



LOGAN ULYSSES CITY BRANCH

NEWSLETTER

MARCH 2010

IN BETWEEN THE LINES

WEB SITE

www.loganulysses.com

POSTAL ADDRESS

P.O. Box 472
Acacia Ridge 4110

Logan City Committee

President

Jamie Sieuwerts
0408252291

Vice President

William (Bill) Davis
0408742529

Treasurer

Teresa Morgan
0432412259

Secretary

Ian Clark
0423377706

Regalia officer

Rodriguez Ades
0413302509

Welfare Officer

Robert Jollow
0412 974 848

Website

Jamie Sieuwerts
0408252291

Newsletter Editor

Susanne Kenyon Weston
0438181054

Clifford Howes

38072708

Rob Main

0407131028

Welcome everyone to the meeting of March 2010.

Our Logan Club is growing in numbers slowly but surely. I believe we have 45 members on the books now which is excellent. What makes it even better is that it gives our club such a variety of members from different walks of life and with a good knowledge of bikes as well as experience.

We will be appreciative of some input by all members when deciding on topics as they present themselves. As it is your club and the committee is there to hold the club together and lead our club with the views of the members in mind.

We start the New Year with a new committee. It was great to see members stepping up to the plate for the first time to be on the committee as now we will have more variety of ideas and input to look at as time goes by. Also for the committee members who have decided to carry on their duties for another year.

The committee meeting which was held covered an array of ideas and issues which were a concern for the club. These will be discussed at the meeting.

Our new committee members were given some jobs to follow up for the club so hopefully tonight we will find out the outcome of their investigations.

Our treasurer will be holding the purse strings tightly of our funds. So any monies which need to be refunded by the treasurer will need a receipt which is the usual protocol for clubs.

Well I am looking forward to a new year for the club. So come along to the rides as they are well planned and a great way to get to know the other members on a social level.

If there is a ride you wish to do and want some company on the ride let Ian know so he can put in the update on the Thursday. Also let Jamie know so he put it on the site if needed.

Just one thing more I be laying low for a couple of weeks towards the end of this month due to health issues again. So for now there will be a newsletter for April all going well. So any items for the newsletter will need to be in before the 20th March.

That is all from me this month.

Vibes

LOGAN CITY ULYSSES

LOGAN CITY ULYSSES

BOREEN POINT RIDE



The New Year is here and our official organised ride for the Branch has arrived. Sunday 31st Of Jan 2010 arrives, overcast, but 10 bikes and 12 people arrive at McDonalds ready to hit the road. Vibes drops in and wishes us all well for the trip - she had a previous engagement for the day and could not join us. A big welcome to Dave who joined us for the trip a to join our merry little branch.

The day started well with the Ride Leader issuing printed maps of the days trip (certainly set the standard for future ride leaders). This certainly set the mood and we all headed off with eager anticipation of day of great riding. Not far into the trip along the Gateway and a sissy bar bag comes loose (you'd think an ex sailor would have ensured the thing was secured correctly, wouldn't you), and there is a slight delay. Thanks to those who stopped to ensure all was okay. Here we lost a rider, not sure why, but one decided to head home. With the bag re-secured off we headed again, and made good time in trying to catch up with the lead pack.

The ride was going well and we turned off onto Steve Irwin Way, heading for Landsborough for morning tea and a small pit stop. But alas we had an attack off combat undies on a rider - damm those things sneaking up your behind. Another quick stop to adjust the offending garment and off again to rejoin with the rest of the group.

A quick morning tea was had in Landsborough with a few jibes thrown around about securing methods and offending garments. Many thanks to those who supplied biscuits and sultanas for the break. After refreshing ourselves we head off, only to encounter our first rain for the day. Not much fun riding with wet clothes. We arrived in Eumundi and had another quick pit stop, just enough to start drying off. Off we headed for Cooroy to refuel. A nice ride with only light showers.

Upon arrival at the BP Cooroy we had our third mishap of the day, when legs gave away and a bike slipped over. No major damage to the bike or rider - how did the Ride leader miss this incident is still being asked. With all bikes refuelled off we headed for Boreen Point for lunch.

Not far into the ride, the skies opened up again and thoroughly drenched us all. Undeterred we motored on and arrived reasonably dry considering, for lunch. A beautiful spit roast with salads was had by most of the crew, with a few opting for lunch from the bistro inside when the lunch line grew and grew. This was an excellent location for lunch, and one can see why it is popular.

After satisfying the hunger, we headed back off to Brisbane at a good pace. The skies were looking very threatening again and just south of Nambour the powers to be let loose with a torrential downpour. It was difficult to see anything in front, so into the BP service station we headed to try and find some cover from the heavy rain. Alas here we had our fourth and probably worst incident of the day. A bike went down on the slippery road - probably due to the heavy winds and rains from the quick little cyclone that descended upon us.

Quick work by a few of the guys had the bike and rider upright again with very little damage to either the bike or rider - only ego and confidence dented. Seriously it could have been a lot worse - thanks to all the crew who assisted in the downpour to get the rider and bike ready to go again. After checking the rider was okay and the bike was able to be ridden, and a good coffee we all headed back onto the highway and home.

As far as I'm aware there were no further incidents or mishaps on the trip home and we all managed to avoid any further downpours.

All in all a great day and ride - you can never say the rides we have are boring - plenty to keep all amused on this one. Many thanks to Don for organising this great day and thanks to all who attended and made the day most enjoyable. I hope all the future rides are as enjoyable and exciting - without the mishaps of course.

Bill Davis (Quasi)

LOGAN CITY ULYSSES

LOGAN CITY ULYSSES

LADIES CHOICE RIDE



Our thoughts were on Glenda this morning as she was unable to lead the ride due to health problems. I am sure she will be in top form for the next ride. Don led the ride instead which was a great back up.

Our ride should have been called the Long Way round to Beaudesert. As we had seven bikes and one back up vehicle at the helm. Bruce and Colleen

were in the car as Colleen did not feel comfortable being on a bike. So they had air con comfort as the brave hearts of the group rode on a beautiful day with a slight breeze to ease the heat of the day.

All was going well until Vibes missed the turn in on Cedar Vale Road as she did not see Don waiting around the corner. So Jamie scooted off to catch up to Vibes while the others waited at the turn off. But as Jamie and Vibes retraced their steps the ride group passed going the other way. So not sure what to do we waited and then phoned and eventually we all regrouped with Carolyn and Ian doing the original ride plan to Beaudesert.

So after some discussion at Beaudesert it was decided to buy sausages as Bruce had brought along the party salads left over from the night before. We rode through some great country scenes. A few cows on the side of road put us on guard as you never know what they will do at the last minute especially the calves. Also there were heaps of



butterflies offering them selves to the bike gods as we rode towards our morning tea stop. Morning tea was at Christmas Creek camp area and it was a welcome relief to arrive after the mix up. After lots of chatting about Tassie and other topics it was off to Beaudesert and onto Boonah for lunch. Michael and Kathy left the ride at Christmas Creek as they had friends who lived in the area and would catch up with us at lunch.

After getting back on to main road to Beaudesert Don had to leave the group as well as his steering head bearing was causing him concern and said he would have to take it easy going home. So he took off and left the group in his wake as he left the body of the riders behind. Another detour was encountered but we can blame the navigating system for that one. Finally we found a great park with good shade for the lunch.

Michael and Kathy did find their way to the park which was good. The group split into two going home as some needed fuel others not. We said goodbyes and we all arrived safely and in one piece.

Thanks to Don, Ian and Carolyn, Basil, Jamie and Kayleen, Sue and Michael, Kathy and Teresa plus our car travellers Bruce and Colleen for the great day. Vibes

LOGAN CITY ULYSSES

LOGAN CITY ULYSSES

INTERESTING READ

CORRECT TIMING TO TAKE WATER WILL MAXIMIZE ITS EFFECTIVENESS TO THE HUMAN BODY.

TWO GLASSES OF WATER AFTER WAKING UP HELPS ACTIVE INTERNAL ORGANS

ONE GLASS OF WATER 30 MINUTES BEFORE A MEAL HELPS DIGESTION

ONE GLASS OF WATER BEFORE TAKING A BATH HELPS LOWER BLOOD PRESSURE

ONE GLASS OF WATER BEFORE SLEEP TO AVOID STROKE OR HEART ATTACK

HOW TO FIX THINGS WHEN IN A JAM MAKES YOU WONDER



LOGAN CITY ULYSSES

NEW RED LIGHT AND SPEED CAMERA

THERE WILL BE 7 NEW SPEED CAMERA LOCATIONS BEING TESTED IN THE SOUTH EAST CORNER OVER THE COMING WEEKS AND IF SUCCESSFUL WILL BE OPERATIONAL BY MID 2010 AND THEN WILL BE ROLLED OUT THROUGH THE REST OF THE STATE. THESE WILL BE.

TWO COMBINED RED LIGHT SPEED CAMERAS.

CRN WATERWORKS ROAD AND JUBILEE TERRACE, ASHGROVE
CRN. BEAUDESERT ROAD AND CROMPTON ROAD, CALAMVALE

THREE SPOT FIXED SPEED CAMERAS

PACIFIC MOTORWAY, LOGANHOLME
GATEWAY ARTERIAL, NUDGEE
CLEM7 TUNNEL, WOOLLOOGABBA, BOWEN HILLS

ONE MOBILE SPEED CAMERA AND AT VARYING LOCATIONS

ONE POINT TO POINT SPEED CAMERA SYSTEM

BRUCE HIGH WAY, CALOUNDRA ROAD TO WILDHORSE MOUNTAIN, BEERBURRM

A POINT TO POINT (AVERAGE) SPEED CAMERA USES A NUMBER OF CAMERAS OVER A LENGTH OF ROAD TO MEASURE A VEHICLE'S AVERAGE SPEED—DISTANCE.

POINT TO POINT CAMERA SYSTEMS LIKE FIXED SPEED CAMERAS, ARE MONITORING TRAFFIC 24 HOURS A DAY, 7 DAYS A WEEK.. HOWEVER, UNLIKE FIXED SPEED CAMERAS, POINT TO POINT SYSTEMS ARE NOT ACTIVATED WHEN A VEHICLE VIOLATES THE SPEED LIMIT AT GIVEN POINT IN TIME MEASURED BY A SPEED DETECTION DEVICE. RATHER, POINT TO POINT CAMERA SYSTEM APPLY A MATHEMATICAL CALCULATION BASED ON THE TIME IT TAKES FOR A VEHICLE TO TRAVEL FROM ONE CAMERA TO THE NEXT AND THE DISTANCE BETWEEN THE CAMERAS..

THE FIRST LENGTH OF ROAD THE SYSTEM WILL COVER IS APPROIMATELY 13 KM.

PLEASE EXERCISE COMMON SENSE WHEN DRIVING PARTICULARLY THROUGH THESE LOCATIONS AND AVOID ANY INFRINGEMENTS. THE NEW LOCATIONS WILL BE DIGITAL PROCESSORS SO IF AN INFRINGEMENT IS DETECTED THE IMAGES ARE UPLOADED INSTANTLY TO THE INFRINGEMENT CENTRE AND YOU WILL RECEIVE NOTIFICATION WITH IN 2-3 DAYS.

CURRENTLY WITH THE WET FILM SYSTEM THESE CAN TAKE UP TO 4 WEEKS.

THANKS BERNIE FOR THE INTERESTING INFORMATION FOR THE NEWSLETTER.

LOGAN CITY ULYSSES

GOOD JOKE PAGE

New Alphabet

A is for apple and B is for Boat that used to be right, but now it won't float!

Age before beauty is what we once said, But let's be a bit more realist instead.

Now for the new Alphabet

A is for Arthritis, B is for the bad back, C is for the chest pain,

Perhaps Car-D-iac?

D is for the dental decay and decline, E is for the eyesight, can't read that top line,

F if for fissures and fluid retention, G is for gas which I'd rather not mention,

H High blood pressure- - I'd rather it slow. I for incisions with scars you can show.

J is for joints, out of socket, won't mend, K is for knees that crack when they bend.

L for libido, what happened to sex? M is for memory, I forget what comes next.

N is neuralgia, in nerves way down low, O is for osteo bones that don't grow!

P for prescripti0n, I have quite a few, just give me a pill, Ill be as good as new.

Q is for queasy, is it fatal or flu? R is for reflux, one meal turns into two.

S is for sleepless nights, counting my fears, T is for Tendinitis, bells in my ears!

U is for urinary, troubles with flow, V for vertigo, that's dizzy, you know.

W for worry, NOW what's going round? X is for X-ray, and what might for another
year

I'm left here behind, Z is for zest I still have—in my mind.

I've survived all the symptoms, my body's deployed, and I'm keeping twenty—six

Doctors fully employed!!!

HAVE A GREAT DAY

LOGAN CITY ULYSSES

Ride Etiquette

Ride Leaders

1. Before leaving, advise riders of the destination and where designated stops are to be.
2. Be aware that you are leading a convoy of many bikes and stay in one lane as much as possible.
3. Minimise lane changes
4. When at rest stops, give 10 minutes notice of leaving to riders.

Riders

1. Keep at least 2 bikes in view of your mirrors
2. Notify tail end Charlie if you are leaving the ride
3. NO overtaking on corners/ bends
4. Bikes to be fully fuelled before start of ride
5. Remember – Always ride safety and within the law

Ride Leaders are advised to restrict their pre-ride instructions to the job specification

i.e. timings, directions, distance, coffee or lunch stops etc. Any further advice would be outside the limit of a ride leader's authority and should not include advising members on how they should ride their bikes.

There is a statutory requirement that each rider be licensed to operate a motorcycle

and do so in accordance with the rules of the road and in a safe manner. This would imply that a rider must rely on his/her own abilities and senses, under all conditions and not rely on the comments and judgement of others, such as a ride leader.

RIDE CALANDER



MARCH

14TH BRUNSWICK HEADS
27TH SAUSAGE SIZZLE
28TH NOBBY POINT

APRIL

11TH CLARRIE HALL DAM
24TH SAUSAGE
25TH ANZAC DAY BREAKFAST