

Revised 30/11/05



Ulysses Club Inc.
Two Bays Branch
Rosebud - Victoria



The Two Bays branch of the Ulysses Club was established in November 1996 and at the moment is one of three groups on or around the Mornington Peninsula area.

The purpose of the Ulysses Club, as laid down in the constitution, is to provide : -

1. Ways in which older motorcyclists can get together for companionship and mutual support.
2. To show by example that motorcycling can be an enjoyable and practical activity for riders of all ages.
3. To draw attention of the public and private institutions to the needs of the older riders.

The Two Bays Branch meets each Saturday morning all the year round from 10-00am to approx 1-00pm for a coffee and a chat & a news update at the coffee shop in Rosebud Plaza shopping complex (Coles Car Park), in McCombe street Rosebud. (Mel Ref.170- B.1) The group extends a welcome to all motor cyclists to visit us and enjoy our company and friendship.

The Branch also meets on the first Monday of each month throughout the year at the Mornington Tavern (Tanti Rd Mornington) for dinner commencing at 6-00pm followed by a social / information evening till approximately 10-00pm. (Mel Ref. 104 G.12) Picnic rides are also run periodically, usually on a Sunday ride that will be advertised in the ride calendar with no cost to the members and partner.

The Branch has a range of social activities for the members to choose from that include, theatre nights, bowls nights and other social functions that the members suggest to the committee for consideration. These events may also be subsidized for members & their partners.

The Two Bays Branch has developed its own style and attitude to the running of the branch. The emphasis is on the riding style and social activities that occur within the group. Safety is of prime importance while riding in organized rides.

To be a member of the Two Bays Branch you must first be a member of the Ulysses Club Inc. Membership to the branch is by way of a \$10-00 donation of which financial members receive a regular newsletter including a ride calendar.

Rider Responsibilities: -

Before starting a ride with the group it is important to make sure that your bike is roadworthy & in good running condition. Make sure that your lights & indicators are all working tyres should be correctly inflated.

All accessories should be secured correctly & your mirrors adjusted correctly enabling you to see the rider and traffic behind.

On multilane roads you should occupy the same lane as the leader. When changing lanes make sure that it is safe and use your indicator.

It is also expected that every rider will obey the road law and not cause complications to other riders or road users.

On day of the ride, make sure you start from the commencement point with a full tank of fuel. The ride leader makes provision for fuel stops at about 150 klm intervals. The time advertised in the calendar is the departure time so it is wise to arrive at least 15 before that time for the briefing by the ride leader. Listen to the briefing and if you don't understand or are not sure about the ride, ask the leader.

While riding in convoy it is advisable to ride in staggered formation. This gives the leader a clear view of the field following whilst increasing your view of the conditions past the bike in front of you. Position yourself at least 30 meters (2 – 3 seconds) from the bike in front. This may have to be extended depending on speed, road and weather conditions

Ride Guidelines.

To minimise the risk of losing riders we use a corner marking system as follows:

If the Ride Leader cannot see the Tail End Rider (Tail End Charlie) the Ride Leader will indicate a turn etc. the rider immediately behind the leader pulls over, to a safe location indicating the direction for the following riders to proceed & waits till the rider immediately in front of the Tail End Rider sounds their horn twice (provided the Tail End Rider is in view) this is the signal for the corner marker to move on. If this does not occur wait until the Tail End Rider is in view & then move on. Your positioning is critical as the group needs to see your indication for the turn.

At roundabouts, if turning left or right a marker is placed, at a safe location (20-50m) before the roundabout with indicator on, indicating the direction of turn. If the group proceeds straight ahead through the roundabout, no marker is placed at the entrance, but will be placed on the exit lane.

Do not overtake the Ride Leader at any time during the ride. If you decide to leave the ride at any time please advise the Leader or Tail End Rider of your intentions.

Ride a pace that you are comfortable with but try not to unduly slow the ride by falling behind unnecessarily.

Buddy System (also known as The String of Pearls). When riding we try to keep the headlight of the bike behind in our mirrors, if you lose contact with the bike behind you initially slow down & stop if necessary to resume contact . This helps keep the group together and in the event of a mishap, the group will come to a halt. The ride leader will investigate the hold up & take appropriate action.

Ride Leaders. Members are encouraged to assist the group by leading a ride. This can be rewarding & satisfying when you lead a group and bring them back to a finishing point. Ride leaders are responsible for planning and leading a ride. If unsure about protocol, the Ride Co-ordinator is there to assist and guide you with a route and all aspects of leading.

- If on the day of the ride the ride leader believes that the weather will seriously affect the ride this should be discussed with the riders & options considered such as modifying or even canceling the ride.

- The ride leader should conduct a briefing to the assembled riders before the nominated departure time relating to route, road conditions, corner marking system, morning tea stop, a point for fuel if necessary, lunch break, where & about what time the ride will finish and any point of interest stops.
- As ride leader it is important as to where you place a corner marker. They should be placed well back from the intended corner in a safe position and be visible to the following riders.
- On the day of the ride, the ride leader should approach any new members or visitors, welcome them, introduce them to the group and establish their riding capabilities, eg. learner, probationary, or first time with the group.
- Advise there are first aid kits issued and are carried by the leader and the tail rider. Inquire if there are any qualified first aiders in the group. The kits are to be returned at the end of the ride to be checked and ready for distribution for the next leader and tail rider.
- Introduce the Tail Rider and explain their duties. Identify the type of bike and method of releasing the corner markers. He /she may have a coloured vest, use the horn, driving lights, or flash head lights when approaching the marker.
- Plan an interesting ride to include morning tea, lunch, fuel stops and interesting point stops where appropriate.
- Ride should be kept within a comfortable distance for riders, usually about 300 kms. Occasionally rides may extend up to 400 kms.
- Ride leaders have the prerogative to a start ride at a point & time of their choice. Generally it is advisable to finish the ride to enable all riders to return home before dark. The Ride details are published in our Branch Newsletter and our Web site.
- How you plan the ride is up to you. Avoid fatigue & plan regular rest breaks at suitable locations possibly with food & fuel facilities. We encourage innovation in your ride planning.
- Ride leaders should set a comfortable pace for themselves & take into account the experience of the riders in the group. Speed limits should not be exceeded. Traveling at speeds that may frustrate other road users should be avoided.
- On multilane roads the ride leader should occupy the lane most suitable and not change lanes continually.

Tail End Rider.

The tail end rider's main function is to clear the corner markers placed by the leader, unless they have been "released by the rider immediately in front of the Tail End Rider. On approaching the marker make sure that the marker recognizes you. Make sure the rider moves on before you leave the marked point.

Emergency procedure

Riding a motor cycle is great fun but situations can arise that put a rider in trouble and could lead to injury. The following procedure is suggested out for the group to follow in case of a mishap.

- For your own safety as well as the rider, park your bike off the road and nominate someone to slow following traffic coming well back from the rear as well as from the front. Don't stand on the road and make yourself a statistic. Comfort and assist the injured person making sure that breathing is present and that there is no heavy loss of blood. Keep a watch on the person until qualified help arrives.
- Don't move the person as you may aggravate an injury. Moving the injured should only be done if they are in imminent danger
- Cover the injured person with some type of cover or clothing to keep them warm as some form of shock will be present.
- Assist the first aider if present when requested.
- Talk to and reassure the person that help is coming.
- No medication should be administered.
- Arrange for transportation of the injured person. In remote areas local people will be best to help with directions to the scene.
- Hopefully the Buddy system will work and the group will assist with action that may need to be covered.

Disclaimer

Each rider is responsible for his/her own ride & for obeying all the relevant road laws & regulations. Ride your own ride within your own abilities & comfort zone. If you feel that complying with anything in this document is detrimental to your safety or the safety of others or is in conflict with the applicable road rules & regulations, you are encouraged to make your own decisions. There are no penalties for non compliance with this document.

VISIT OUR WEB SITE AT <http://home.vicnet.net.au/~twobays/>