



Hawkesbury Ulysses

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January 2010



AGM—2010 Hawkesbury Branch 23 March 2010

~ All committee positions become vacant ~

Committee Positions:

President
Vice President
Secretary
Treasurer
Ride Co-ordinator
Quartermaster
Publicity Officer
Social Secretary
Welfare Officer

Nominations Close 23rd February 2010
(After 8.30pm forms become invalid)

Please Contact
Ron Edwards (Secretary)
4575 1074
0414 927 399

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Ride Calendar ...

Ulysses Club—Hawkesbury Branch

All rides leave from McDonald's Richmond (unless stated otherwise)

**** Arrive at least min. ½ hour prior to departure time ****

Please check ride departure times and arrive with a full tank of fuel

~ Weather permitting on all rides ~

Ride Co-ordinator: Kim Roche—Mobile: 0412 444 924

DATE	DESTINATION	RIDE	LEADER	PHONE	<u>DEPARTURE</u>
January 2010 Long week-end	Tea Gardens	3 day weekend	Frank Saliba	0419 634 303 4572 1351	Saturday Richmond Macca's 7.30am
Sunday 7 February	St Albans Pub	Lunch	Stewart	0418 686 147	9.30am Richmond Macca's
February 2010 12-15	Thredbo	4 Day Ride	Rick Lesniewicz	0407 774 077	TBA
Saturday 20 February	Summer Blood Challenge	Blood Donation Everyone welcome	Snowy & Heather	0409 044 268 0418 441 407	Saturday 9.30am Richmond Macca's 9.30am
28 February	Bathurst (Car/bike museum) (& Gin Distillery)	Lunch	Dave Birchall	0417 675 798	8.00am Richmond Macca's
Sunday 14 March	Bylong Loop (560klm return)	Lunch	Dave Birchall	0417 675 798	7.30am Richmond Macca's
Sunday 28 March	Mt Wilson	Picnic	Rick Lesniewicz	0407 774 077	8.30am Richmond Macca's
2, 3, 4 & 5 April	Easter	-	-	-	-
April	Blue Ribbon Ride	Prostate Cancer Fundraiser	Date Yet to Be Advised	TBA	TBA
Sat & Sun 10 & 11 April	Mystery Ride TBA	TBA	TBA	TBA	TBA
Sunday 18 April	Mick & Kate's Breakfast	Breakfast	Mick & Kate	4579 9234 0407 264 364	8.00am Ebenezer
25 April	Anzac Day	Windsor Cenotaph	Hawkesbury Hotel	Cars or ride after	4.30am
14, 15 & 16 May	Port Stephens Meet & Greet	TBA	TBA	TBA	TBA
Sunday 6 June	Bloke's Day	10-2pm	Community display	Meet as Hospital Carpark	9am

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PHONE 02 45 73 6666
Fax 02 45 73 6667
Mobile 040 777 4077

Committee Details ...

*Mick & Kate's Annual
'Christmas' Breakfast*
Postponed until 18 April
\$15 per double

Contact: Kate Linnane
Mobile: 0407 264 364



Welfare Officer's Report THANK YOU TO ALL

Our family would like to thank our members of the Hawkesbury Ulysses club for all their support over the last few weeks. My dad passed away on the 24th December and through this troubled time you all have been wonderful and made it a little easier to bear. We both received many emails, sympathy cards and members attendance at the funeral - a friendly face always eases the pain. Once again, many thanks for your thoughts and support. Paulina & Peter Smith.

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Jim on 0419 241 238
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www.bigalsclubhouse.com.au

2009/10 Committee Contact Details:

President:	Rick Lesniewicz	4573 6666	0407 774 077
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Treasurer & Webmaster:	Dave Birchall	4575 1799	0417 675 798
		www.hawkesbury-ulysses.com	
Ride Co-ordinator:	Kim Roche	4574 2426	0412 444 924
Quartermaster:	Mick Linnane	4579 9234	0407 956 335
Social Secretary:	Carol Edwards	4575 1074	0417 688 884
Newsletter Editor:	Kerrie Roche	4574 2426	0422 215 641
		kerrie.roche@bigpond.com	
Welfare Officer:	Paulina Smith	4588 5339	0438 185 339

The Art of Group Riding ... PLEASE READ

The following are suggestions only and are not to be considered rules. They are guidelines that are designed to provide a safer and more enjoyable ride for all attendees. Riding in a group is strictly voluntary and should be done only if you feel comfortable with your motorcycle. It is recommended that everyone who is attending wear a good quality helmet and protective clothing at all times. It goes without saying that the motorcycle be in safe and road worthy condition.

Acknowledgments: The Art of Group Riding is being published to help new or potential netrider.net.au members become acquainted with our current riding procedures. netrider.net.au, and the authors, disclaim any liability for the views expressed herein. ALL RIGHTS RESERVED. Reprint of this The Art of Group Riding handbook is granted when full credit is given. By Vic Fkiaras <vic@netrider.net.au>

a

"Lead Rider" and "Rear (tail) Rider"

Responsibility of the Lead Rider:

- Leadership of the group while in transit
- Be firm and decisive
- Explain routes to predetermined destinations
- Select some rest stops prior to departure
- Explain the staggered formation that is used for all group rides.
- Assess the riding skill level of the group members that you are leading, do not lead beyond their ability.
- The Lead Rider **MUST** appoint a Rear Rider if no one volunteers.
- Maintain the integrity of the group
- Recognise and obey all road rules. (Be mindful of speed limits).
- Overtaking: If there is a threat to breaking up the group, consider slowing down in order to keep your group intact.
- Remember, the Lead Rider's job is to lead, not to be "sight seeing", they need to ensure the group remains in a safe manner. If you want to sight see, don't volunteer to lead!
- You and everyone following should point out any hazards you may see on the road, for the bikes behind you.

Rear Rider (Tail)

- Probably the most misunderstood and underrated job in group rides.
- The Lead Bike leads the group, but the Rear Bike controls the group. Again, the safety of the group and to maintain the integrity of the group.
- Assist in most, if not all lane changes. Note: Never attempt to hold back other traffic to enable the group to change lanes...it's unsafe, not wise and illegal.
- To assist in lane changes at the discretion of the leader.
- Watch for any hazards or problems with any of the group's motorcycles.
- Assist any rider in the group that needs to pull over. Relay the message to

Group Riding cont'd ...

the Lead Rider and pull over with the other rider.

- The bottom line is "Safety First" and we should all assume the responsibility for the safety of fellow group members.

Group Riding Techniques

- Always arrive on time, or earlier if possible. Think about this, someone has planned a route, the stops, everything, and here you are late, and the parking lot is empty. The ride meeting is over; you know nothing about where they were going, or what route. If you want to be included, then get there on time.
- Group riding is disciplined riding and if following the rules of the group is not for you, then don't get in the group and meet everyone later at the destination. For those who do enjoy group riding, one slack rider, who does not keep the proper distance, either too close, or too far, can spoil their day. Remember to allow for errors. Maintain the staggered formation.
- If your fuel tank is smaller than other bikes, let the Lead Rider know (before departure) how many km you can cover before needing to refuel.

Starting The Ride:

- Follow the directions of the Lead Rider. You have chosen to participate in the ride, so, when the Lead Rider requests that you line up at a certain location in preparation for departure, do it. You should have discussed any of your little quirks at the riders meeting. If you have a fear of riding in the right hand side of the lane, let the Group Leader know and he/she will place you accordingly.
- Petrol and rest breaks, remember the first rule of group riding, start with a full tank and an empty bladder. Fuel up when the rest of the group stops for fuel, so that 30 minutes after the group fuels up, you won't embarrass yourself by having to tell the others "I need petrol".
- Be ready to go when the group departs. Do all the necessary things right after you stop, don't wait until the last minute. If you want to gossip with someone, go ahead and put the helmet on and gossip, but be ready to jump on that bike when the departure signal is given
- If you want to ride fast, leave first. If you want to ride slow, leave last but, do not start out in a group and then shoot out of formation and zoom down the road. You have just shown your disregard for the group's safety and ticked several people off.

During The Ride:

- Advise the Lead Rider and Rear Rider if you are having any kind of

Group Riding cont'd ...

problem and if you need to leave the group for any reason. Do not pull out of the group, without warning the group!

- Never over ride your own, or your machine's ability. **Remember, you are responsible for your own actions!** Never be over confident. Safety will be your primary concern for the entire ride. Do not let anyone else do your riding for you. Do not create an unsafe condition.
- The two second rule: The leader starts out in the left track of the lane. The 2nd bike is in the right track of the same lane, and is only one second behind the leader. The 3rd rider will be in the left track of the lane, two seconds behind the leader. The 4th rider is in the right track of the lane, two seconds behind the second bike, and so on down the line. Maintaining this formation, and these distances will discourage other vehicle from cutting into the group. However, if a vehicle does try to cut in between riders in the group, back off and let them in. Safety of the group is the first concern. Note: One of the reasons a group needs to ride in this close of a formation, is that when you are riding on a multi-lane highway, to keep at least one (1) motorcycle of the group in the other vehicles side view mirrors. This way the vehicle next to the group will not think that he can move into your lane, when in fact, there is another motorcycle, that is not in his mirrors, already there. This can happen when the group is spread out more than the two (2) second rule.
- It is illegal and very dangerous to move into single file and ride the left shoulder in order to allow another vehicle to pass you. If a vehicle attempts to pass you, you may have no choice but to do this. Keep in mind, that if another vehicle is coming at you, it may cause the vehicle passing you to just push you all the way off the road. It could also cause a chain reaction with other vehicles also passing you at the same time. It would be better to just pull off the road at the first safe spot and wait it out, or pick up the groups speed.
- Don't centre your focus on the bike in front of you (that's called tunnel vision). Scan instead, just like you do when riding alone.
- If the group comes along a motorcyclist or anyone stranded beside the road, the Rear Rider should if practical stop to see if assistance is needed.

Lane Changing and Passing

- Use your mirrors consistently, but never rely on them. Glance over your shoulder to confirm what you think your mirror shows you. After making your lane change, always resume the same position you occupy in the

Group Riding cont'd ...

group. The same rule applies when you are passing.

- When passing a vehicle on a two lane, two-way road, each team member should pass in order and in turn. Each rider should accelerate far enough ahead of the passed vehicle to allow room for the rest of the team to pass the vehicle safely. Remember, each rider is to pass at their own risk as traffic permits!
- Be aware of other rider's speeds. Never overtake another rider, drop in front of the passed rider and slow down. This only causes frustration and can lead to errors.

Twisties

- On mountain type roadways and on curvy roads, ride single file and each rider use the "line" that is most comfortable for him/her. Allow the bike in front of you a little more room, but remain as a group. Resume the staggered formation, when the road straightens out. Again, do not try to out ride your riding skills. If the bike in front of you is dragging his foot pegs in the curves, do so, but only if you feel confident. In any group of riders there will always be a varying degree of riding skills. If you are new at group riding, ask someone who has been riding behind you, just how you have been doing. Hopefully, they will give you an honest answer. Like anything else, it takes practice to watch the motorcycle in front of you, the one in front of him, the one behind you and the one behind that one. You will soon get so that you are watching every bike, from the Lead Rider to the Rear Rider.
- When not familiar with the road, slow down. Incorrect speed is still the #1 cause for motorcycle "off's". You should know about counter steering, That is, to initiate a right turn, push on the right grip. To turn left, push on the left grip. The key, is to use counter steering, or "push steering" all the time whenever you ride.

Intersections

- When approaching a vehicle facing toward you that is attempting to turn right, assume that driver does not see you and will turn directly into your path.
- When first in line at a signal controlled intersection without a right turn arrow, don't wait at the white line. Move forward on the green signal to the approximate centre of the intersection and halt with your right turn signal activated and wait until the right turn movement can safely be completed. This will allow many of the (if not the whole) group to

Group Riding cont'd ...

complete a turn at the same.

- When stopping at a traffic light or stop sign, catch up to the bike in front and wait side-by-side. The bike on the right is always first to commence moving.

Stops and Final Destination

- Keep the same position during transit and after stopping for petrol, rest stops, etc. Re-take that previous position so you are aware of the bikes around you.
- If the Lead Rider or the Rear Rider approaches you at a stop or final destination, remember, they have the group's best interest at heart, or better yet our safety. Listen to what they have to say, you may be in their place one day, and you'll want others to listen to you. Of course, they will be the very example of tact and diplomacy, when they critique your riding skills. But listen, it just might save your life and the lives of others.

Parking

- When entering parking areas, go to single file and slowly follow the leader to the designated parking area. Be alert! Don't just park anywhere! Park within the regulations of the area. If possible, back into your spot. This ensures that you do not need to back peddle a 200kg motorcycle out of its parking spot. If the Lead Rider does not feel that there is enough room for all bikes, he will then tell you to find your own spot. Do so carefully. Remember; try to keep the group together in an orderly fashion. Spectators stop and watch an orderly group enter a parking lot, close up and park all in a row and you can see the admiration on their faces. It makes you proud to be a part of that group of motorcyclists.
- Be aware of the ground surface that you place your bike stand onto. Think of how many bikes yours will take out if it topples over. In the hot weather, ensure that the bitumen is not going to melt under the weight of your stand. If parking on grass, try to locate something to place underneath your stand to avoid your stand digging into the soft ground and causing an expensive domino game.

Ride Organisers

- The Ride Organisers route the rides. When necessary, they will make maps and alternate routes. Note: Alternate Route: This takes a little more work for you, but gives several rewards. You can have a quick, straight route for those that just want to get from point to point. You can have a scenic and a challenging route for those who enjoy the challenge offered

Group Riding cont'd ...

and for those who like to take their time and enjoy the scenery. Were the routes checked shortly before the event so that construction, washouts, or other unplanned obstacles could be avoided?

- When reservations to restaurants, lodging, etc., are necessary, the Ride Organisers makes sure that these are completed.
- The Ride Organisers will usually go out with group #1, (unless they are pulling a trailer); to be sure all is in order at the destination in question.
- Unless the ride is a "Mystery Ride", every rider should be told the destination.
- The Group Leaders are only an extension of the Ride Organisers.
- Be sure to tell the time the meeting will take place, as well as the time of departure.

Comments

All of these guidelines are meant to make your ride more pleasant and safer. Any time we put more than one motorcycle in close proximity to another, we have just increased the risk factor. We live in a very structured society. Rules should not be anything new to any of us. They make moving the herd just a little easier. If it takes your co-rider, or your rider a little longer to get his/her stuff together all in one bag, edge him or her on with a gentle nudge "get your helmet on and lets get ready to go". There are other phrases that can be more explicit, but do so at your own risk.

Brunch at Mount Victoria 10th January, 2010.

On the 10/1/10 19 people, (14 bikes and a car) turned up, eager for the Bay Tree Teahouse ride to Mt Victoria. As this was a TBA leader's ride, we had a short democratic vote, I was elected, on default, no-one was keen to do it. Once that problem was solved we headed off for Mount Victoria, with clear skies and Keith as Tail End Charlie (thanks mate). We went up Bells Line of Road and reached the Bell turn off incident free and rode across the Darling Causeway to the Teahouse. Just in time Paulina commandeered enough tables and chairs to accommodate the group before other groups arrived. I think they've extended the place because we were seated comfortably, not as squeezy as in the past. A great breakfast was had by all, I think (mine was very nice) and the owners didn't mind splitting the bill for tables. It had become quite hot so a loop back down the Gt Wstn Hwy was out of the question, so we decided on a shorter loop down into Lithgow and back home on the Bells Line of Road. Keith suggested we try a diversion at Little Hartley, turn right into Browns Gap Road to Vale of the Clwydd (Lithgow). If you are a Taffy, or like good roads in scenic countryside or would like to travel in a Welsh-like Valley (even miners huts included) try this short piece of road, it was fantastic. The road brought us out east of Lithgow, where Hartley Vale road meets the main drag going back to Richmond. I would strongly recommend this little diversion if you're in the area. From there we rode back over the top, it was a good ride at that time, we weren't competing with Sunday drivers or wannabe Casey Stoners. It was a great day, good company, good food, good riding, good weather and of course good to be on the bike!!!! I would recommend a rematch later in the year. Peter.

Group Riding Tips

- Group riding requires an extreme level of awareness and concentration.
- Know your limits and ride within them; never ride above your abilities.
 - Mental
 - Physical
 - Motorcycle
 - Environment
 - Experience level
- Come to the ride prepared.
 - Arrive with a full tank of petrol and an empty bladder
 - Bring appropriate riding gear for the expected range of conditions
- Maintain a constant speed. This helps prevent the “rubber band effect.”
- Novices or riders that are new to group riding should ride at or near the back unless the riders wish to ride elsewhere.
- Always ride in a tight but courteous staggered formation or single-file queue.
- Your eyes should be watching a few bikes up the road from you, not fixed on the bike in front of you. Always be looking at least four seconds ahead.
- Riding side by side is very dangerous and against the law in some states. The only time bikes are to be side by side is when the group is stopped at an intersection.
- Never come up on the motorcycle in front of or beside you.
- In a staggered or single-file formation, do not pass the bike in front of you.
- If an exit is missed, stick together as a group, proceed to the next exit, then return to the correct exit.
- When in a tight curve, the rider on the outside of the curve is required to give room to the rider on the inside in case the curve is too tight to negotiate at that speed without crowding.

Ride Tips cont'd ... PLEASE READ

There's nothing quite like the thrill of riding in a large pack of bikes, but riding in a group often means you'll be closer to others on the road than you would be if you were riding by yourself. Smaller distances between you and those around you mean you've got less time to react to situations as they unfold, but there are a few simple steps you can take to ensure your pleasant weekend ride doesn't turn into an expensive game of dominoes. Even if it's a small group of mates, it always pays to have a quick, informal pre-ride briefing. This is simply an opportunity to let everyone know where you're heading, where any stops are likely to occur (e.g. for a coffee, fuel or lunch) and what sort of roads and conditions you're likely to encounter. At this stage a ride leader should be appointed, who knows exactly which way the ride is going to go, along with an initial tail end Charlie – when no one overtakes the former or falls behind the latter, the group has a much better chance of enjoying a smooth, hassle-free ride. It's also not a bad time at this point to make sure you've got a couple of the other riders' mobile phone numbers, just in case you do get split up from the group or get stuck by the side of the road. As most group rides will begin in a city or town of some sort, the first obstacles to group harmony will usually be traffic and traffic lights. It's incredibly easy for a group to get strung out over several blocks in instances like these, but follow these basic common sense rules and it needn't become an issue.

Firstly, the ride leader will need to keep an eye on what's going on behind, and ride in a manner that's suitable for the rider with the lowest skill level in the group. If the ride leader hasn't seen the tail end Charlie for more than a couple of minutes, then it's time to find a safe place to pull over, with room to fit all the bikes in the group, and wait.

Secondly, a rider should position themselves safely and conspicuously on each corner the group needs to take, to alert those behind. This is best achieved with a rotation system, eg: the ride leader makes a left hand turn onto another road and continues on, and the second rider then pulls up and safely positions himself on that corner until everyone else and finally the tail end Charlie comes past, that rider then giving the thumbs up signaling that everyone is through. The rider who pulled up now becomes the tail end Charlie.

At the next turn, the new person in second spot pulls up and follows suit, and so everyone shuffles through a spot in the order of riders, apart from the leader. It's a little bit regimented, but when carried out properly means you should never have a group ride split up accidentally – or lose someone – ever again.

When you're out on the road it's best to assume a staggered file formation, where the bikes behind you and in front of you are offset to the right or left so that your vision ahead and behind is maximized. This also gives you a lot more space to work with if something goes drastically wrong, and you need an escape route in a hurry.

Finally, let common sense rule your spacing and your group riding in general. The faster you go, the more space you should allow between you and the bike in front, and when you're riding with strangers, allow a bit of extra spacing until you get a feel for the general level of riding skill of those around you.