridge**



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

When	Leader	Event	Destination	Departing from
15 Dec 2024	Rob Hartridge 0422 114 225	Day Ride	Pt Elliot	<a href="#">Pelican Plaza, 1007 North East Rd, Modbury</a>
12 Jan 2025	Peter Wood 0487452200	Day Ride	Wistow	<a href="#">Pelican Plaza, 1007 North East Rd, Modbury</a>
26 Jan 2025	Rob Hartridge 0422 114 225	Day Ride	Woodside	<a href="#">McDonalds, 303 Magill Rd, Trinity Gardens</a>
9 Feb 2025	Rob Hartridge 0422 114 225	Day Ride	Littlehampton	<a href="#">Top of Taps, Victoria Hotel O'Halloran Hill</a>
23 Feb 2025	Peter Wood 0487452200	Day Ride	Mt Torrens	<a href="#">Pelican Plaza, 1007 North East Rd, Modbury</a>
9 Mar 2025	Peter Wood 0487452200	Day Ride	Meadows	<a href="#">McDonalds, 303 Magill Rd, Trinity Gardens</a>

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

## On Any Wednesday



by Claire Hartley

The last couple of months have seen a couple of accidents, one playing in the dirt and the other two on the ride home after the scheduled ride. We wish everyone a speedy recovery. For anyone reading this please keep your Ambulance subscription paid up because it's a very expensive ride! I, on the other hand managed to hurt my back without any two wheeled adventures. I was feeling pretty good when Kevvy's Memorial Ride came around and then relapsed afterwards. Chris was my carer during the worst of it which mainly meant helping me out of bed and chairs and driving me around. Many thanks to the physiotherapist.

On a happier note, a group departed on November 3rd to Thailand for a riding adventure.

**September 25<sup>th</sup>** Twenty riders and nine apologies today. To Wistow via Macclesfield riding into a rain storm, which was apparently restricted to the hills. Hope all home safely and had time to wash their bikes.

**October 2<sup>nd</sup>** Twenty-three riders, five apologies and two new bikes today. To Nairne and beyond in perfect conditions. Gerri and Dave made an appearance at Nairne. Certainly, Dave worse for wear. Thanks to all for participating.

Dave and Gerri had a "little misadventure" in Dave's words on the dirt with his Ural and sidecar on the Tuesday. He will be off his bike for some time. Gerri and the Ural came out of it OK and Gerri took Dave in the car to Nairne the following day to meet the ride for morning tea.

**October 9<sup>th</sup>** Eighteen plus two riders today and six apologies. To Woodside via Williamstown and big circle work. Perfect riding conditions. Thanks to all for participating.

**October 16<sup>th</sup>** Kevvy Memorial Ride. Thirty-one riders, family and friends, plus multiple apologies for Kevvy. (Refer to separate article) Ride terminated at Meadows for coffee.

**October 23<sup>rd</sup>** Eighteen riders and nine apologies today. Plus, one new bike. To Milang via Macclesfield and Monarto loop. Thanks to all for participating.

**October 30<sup>th</sup>** Twenty-seven riders and five apologies today. To Lobethal via Woodside and lots of circle work in perfect weather. Thanks to all.

A couple of incidents on the way home. Trevor was struck by a 30 cm branch while doing 100 kph. He kept the bike upright and managed to ride home with a broken windscreen and an external radiator cover. In Trevor's own words it could have been worse". Clive's brother Nev also enjoyed a good day's riding until he was coming home through Ironbank. It was reported that "his rear brake locked up as he went into a corner and he was thrown head first into the scrub". Nev got a ride in an ambulance with eight broken ribs and a collapsed lung. Everyone wishes him a speedy recovery.

**November 6<sup>th</sup>** Fifteen riders and fourteen apologies today. Cudlee Creek via Lobethal and circle work. The weather was very kind to us. Thanks to all for participating.

**November 13<sup>th</sup>** Sixteen riders and twelve apologies today for the Remembrance Ride. We were joined at the start by Colin Snr (Retired) and one new bike. In honour of Mick Sandley, considered founder of the Wednesday Ride, Bruce took us on one of his favourite rides to Mt Pleasant, Angaston, Lyndoch and Cudlee Creek. We remembered all former participants.

**November 20<sup>th</sup>** Twenty-six riders and seven apologies today. To Milang via Willunga and circle work with J.A. \*\*ROAR gathering at Meadows completed a perfect day in perfect weather.

**November 27<sup>th</sup>** Seven intrepid riders and thirteen unlucky apologies today. To Meadows via Meadows and circle work down south. Predominantly wet conditions but all good.

Every year Lester organises a Christmas Lunch for the group. This year we are at The German Arms in Hahndorf. Looks like it will be a record turnout too. Non riding partners are always welcomed whether they arrive as a pillion or decide to drive to Hahndorf to meet the group. I always drive because I like a nice glass of wine with lunch and do not believe in mixing alcohol and two wheels. Chris always rides unless the weather turns too hot and then the air conditioning in the car looks tempting.

**\*\*R.O.A.R.** (Retired and Other Absent Riders) meets on the 3rd 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!

## Kevin Brenton Memorial Ride    October 16<sup>th</sup>, 2024

On October 16th, 2024 we rode for Kevin Brenton, Ulyssean and dedicated former leader of The Wednesday Ride. Affectionately known as Kevvy, he passed away after a long battle with cancer earlier this year.

We were privileged to have Kevvy's son ride with on his dad's Moto Guzzi. He even passed John, the ride leader at one stage. Kevvy was always grumpy with people that did this and also corner marshals who did not stay on their corners. Secretly I think that he would have been proud of his son passing the ride leader on this occasion.



We placed a plaque on a large upright rock on the Ashbourne Road. He now shares this rock with another former Ulyssean, Charlie Hughes. We assembled at the rock after a ride to Strathalbyn and were joined by his wife Jeanie, family and friends. Steve gave a short tribute and we had a minute's silence. A number of people came forward with their memories of Kevvy.



John remembered him for lessons learned in ride planning and cornering skills. John donned his Mr Grumpy t-shirt in memory of Kevvy.

Phil spoke about our group and what a privilege it is to be a member and a friend to so many from all walks of life with one shared interest.

Afterwards, we went to Meadows for a coffee and a bit more reminiscing.

Kevin was very protective of his ride routes. Justifiably given the time and effort that was required to make them what they were week in week out. He had to deal with much good-natured heckling over those planned routes from some of his Wednesday Rider friends. He took that in good part. He was lucky that the rides were in some of the best riding areas in Australia. He had to pick from a good offering.

We know that Kevvy still rides with us in spirit.



# SA Breakfast Club

5<sup>th</sup> October 2024

We had 20 members turn up at the Murray Bridge Community Club.



# Friday Dinner

15<sup>th</sup> November 2024

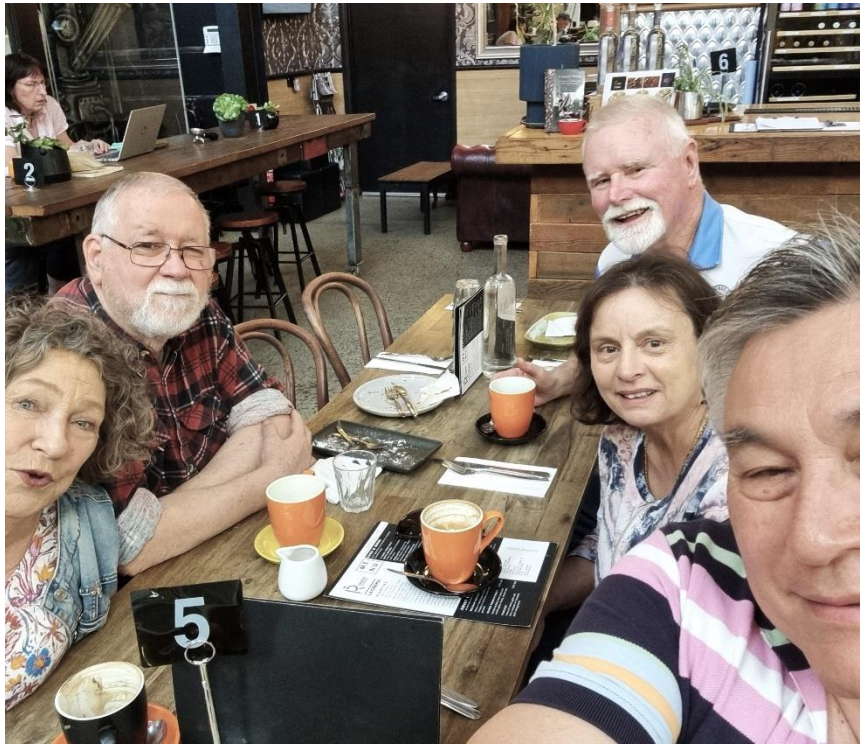
We had 17 members turn up for our first official dinner since covid at the House of Tien. The meals were excellent. Everyone enjoyed themselves.



## Morning Tea's

15<sup>th</sup> October 2024 La Crema

While there was not many of us there. It was a great location with good coffee.



19<sup>th</sup> November 2024 St George Cakes

We had a better turn out for this morning tea. Coffee was great and so was the company.



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

## **Chapter One - It begins with a basket case.**

By Frank Pellas

From the age of seven until I was almost seventeen, I rode a bicycle. Walking was not for me. Two wheels was the way to go. My bicycle took me all over town - I lived in Bendigo then. On bush tracks discovering old gold mines, to school during the week, delivering newspapers in the summer holidays.

Then at age seventeen everything changed. Not just the appearance of facial hair either. I had left school and was in my first year as a Fitter and Machinist apprenticeship. Still riding the bicycle to get to work, about 6km away. It was uphill in both directions, usually there was a headwind and probably raining.

I was also spending lots of spare time in the garage at home on various projects. The tools at my disposal then were primitive, but it was all I had. Working at my apprenticeship at the Bendigo Ordnance Factory was exposing me to a wonderful new world of quality tools and complex machinery. I was also learning how to swear - more on that later.

One day the Basket Case appeared. My uncle had an old motorcycle in pieces, the engine in a big basket. He had decided that I should take it off his hands, and I enthusiastically took possession of my first motorcycle. It was a 1936 Ariel 600cc side valve single cylinder. By that time, it was almost 30 years old, and not in good shape. However, for me it was the best gift ever.

So, the restoration began. With the aforementioned primitive tools, I tinkered away in every spare minute to find out how this all went back together. The primitive tools I had were stamped metal Whitworth spanners, pliers, and of course a handy hammer. I had very little idea of how an engine actually worked, my father an electrical engineer explained it thus - Suck, Squeeze, Bang, Blow. Well, that explained everything and I was convinced that I could easily make this work. I was seventeen after all.

I got the engine together eventually, but I could not get it to start. I had worked out how the carburettor worked. My sister helped me check the magneto by holding the spark plug wire and the bike frame. All ok there. At least I think that's what she said. The engine would turn over, make a sound like it was about to start and then stop. It was a big puzzle.

I decided to get some help from my friend who was more educated on combustion engines than me. So on to the bicycle (we didn't use a phone then) and over to his place. He came back with me and we tried to start the bike again. After a few more attempts I showed him some tiny parts that I had left over from the rebuild. I didn't know what they were or even if they were important. Turns out they were not just important, they were vital.

So, after we took the small access panel off the side of the engine and fitted the valve collets we kicked it over again. VOILA, it started. BTW if you don't know what valve collets are - Google!

Behind our house then there was a large empty paddock. It has five houses in there now. Off to the paddock we went for the first test ride. That was the start, I was hooked and I rode that bike around that paddock over and over again. Surprisingly I had no problems with the neighbours. It was certainly a different time then.



It was a gnarly old machine, not much power, poor brakes and rigid rear end. One particularly bad issue was the kickstarter. It would jam at the top of its stroke sometimes. Mustering all the strength in my right leg and pushing down hard was what was needed to turn the engine over. But when the lever jammed, I almost tore my leg muscles off the bone. This had to be fixed.

I took the cover off the side of the gearbox to get to the kickstarter mechanism and tried to see what the problem was. I could not see any way that I could fix it. Actually, it all seemed to work perfectly. Well perfectly was not a word I would use to describe the re-assembly of the spring, the gear lever, the kickstart pivot, the clutch actuating lever, and the side case. I would get it all together, try to put the side case back and everything I had just assembled would come undone.

I was a balmy summer evening; the shed door was open and I was alone becoming more and more frustrated as I tried over and over to get this stuff back together. At one stage in this debacle my sister appeared at the garage door. Apparently, the kitchen window was also open, and she said “we can all hear you up there”. Well, embarrassed would barely describe how I felt in that moment. Mortified, humiliated, shamed, that’s getting close. You see there was never any swearing in my house, not even the occasional “bloody”, even “bum” was too far.

I had learnt well from my new workplace. I knew all the words now.

ps: The picture is an example only - not my bike.

Next: Chapter Two - On the Road, Licensed, Legal and Learning.

## Maurice and Ken going round the lake

by Ken Wagnitz

On Friday Nov 15, Maurice and I rode our bikes to West Lakes, to act as Marshalls for the bike leg of a 'School Sport SA Triathlon'. Contestants came from various state and private primary and high schools, boys and girls.

The left lane was closed to traffic with cones, for most of the road around West Lakes lake.

Altus people had dropped the cones and were manning corners where cyclists had to turn, and handling stop/slow signs at roundabouts. Volunteers manned T-junctions, waving flags to stop cars turning in or out if cyclists were approaching.

My job was to ride in front of the first lap checking that the route was clear, and alerting officials along the way that riders were coming. Maurice rode among the cyclists with an official as pillion who checked on riders, encouraging some, telling others to keep their head up, change gears etc, looking out for 'drafting', if necessary, taking numbers to penalise. I'd never heard the term before, but 'drafting' is staying within 10 metres of the rider ahead, which gives a wind advantage. Riders aren't allowed to do that, and have 20 seconds to either drop back, or pass. Usually yelling at them fixes it. And though I couldn't report anyone, hearing my motorbike coming kept them doing the right thing.

I was supposed to be ahead of the riders first go, but both times they surprised me, shooting past before I got going. (Trying to start in 4<sup>th</sup> and stalling the first time didn't help.) But I could ignore the 25 and 40km speed signs for cars, and race at 60 to catch up, riding in the closed off lane with my orange vest on to tell everyone I was 'special'. Some sections were pretty narrow, so passing the bikes took a bit of careful weaving. I'm sure Maurice would have found the same. We were both on big bikes, 250cc would have been enough. But we've both been riding long enough to be able to swing our bikes around pretty well. We didn't hit anyone!

Some of those cyclists were just out to be in the race, sluggishly riding along, maybe tired from their swim leg. But others were absolute demons. I slowly turned one corner, confident that the bike behind me was well behind, when I hear a shout, and had to quickly move over to let him go past. I followed this guy for some time, often thinking he was 'drafting', but he madly passed everyone he came up to. After the race I sought him out to apologise for squeezing him in, and to tell him how well I thought he rode, and that he should be taking it on as a career. He just dismissed me with a "no probs". I wasn't surprised to hear from others that he had won that race.

There were a hellava lot of schoolkids, officials, parents, grandparents etc, at the event. Some kids did the triathlon, swim, ride, run. Some did a tag-team version, doing one of those after their team mate touched in. The bikes were placed in racks ready for a quick start. Riders weren't allowed to touch their bike until they had their helmet and shoes on. Contestants wore a locating ankle bracelet, which got passed on in the case of the tag teams. All pretty high tech. I've no doubt some of the bicycles would have cost more than my motorbike is worth.

We were shouted a lunch from a food van, but Maurice and I got the last two sandwiches, so not much choice! All in all, it was good fun. We stood around a fair time between events, yakking and watching the activity. The day was warm but not hot, with some wispy cloud keeping it reasonable.

Once we were no longer needed, we rode home. Bloody South Rd! I took it to get some cheap fuel. Mistake. I swear I spent more time stopped than rolling. I was very sweaty and tired when I got home. Had a shower

then a snooze for a while to freshen up before the branch dinner at the 'House of Tien'. Turns out that Maurice did likewise. We'd both slept badly the night before, our subconscious worrying about the triathlon, me because I had a different role, Maurice because he hadn't done it before. It all came about because our branch was asked last year if we had anyone who would volunteer to do some marshalling. I asked at a meeting and got no takers, so I did it. I had to 'qualify' by giving the official a dinky around his suburb. I passed, so ended up doing it for real. (Maurice's role this year.) Next year we should sleep soundly the night before, knowing we can easily do what is required. And they pay us! How good is that? -When I heard that, I said I would happily do it for nothing, but was told they had to pay me, and to give the money to charity if I didn't want it. Well, I have... me.

The bike section of the triathlon



## Who owns Ural Motorcycles and where are they made? By Eli Shayotovitchsept

Unless you're a die-hard motorcycle enthusiast, your first question might actually be, who the heck is Ural Motorcycles? That's understandable because its market niche boils down to one very specific style. While its headquarters is based in Redmond, Washington (a very small one at that), the bikes are not built in the United States.



But we're getting ahead of ourselves. First, let's put provide some context and give a historical overview of the company whose name includes a vaguely familiar word you know you know, but just can't put your finger on how you know. Give up? Ural Motorcycles is named after the Ural Mountain range that runs approximately 1,550 miles across Russia like a strip of burned rubber.

The mountains stretch from the Ural River in the south up to the Kara Sea (part of the Arctic Ocean) in the far north. This expansive range is rich in minerals and have been home to people for ages. What's more, it's considered the physical boundary separating the continents of Europe and Asia.

The motorcycle company isn't quite as old as the mountains, but it has been around longer than you probably realize. After the Nazis invaded Poland during Operation Barbarossa (a military operation that failed miserably) on September 1, 1939, with an all-out tank blitzkrieg, the Soviets needed a multi-faceted vehicle that was capable of traversing the rudimentary roads and countryside devastated by battle.

### Soviet made, but German borrowed



The Soviet Ministry of Defence clandestinely purchased (through Sweden, no less) a handful of BMW R71 sidecar motorcycles, a forerunner to BMW's R75, one of WW2's most famous motorcycles. They backward-engineered every component of that bike, and in August 1941 — a month before the Nazis invaded — the Soviets put the finishing touches on their own version of the R71, known as the M-72.

Before mass production ramped up, the Soviets decided to move the bike-building plant to keep it out of striking distance of the Luftwaffe. The city of Irbit, located in the far reaches of the Ural Mountains, was chosen as the new location. As it turns out, only one building was big enough to house a factory, so they took over the brewery and turned it into the Irbitsky Motosikletny Zavod (IMZ), or Irbit Motorcycle Factory.

The first bikes rolled out on February 25, 1942, and by the end of the war, the IMZ built 9,799 M-72 motorcycles for Soviet military use. For the decade following the war, the plant expanded and continued building bikes for the military. In 1953, bikes were exported to its allies and other Warsaw Pact states for the first time. At its height, the IMZ had almost 10,000 workers and could build almost 130,000 motorcycles every year.

Before the 1960s began, a second factory was built in Kyiv, Ukraine (referred to as KMZ) to continue production of military motorcycles. Meanwhile, the original IMZ location shifted to making bikes for Russia's domestic market.

## **The long and difficult journey**

Global recognition came slowly. Ural Motorcycles didn't make it into the United Kingdom until the 1970s, and even then, it was sold under a different name (Cossack Motorcycles). IMZ was owned entirely by Russia, but that changed in 1992 when the government rolled out the privatization voucher program, which issued vouchers to all private citizens that could then be traded for shares in companies previously owned by the state.

Management and employees joined together to buy a 40% stake, while another 38% came through the private voucher program, with Russia maintaining a 22% stake in the company. Some 20 years later (in 1994), an independent distributor in Preston, Washington, began selling Ural bikes in the United States.

By 1998, vehicles from the West had become more enticing to Russian consumers than sidecar motorcycles, and IMZ was selling less than 2,000 bikes a year, yet still maintained a workforce of almost 4,000 people. IMZ was sold to statesman and businessman Kakha Bendukidze, who brought in his people and ideas, including expanding into two-wheeled motorcycles and even a chopper called the Ural Wolf.

Two short years later, dwindling sales and looming debt forced the plant to shut down. Bendukidze subsequently sold the company to a group of investors in December 2000, one of which included Ilya Khait, IMZ's current CEO (and majority shareholder). After a quick but effective streamlining of operations, which included shrinking the number of workers by as much as two-thirds, the plant reopened in the spring of 2001.

## **Ural is not about nationality, but character**

In 2002, Irbit Motorworks of America, Inc. (the distribution arm in America) was incorporated in Redmond, Washington, where the corporate headquarters still resides. The following year, the European distribution arm (Ural Motorcycles GmbH) was created in Austria. In 2006, the holding company IMZ-Ural Group, Inc. was formed, under which everything resides.

So, where are the bikes actually built, then? Well, when Russia invaded Ukraine in February 2022, its production plant was still located in Irbit. IMZ-Ural immediately condemned the attack. Madina Merzhoeva (VP of marketing and international sales) later said, "People understand that what's happening doesn't represent the brand. Everything we've done over the last 20 years as a brand is aligned with the exact opposite values that are being used [to justify] this conflict."

The following month, production halted because of sanctions placed on Russia by the rest of the world. It could no longer import the parts (nearly 80%) needed to make the bikes or export anything outside Russia. At the time, approximately 1,200 sidecars were produced each year, and as much as 95% of those were exported. The company acted quickly, though, and after moving to Petropavlovsk in the Republic of Kazakhstan, production resumed in August 2022, where it's still taking place today.

According to the company, its primary market is the United States, but it sells bikes around the globe via a network of over 190 dealerships and service centers. IMZ-Ural only makes a few models, but their Gear-Up is one of our 16 best retro-style motorcycles on the market today.



## 30<sup>th</sup> SA Odyssey at Normanville

This year's SA Odyssey was hosted by the Fleurieu Branch and held at the picturesque Normanville Jetty Holiday Park. The park proved to be an excellent venue, featuring a range of newly built cabins and plenty of sites for those choosing to take their van or mobile home.

Friday night's BBQ was a success, efficiently feeding a large number of Ulyssians with ease and minimal fuss. It was a perfect start to the weekend, allowing everyone to mingle and enjoy the atmosphere.

Saturday evening's dinner at the Normanville Hotel continued the success, with a delicious meal and great entertainment by Maryanne "Songbird." Her performance added a delightful touch to the evening, and the guests thoroughly enjoyed the night.

The rides were well-supported. For those who preferred to stay off the road, there were plenty of other activities to enjoy in the area, ensuring there was something for everyone.

All in all, the event was a resounding success, and a huge congratulations goes to everyone involved in the Fleurieu Branch who organized the Odyssey. Their efforts made this year's event one to remember.



# 2025 Ulysses Club 31st SA Odyssey



**Hosted by Ulysses Club Inc. Adelaide Branch**



**Friday 17th – Monday 20th October 2025**

**Location: Jamestown SA 5491**

There is plenty of accommodation in Jamestown and surrounds.

**The Park Jamestown** for cabins, van & tent sites: **Ph. 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:**

**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.

**More details to follow as they become available.**

**Online Registration will be available later.**

## SA Branches & Riding Groups Contacts

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#### Secretary

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**Secretary** Marie Wilson – 0413 795 833

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**Webmaster** Grant Glassman – 0407 799 311

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**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** Terry Mader - 0409 427 380

**Secretary** Yvonne Pascoe – 0410 508 828

**Treasurer** Steve Slee – 0412 839 466

### 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.

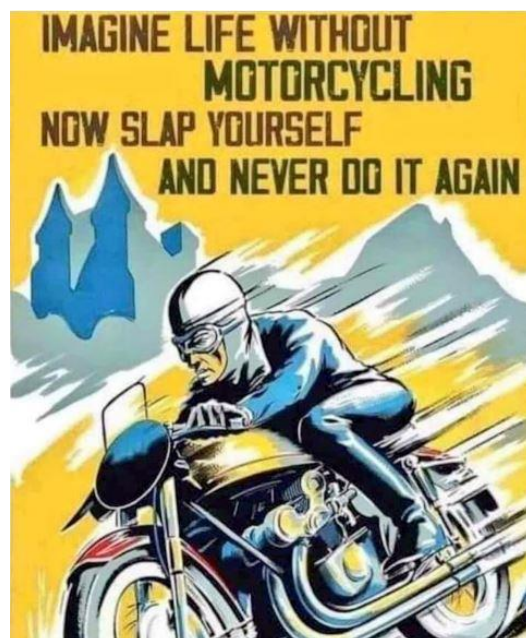
Adelaide's Welfare Officer is a central person in our branch to ensure members in need are assisted in whatever manner is appropriate for that individual.

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 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)**





Details on our website

[ulyssesadelaide.org.au](http://ulyssesadelaide.org.au)

## 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.

**7<sup>th</sup> December 2024:** Green Valley Strawberries Café, 686 Nairne Rd, Nairne

**4<sup>th</sup> January 2025:** TBA

**1<sup>st</sup> February 2025:** TBA

**Please confirm your attendance as venues require numbers.** Contact **Ken Wagnitz** by the Wednesday before. Email: [ken@ulyssesadelaide.org.au](mailto:ken@ulyssesadelaide.org.au) or SMS: **0417 353 389** with - SABC, your name, how many attending.

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

Held **1<sup>st</sup> Thursday of the month** at **The Maid of Auckland Hotel**, 926 South Rd, Edwardstown New members are welcomed. A raffle is held on the night. Come early and enjoy a meal and drink.

**Upcoming dates:** **2<sup>nd</sup> January 2025** - **6<sup>th</sup> February 2025**



## Morning Tea

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

**17<sup>th</sup> December 2024:** McLaren Vale Visitor Centre Café - 796 Main Road McLaren Vale

**21<sup>st</sup> January 2025:** Hey George, 157 Goodwood Rd, Goodwood

## 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 **Michelle Stevens** know if you will be attending by phone or text **0419 822 717**

**10<sup>th</sup> January 2025:** Café Brunelli Glynde, 489 Payneham Rd, Felixstow.

**14<sup>th</sup> February 2025:** The Arkaba Hotel, 150 Glen Osmond Rd, Fullarton.

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



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