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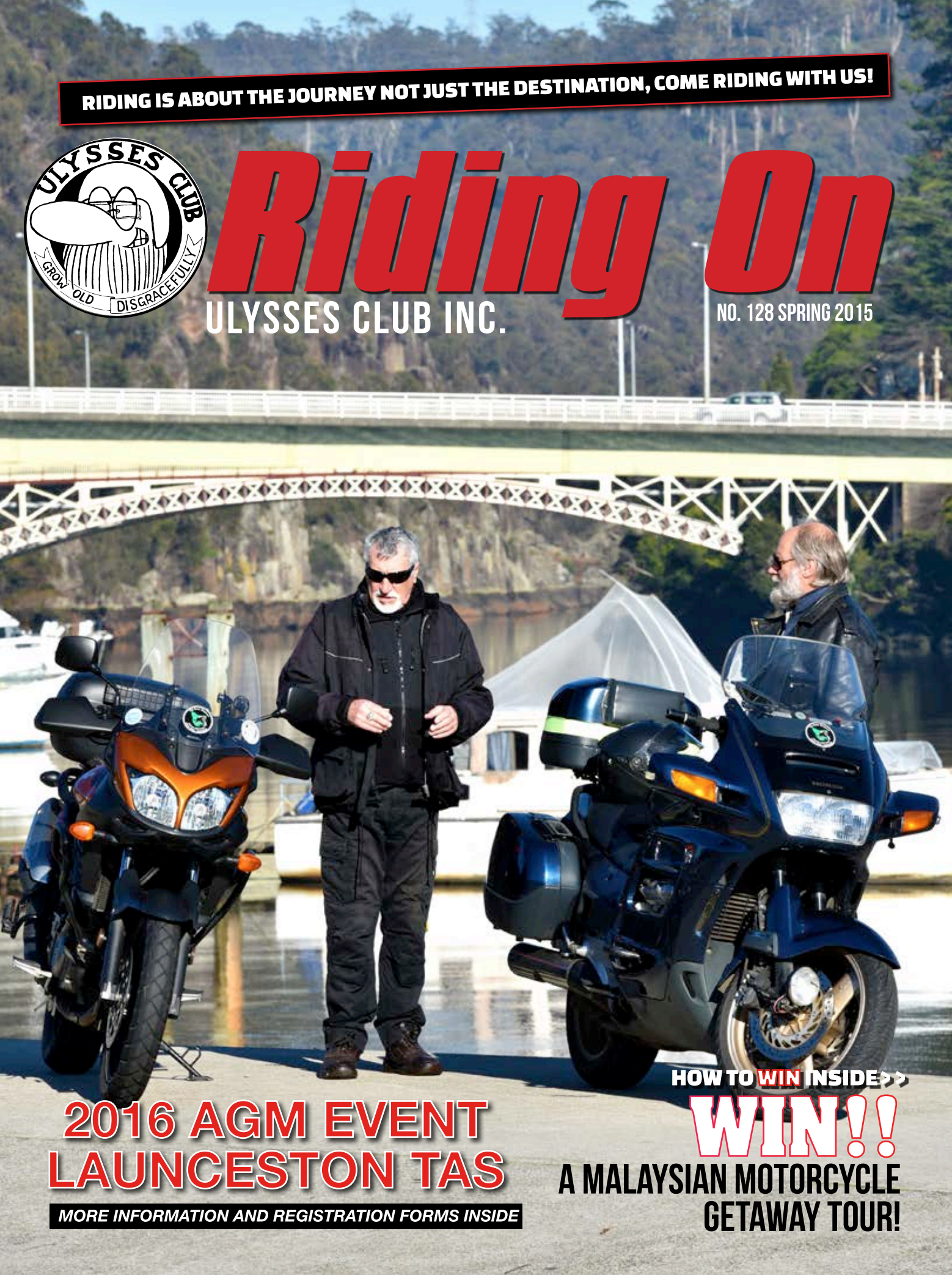
NO. 128 SPRING 2015



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Riding On

THE JOURNAL OF THE ULYSSES CLUB INC.

ISSUE 128 SPRING 2015

OUR COVER: Barry Millwood & John Frearson in front of Kings Bridge over the South Esk River

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Please ensure all photos and images submitted to the Riding On are of high resolution. All images must be 2MB or over. We cannot print low resolution images.

CLOSING DATES FOR EDITORIAL SUBMISSIONS:
31st October for Summer (Dec) issue
31st January for Autumn (March) issue
30th April for Winter (June) issue
31st July for Spring (September) issue

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EDITOR'S SOAP BOX

Death is not an old age thing or is it….
Now that Spring is in the air, thoughts of sunny days spent on our beloved motorcycles, becomes top of mind and the warm weather over the last two weekends in my neck of the woods (Newcastle) has certainly meant a plethora of motorcyclists hitting the streets. Tragically over the past couple of weekends there has a number of motorcycle fatalities. This dear friends is the motivation behind the topic of this editorial.

I was recently sitting in front of a local pub with a mate after a pleasant sunny morning ride. Whilst we were having some brunch and ale, we watched a rider struggling to park their Aprilia RSV4 RR without falling over; it was kind of like dinner and a show! The rider caught our attention because he or she was struggling as a result of a small build, short stature and meant balancing the bike on tippy toes. The bike seemed much too high and heavy for the rider and we were both lamenting that rider and bike were unevenly matched.

Because of the Rider's build we assumed the rider was a slightly built female, so we were surprised to see that upon removal of his helmet, the rider was in fact a very old man (think octogenarian). The first thought I had was "man that's a hell of lot of bike for an old fella but hey, good on him for doing what he loves". Suddenly my thoughts were distracted when my mate pipes up with one of his famous out of the blue off topic comments and says "did you hear about that bloke that died on the Putty Road last weekend? apparently he was in his 50s. It seems lately that a lot of old blokes are killing themselves on their brand new bikes. It makes you wonder if they are buying machines beyond their capabilities, or they are trying to relive past glories none of which I have a problem with because that's what I do… However, because many of our members fall into the old bloke category, it did get me thinking that it was always the young petrol heads that fell into the temporary Australian category and my mate couldn't be correct could he? Is it possible that we the responsible, careful, old blokes have over taken the young brash, clueless younger riders in terms of killing ourselves? Hmmm this requires further research. So I did the research and this is what I found out… The Stats… Government statistics for 2014 show that of the 187 riders and five pillions killed last year, only 40% of crashes were single-vehicle accidents, which are down from 49% the previous year.

Most fatal motorcycle crashes also occurred around town where bikes are more vulnerable to being hit by other vehicles, not on highways and sparsely populated country areas. Some 89% or 109 of all bike fatalities occurred in speed zones of 70km/h or below and none occurred on the Northern Territory's 130km/h speed zones. "This kind of puts paid to the speed kills theory". Most motorcycle crashes last year involved a car, while 14 were collisions with trucks and two with buses. What do these stats tell us? I am no expert but I would suggest that it indicates more needs to be done to educate motorists in terms of sharing the roads with motorcyclists but I digress.

It's probably no surprise that the most deadly days to go riding are over the weekend with Saturday on 42, Sunday (38) and Friday (33), while the safest day was Thursday (18). And as intimated at the start of this editorial, spring and summer months are the most dangerous to go riding. Obviously as there are more motorcycles on the road… Unfortunately, reflecting the growing popularity of riding among women, females represented 10 of the 187 riders who died compared with 7 of 201 riders the previous year.

Road deaths 2014
Riders 187 (201 in 2013)
Pillions 5 (12)
Bike fatalities by state
ACT 2 (2 in 2013)
NSW 59 (71)
NT 6 (6)
Qld 35 (42)
SA 11 (12)
Tas 3 (10)
Vic 30 (41)
WA 41 (25)

Current statistics are limited at this time but what I did find out was that Motorcycle registrations have gone up 23% over the past five years from…660,107 in August 2010 to 807, 215 to August 2015. In the last 12 months ending July 15 (2015) there have been 61 motorcycle fatalities in NSW alone, and the subject of this editorial in terms of age, the trend shows that the 50-59 age demographic are the highest represented followed by 40-49 and 30-39 and 26-30 in equal thirds. Based on this number, courtesy of the bulletin of traffic crash data, it seems my mate was correct Old blokes are certainly the highest represented in terms of motorcycle fatalities.

Now take note, these numbers are fatalities only and do not reflect over all accidents or the 100s of accidents causing injury or hospitalisation. I haven't got space to go into that much detail, however, what I did learn was that most injuries are to the legs. So the lesson is "wear good leg protection". Now that spring and summer are fast approaching, perhaps it's time to go out and invest in some new PPE and perhaps for us older riders, its timely to remember that our reflex time may not be as fast as we remember… so ride safe and to your limits, wear the correct PPE, enjoy the ride, and please keep the shiny side up…

ED

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PRESIDENT REPORT

Hello fellow members. Your National Committee continues to safeguard the principles of the Ulysses Club Inc and we appreciate that members are actively working with us to ensure the same. To that end, it is extremely encouraging to hear from members who have been extended the hand of friendship from members of the Branch with which they have chosen to be aligned. The National Committee have recorded these experiences, and discussions to recognise displays of Branch-related Ulysses spirit in action are under way.
At a protest rally recently, a member was televised displaying the Ulysses Club Logo whilst lining up with members of "Patch Clubs". Whilst we can appreciate that members have a right to offer their support, we do not appreciate our good name, which many people over the years have been proactive in protecting, being used in these protests. Should members wish to support protest rallies, please remember it is an individual choice, not a Club action, and under these circumstances the Ulysses Club Logo is not to be worn.

Unfortunately, it is also necessary to remind members to exercise etiquette, have an appreciation of other members' opinions and act within the guidelines of the user policy when logging onto and posting in the Club Website.

The forthcoming AGM Event in Tasmania, being only five months away, have been very much our focus. One or two new initiatives have been introduced on a trial basis: The Friday night dinner has been changed to Tuesday night as the majority of members will be registered and in attendance by Tuesday. The AGM Event team continue to work tirelessly to ensure a unique and memorable event for all attendees.

We thank our members for their patience and understanding whilst Vice President Jen had been working with National Administration Office Manager, Amy, and our IT support team in upgrading our data and web-based systems to bring about compatibility, ultimately improving productivity and terminating issues of the past. We hope your experience with the Online AGM Event Registrations, being just one of the improvements implemented, is effortless.

The National Memorial Day is a significant date on the Ulysses Club Calendar, giving members the opportunity to gather to remember mates who have ridden on, and to offer reflection. We look forward to knowing how your Branch supported this event. Riding On Editor Daryl is always interested in receiving stories from Members and Branches so he'd appreciate appealing articles and, where possible, a high resolution photo. These can be emailed to the Editor for consideration for publication in a future edition.

Treasurer, Mike, makes reference to dual member households in particular opting for the On Line version of the Riding On Journal versus receiving two hard copies by post. We encourage this, knowing that it would have a positive impact on club finances. We can also look at dual membership households from a membership angle, by suggesting that Members who choose to continue to receive two hard copies of the Riding On consider taking the spare copy to hospitals, medical centres or similar places that potential members may frequent. Secretary Mark continues to communicate with members and Branches, offering guidance and solutions to the many concerns that frequently arise. Motorcycle Liaison, Peter, will provide news on sponsorship and upcoming exciting motorcycle reviews for your consumption. Henry continues to address delays and shortfalls in gear shop items and seeks members' understanding that it is problematic because we are affected by a flow-on of distribution issues down the chain of suppliers. Advertising Liaison, John, has had encouraging results securing Advertisers for the Riding On. We are proud of our National Administration Office Staff as they become comfortable and more competent with their roles, stepping outside their comfort zones to achieve great work for the Ulysses Club Inc.

Helena Gritton
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National President

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VICE PRESIDENT REPORT

I am delighted to report that the iMIS database upgrade project was successfully completed resulting in efficiencies for the National Administration staff, and better usability for members. I know that those of you who suffered through the web compatibility issue will be pleased that is now a thing of the past. We have also added a "Forgot your password" utility on the login screen, which allows members to reset their own password. Extending the use of the website and increasing the use of social media tools such as the enewsletter utility we have, results in a better flow of information to and from the National Committee to members and Branches as well as Branch Committees to members when requested. We do balance the use of such tools with the understanding that we do have some members who do not use them either by choice or because they do not have adequate download access by ensuring that information is also included in the Riding On.

The 2017 AGM Event Website is under construction by our website administrator Wayne who really works tirelessly for the club. Wayne also spends many hours keeping the 2016 AGM Event website up to date. I often wonder how we would manage without all our wonderful volunteers who spend so many hours on Branch Committees, running all the various fundraising and community focussed events we do all over the country, working for AGM Events, etc. There are so many ways you all contribute to the success of this great club - thankyou, it is really appreciated.

The main banners on the website need updating with photos from Branches and members and I'd love to receive more photos from you for this purpose. If you have some recent group photos of your Branch, or photos of riders or happy snaps of social activities that you would like us to use on the website, please email them to me at webmaster@ulysses.org.au. Some photos may also appear as banners on the enewsletters – we hope you enjoy the different banners produced.

I have just attended the Australian Motorcycle Annual Conference held in Canberra. There is so much positive work being done by the member groups in each state that is achieving really good outcomes for riders in all states and territories.

Jen Woods #21395

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SECRETARY REPORT

No sooner had the registration process for the 2016 AGM Event in Launceston opened, than the members started to send through their details! This is a wonderful shot in the arm for Mike Meyman, the 2016 Event Director, and his hard working team. The National Committee held its last meeting in Launceston and had the opportunity to visit and inspect the various AGM Event locations while there. Needless to say, we were mightily impressed with the sites that Mike and his team had selected. We also managed to sample the fare scheduled for the Saturday night dinner – very nice indeed!

If interest in the Spirit of Tasmania Ferry at the Wodonga AGM Event is any indication, there is no doubt that space on the Spirit will be at a premium, so if you are planning on going, I suggest that you book this portion of your travel very soon. There is plenty to see and do while there, so really, there is no excuse for not having a great time.

Financial membership numbers of the Ulysses Club have been steady over the last couple of months. We are encouraged by the fact that there seems to be a number of 'younger' people asking for membership information. This dynamic will ensure the long term sustainability of this great club. I have had great response to my article 'The Problem'. While there were also a couple of critics, they were in the minority, and vastly outnumbered by the calls and emails from Ulysses Club members who understood the reasons behind writing the article in the first place. Those people who contacted me with positive feedback remarked that it certainly was refreshing to find out that they were not in isolation dealing with others. Everyone of course is entitled to their opinion, such is the nature of a democracy. Due to time and space constraints, the second part of my article will have to wait until the summer edition of Riding On.

Things have been happening in the National Administration Office. Recently, our erstwhile Hills Branch Secretary, John Gawthorne, used his Work Health & Safety expertise and conducted an audit of our facility at Smeaton Grange. John identified several areas of improvement, and fortunately, we are able to make those improvements without any disruption to the National Office workflow. Our thanks go to John for making himself available to conduct the audit, and his willingness to do so.

Training for the National Administration Office staff is scheduled for November this year. The National Committee recognises that Amy and her staff of Leaca, Felicity, Alison and Rebecca are keen and hardworking, dealing daily with a variety of administrative and organisational challenges. It is important that their skills are firstly recognised, then maintained and, where appropriate, enhanced.

Mark Seja
#39695

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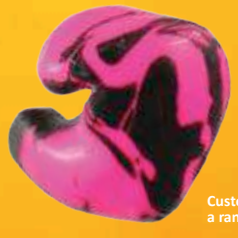

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TREASURER REPORT

This is the time of the year to stoke up the fires and settle into a hot toddy or two. Unfortunately, around the east coast and particularly the Newcastle and Hunter area, we have had a blast of very cold weather and quite a bit of precipitation - not the best for getting out and enjoying a ride.

The Club has had a drop of about 2,000 members since 2014 and this has major impacts on the revenue for the Club. The June Financial reports indicated that the income from renewal subscriptions was $60K behind the same period last year and the pro-rata of the 2015 budget. We need to put in place incentives to both ensure that existing members continue to belong to our great Club and also continue to encourage new members to the Club. Although the new membership targets are being met, our main concern is the renewal of membership by existing members. What can you do to help? We all have a role to play and as a starter, I have put together the following suggestions:

- Keep in contact with older members, ensure that they are included in social activities. Many of these members either no longer ride or do so rarely.

- Make both members and visitors welcome to our branch gatherings and rides.

- Treat members with respect. Remember, our Club is made up of a diverse group of people from many different walks of life, but we all have a passionate interest in motorcycles.

Unfortunately our expenses remain the same, so the unpopular topic of fee increases is an option that needs to be considered. So far this year we have been able to reduce our operating expenses slightly, a continuation of the trend from last year, but unfortunately this is not keeping pace with the loss of revenue.

We could all think about reducing the cost of producing and mailing out of our Riding On magazine. The easiest way to do this is to opt for an electronic version, and I strongly recommend this to those members who have several magazines delivered to the same household. To date, we have only had 536 members take up this option, or 2.7% of our membership. If we were able to double this, it would deliver a saving in Riding On costs in the order of $5,000.00 per annum.

Maybe you could also assist in helping boost the advertising income for the Riding On magazine by advising the Club of any members or businesses that may want to advertise in the magazine. This is a captive audience of about 20,000 members, all with the same interests and passions about motorcycling. What an opportunity!

There are still a few branches that have not completed their Financial Returns for the 2014 year. Many thanks to the Branch Treasurers for their efforts and diligence in getting this task done.

A reminder to those members going to the AGM in Launceston: Please complete your registrations as soon as you can. There is a great early registration prize on offer, and also this enables the Club to do the final planning and commemorative merchandise ordering for the event. Wow! Just over 6 months to go. Where has the time gone?

Keep warm; keep safe, and enjoy the social life of the Club as well as the rides.

Mike Abberfield
#8158
National Treasurer

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INTERNATIONAL LIAISON REPORT

The last couple of months have been interesting internationally. From South Africa came the news of the 11th Annual Whale Rally held at Hartenbos / Mossel Bay with over 1000 attendees. Funds raised at the rally are used to assist local charities and animal welfare organisations. There were numerous competitions held during the rally, including Miss Whale Rally, Best Bike and beer drinking, amongst others. The rally is organised by the Garden Route Branch of Ulysses Club South Africa and members from various South African branches attended to make it a successful event. In the UK, the Ulysses Club Great Britain had their AGM in June, which went off quite successfully. Their calendar seems quite full with activities including the upcoming European Gathering in France in September. The biggest news this quarter was that the establishment of Ulysses Club France was ratified at the NatCom meeting in Launceston on June 27th. A formal letter of approval has been sent to the president of the new club, with our congratulations. The timing has worked out well as they will now be able to participate in the European gathering as a fully-fledged Ulysses Club. On the German front, all is going well with continuing rides and social gatherings. Ulysses Club Thailand is celebrating their first year of operation with their first AGM on the 18th of August 2015. The Ulysses Club of Thailand is a very active group with rides on nearly a weekly basis and playing host to overseas visitors regularly.

Henry Rokx
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PURCHASING OFFICER REPORT

It's been a busy winter. Our diligent National Administration Manager, Amy Fitzpatrick, and I have been busy discussing stock and stock levels; what is not selling more so than what is. Some merchandise, although useful, is not popular and will be discontinued. Amy has done a sterling job identifying what is fast becoming (or already is) redundant stock, including old AGM merchandise, which is sitting around gathering dust and which will be to be offered to members at heavily discounted prices. This will help towards our aim of reducing the overall value of stock sitting in the warehouse, which will in turn help our balance sheet.

We are still sourcing popular and regular items for the Gear Shop and will try to keep enough stock on hand for members. Some members may have been experiencing frustration with items on back-order and we hope to address this problem as soon as possible. So… Members waiting for anything, we ask for your continued patience. It's a problem that is out of the control of the National Administration Office staff. At times there are delays in the supply chain from manufacturers through to suppliers. With most of our products being sourced in China, there are inevitable delays, such as changes to minimum order quantities or shortages of raw materials. We could try to find more local suppliers, but that in turn leads to other problems. One is that there are very few (if any) local suppliers and manufacturers that don't rely on supply from China or elsewhere. With local supply, the prices can be higher; in some cases higher than our current selling prices. So, the question is - do we persist with what is sometimes unreliable supply from overseas, or do we go local and put up prices accordingly? We always aim to maintain value for money for members, so bear with us as we plough on and do our best.
For those coming to the 2016 AGM in Launceston, please register and order your merchandise as soon as possible, before the cut-off date of 30 November 2015. This will avoid the over-ordering that has plagued previous AGMs and left us with excess stock on hand. Merchandise orders for the AGM at Wodonga were much more controlled and we did not end up with large quantities of left over AGM merchandise.

In the near future there will be a few new products coming through, but for now I won't spoil the surprise. We may keep that for the Summer Issue of Riding On.

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COMMITTEE REPORT

With our Club year in full swing, all eyes and attention now turn to our next Ulysses Club AGM Event in Launceston Tasmania in March 2016. Most motorcyclists know that Tasmania was invented by God, just for motorcyclists. It is certainly a great place to tour and even better on a bike.

Motorcycle Liaison

Our last AGM Event and Motorcycle Expo at Wodonga was very well supported by the mainstream Manufacturers and Traders. It is to be hoped that we can again enjoy a similar level of support from them. Facilities at Launceston for Bike display and Test Rides are second to none. The "Round House" exhibition area is a permanent structure, thereby saving Manufacturers the expense of hiring marquees, etc. Additionally, it is surrounded by a very large area of hardstand for extra display space. All Manufacturers have been supplied with an AGM Event Prospectus Presentation Folder in hard copy and electronic form, consisting of a detailed Information Pack and Registration Kit. My on-going liaison with each of them is showing encouraging signs for their involvement in 2016.

MAOTY

MAOTY 2015 invitations / applications have been sent to all TAFE Colleges throughout Australia to ensure that all eligible and suitable motorcycle apprentice candidates have an opportunity to win the prestigious MAOTY award. We are keen to ensure that we attract as many quality applicants as possible. It is very pleasing to note that 2007 winner of the National MAOTY Award – Grant Beale from S.A. – has now turned 40 and has applied for membership of Ulysses Club; citing that he wants to "give back to the Club that gave him so much". Welcome to Ulysses Club Grant.

Sponsorship

We currently have Honda, QBE and Supercheap Auto as key sponsors of our Club. Negotiations continue to secure additional sponsorship for our Club and to benefit members. A major prize sponsor for "Early Bird" Registrations for our AGM Event in Launceston 2016 has now been obtained, with Malaysian Motorcycle Getaways providing a fully paid motorcycle tour of Malaysia - including the Malaysian Moto GP in October 2016 . Members' registrations received prior to Nov 15th 2015, will be eligible to go into the draw for this very significant and sought-after prize, valued at in excess of $3500-00. Details in the Spring edition of Riding On.

Our Grand Parade at the Launceston AGM Event will be proudly sponsored by Polaris Industries – manufacturers of Victory and Indian Motorcycles. It is envisaged that Polaris will be with us for some time under this sponsorship arrangement.

Sponsorship of our Ulysses Club Information Packs has been obtained from Maurice Blackburn Lawyers. These Info Packs are vital to the success of our Ulysses Club promotions at Moto Expos, etc.

Motorcycle Expos

Expos are now the responsibility of NatCom colleague, John Osborne, but I have ensured our Club's involvement in a key event hosted by two municipal shires just northwest of Melbourne on 5th September. A multi-branch participation is planned, giving us a great opportunity to again showcase the benefits of Ulysses Club membership. We will also be promoting the Traditional Melbourne Toy Run on Dec 20th; always strongly supported by Ulysses Club members. There is every chance that this Toy Run will set a new Guinness Record for the largest Motorcycle Toy Run… Ever!!!

Test Rides and Reports

This Spring edition of Riding On features a terrific report from Gary MacDonald from Canberra Branch – one of our selected Test Rider /Reporters. Gary's report is on the new Indian Roadmaster. With many exciting new models entering the Australian Market, you will be pleased to know that we have Test Ride / Reports scheduled for the new Harley 500 (a LAMS approved "little" Harley), Aprilia Caponord 1200, Spider F3, Honda Africa Twin, along with models from Ducati, BMW and Suzuki to mention just a few.

Peter Baulch
#27672
National Committee

ULYSSES CLUB INC.

NATIONAL ANNUAL GENERAL MEETING 2016

Nominations for positions on the National Committee for 2016 must be received by the National Secretary by November 30, 2015.

Nominations should be addressed to the National Secretary and sent to: **Ulysses Club Inc. National Administration Office**

PO Box 3242 NARELLAN, NSW 2567

Please note that all nominations must be in writing and need to be signed by the Proposer, Seconder and Nominee, who must all be financial members of the Ulysses Club Inc.

The Nomination Form is on the website and available from the National Secretary.

Mark Seja
National Secretary, Ulysses Club Inc.

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ULYSSES CLUB MEMBERS AWARDED AUSTRALIAN BRAVERY DECORATION.

We are pleased to confirm the announcement from Government House, Canberra, on Wednesday 19th August 2015, from the office of the Governor- General that Australian Bravery Decorations have been awarded to two of our fellow club members from the Whittlesea branch in Victoria.

The awards were made to Mr Robert Starbuck and Mr Alan Milner for their actions at the scene of a major road accident involving the roll-over of a fully loaded log truck at Ensay, a small township on the Omeo highway. The injured driver of the truck was trapped in the smoking cab, the engine was running and oil was pumping from a ruptured hose onto the ground. Without hesitation, Robert ran to the truck, assessed that the driver was trapped and immediately smashed the windscreen and climbed into the cab.

After turning off the ignition key, and releasing the driver's seat belt, Robert was assisted by Alan climbing into the cab to help remove the injured and 120+ kg driver from the wreck. Needless to say that during their time spent in the cab of the truck releasing the driver and removing him from the wreck, the environment was full of smoke, sparking wires broken glass and the strong smell of diesel oil, and the potential instability of the overturned truck and log load on the highway verge near the river.

After removal, they walked the driver to a position of safety where first aid was provided while waiting for emergency services.

We are immensely proud of the selfless actions of our mates for a stranger, and feel privileged to ride in there company. Congratulations to you both from all Ulyssians.

August 2015.I.R.

TELEMACHUS AWARD FOR DES MAY.

At the Wollondilly Wanderers meeting on the 16th June, 3015, The President Steve Mackie presented Des May with the Telemachus Award.

Des, Ulysses No. 600 is one of the founding Members of the Wolly's Branch. In his early motorcycle riding days, he was involved in an accident that resulted in the loss of his left arm, this did not dampen his enthusiasm for motorcycle riding and since that time he has remained dedicated to motorcycling where most people would have directed their interests elsewhere. He has ridden various motorcycles that have been modified to accommodate his necessary style of riding.

During his association with this Branch, he has been both an organizer and participant in various rides and activities. In February of each year Des organizes a ride known as 'The Des May Annual Snowy Ride' that involves an intense tour of New South Wales and Eastern Victoria over a period of four to six days.

He is regarded as a member who can be relied upon, he has a vast knowledge and lots of stories that he readily shares, he is actively involved in Branch matters and is an accomplished Ride Leader with a wealth of experience.

Des is also connected with M.A.R.I. and is available to offer his advice to unfortunate motorcyclists in need of his counsel. He is well known to a lot of older Ulysses Members and has attended nearly all AGM's and has been a volunteer at quite a few recently.

Wooly members appreciate his contribution and commitment to this Branch, his enthusiasm and behavior reflect very favorably on the Ulysses Club as a whole.

K. J. Rooke,

Secretary

LETTERS TO THE EDITOR

Dear Editor,

I was riding in the western suburbs of Sydney recently and had three occasions when drivers tried to intimidate me while I was filtering. One in particular, a bloke in a green Falcon ute, absolutely floored his ute while trying to push me sideways off the road. How do we address the fact that many drivers seem unaware that filtering is legal, and that it has been introduced to help ALL drivers through improved traffic flow?

My suggestion is that the Club should introduce lightweight "one size fits all" cotton vests (to be worn over usual jacket etc) with text on the back that reads something like:

"MOTORCYCLE FILTERING IS NOW LEGAL IN THIS STATE"

It could also bear the Old Man logo, and so promote the Club at the same time. I for one would pay (say) $20 for one, and wear it most of the time until drivers got the message... And it could be done at NO COST or RISK to the Club if the vests were advertised in Riding On for members to pre-order before production took place... That way it'd be cash up front and no redundant stock.

John 'JohnnnnyB' Bryant
#813

Hi John

Thanks for the Idea, I will pass it on to the brains trust for consideration as it is way above my pay grade. In terms of belligerent drivers, I personally find that an adjustment to their mirror usually does the trick for me, but then again I am 6 foot tall and 130 kilos so I may have a scare factor advantage. As such I need to be clear that I am not suggesting anyone else should do any mirror adjusting or removal ,... I like the singlet or vest idea... ED

Cruzeing Vietnam

Having seen the advertisement for a motorcycle tour of Vietnam in Riding On, my wife Elaine and I booked a tour for last May to June 2015. The tours with "Slow Cruze Tours" run by Colin and Sue Leahy. We flew into Saigon / Ho Chi Min city and met the other tour participants. They were all friendly and we soon developed into a great group.

Whilst the motor bikes were small in engine size they were big on fun and reliability. My wife rode pillion and the bike was very capable to accommodate us both. We had a fantastic time travelling the length of Vietnam from the south all the way north to the Chinese border.

We travelled in a National Park where the road had some 22 bends for every kilometre. The road went for 200 odd ks and was a motorcyclist's dream to ride.

This tour gave us a true taste of Vietnam as we travelled well off the tourist track. The scenery, sights, sounds and smells of Vietnam has to be experienced to be believed.

There was a leader, tail end sweep, two mechanics and back up vehicle to carry our bags.

The tour was well organised and professionally run by Colin and Sue. We can recommend this tour to anyone wishing to tour Vietnam.

Keep Riding.

John Schell
#24472

Thanks for making me insanely jealous this is on my bucket list to do ... oh well hopefully one day I will get to enjoy it as much you did... Ed

Thank you Ulysses

Back in 1985, at a time when some of my associates were telling me that it was about time I grew up and stopped riding motorbikes, I heard that there was a gathering to be held at Tumut by a "Ulysses Club" for people over 40.

So I went on my old 550 Yamaha, wearing an ex-army greatcoat, open-face helmet, a pair of longjohns, jeans, inadequate gloves, desert boots and a mischievous grin on my face.

After being initially surprised to find many who were "even older", I was made very welcome and had an enlightening and unforgettable weekend. This renewed my interest in bikes, and eventually worked my way up to a string of BMW's. It was also the beginning of many more years of great times on club outings. Observing the evolution of bikes, biking in general and the advances in technology has been a blast. (Scornful laughter in the mid-nineties when some members started turning up with those new-fangled mobile phones!) Went to about a dozen AGM's and made some terrific friends who were always pleased to see me. Strangely enough, they usually seemed more pleased to see me when my wife Denise (red leathers) came with me too!

Sadly, recent health events have caused me to relinquish my beloved BMWK75RT, and my bike gear too so I won't be tempted! A great 40 years of bike-related fun. No regrets. (Other than not having enough $ to join at the Tumut gathering, when I could have had a number in the 70's!)

It's been fantastic to see the way the club has grown, and I certainly hope that the original concepts of the club always remain relevant.

Travelling by car in future, but constantly ready to have a chat with members when our paths cross on the road. Cheers.

Ross Warrick
Member #415
Horsham Victoria

Hi Ed,

My name is Rukishana membership no 62194
I have a PASSION FOR RIDING
My motto is Born to Ride
My pleasure and passion in life is riding a motor bike
My first bike was a Jawa in India.

In spite of family pressure of not riding a motor bike in Australia due to dangerous highways, I listened to my heart and bought my first motorbike in Australia Honda CB 250.

That was a start and it has been very hard to stop. I currently have a BMW, Harley, Suzuki, Triumph and latest addition is Honda. Triumph is for my daily riding to work which I enjoy most because of its name and comfortable riding.

These bikes will be with me forever as I will never sell them, I treasure everyone of them.

OK...thanks Rukishana I love your passion, I....umm.... wonder if your going to buy one of those new made in India Harleys...

Ed

Photo To The Right Submitted By Rukishana.

SPRING 2015

PROJECT GOLDFINGER

What the Whittlesea crew will do to ensure Project GoldFinger is a success. The photo proves this, putting on a High Tea at the Hurstbridge Bowling Club and having a cup of Twinning's to raise funds. The funds are for the refurbishment of Old #1's bike for the Tasmanian AGM UCARF raffle. Not only did they pour tea and put on an amazing spread of scones, sausage rolls, sponges etc they got into some competitive games of tea bag tossing, naming the unusual items and who was wearing the most unusual hat. What a great fun bunch to be associated with.

UCARF
ULYSSES CLUB ARTHRITIS RESEARCH FUND

The Jo Dearnley Memorial Award for 2014 was won by Bunbury Branch and the Good Joint Award was won by Lockyer Branch. The branch donations were $7,000.00 and $5,000.00 respectively for the year. Both branches deserve very high praise for their most impressive efforts.

Approximately one third of all Ulysses Club branches raised funds for UCARF during 2014. As the Coordinator, I am humbled by the generosity of the participating branches, who are keeping the dream alive.

Realising the need for some arthritis research visual display material for promotional purposes, I began the creation of two UCARF-specific banners. This process included sketch designs, photographic sessions at Monash University and the sourcing of existing photographs, professional artwork design and the final manufacture. I managed to have the two UCARF banners manufactured and delivered just prior to the AGM at Wodonga. I am extremely grateful to Nepean Branch member Peter Kurczewski , Managing Director of PC Signage Group, for the production and donation of the two quality fold up banners. I would like to thank Amy Scambary for designing the impressive graphics, NatCom member Henry Rokx for his assistance with the Monash University photo shoot, and other NatCom members for their supporting suggestions/ideas. I was able to utilise the banners at the AGM in Wodonga by seizing an opportunity of a vacated cubicle in the Traders' Pavilion and organising the raffle ticket sellers to relocate with the banners as a background. The banners were also on display at the back of the stage during the evening dinners.

The National Committee recently endorsed my recommendation of a proposed two year continuation of our 50% sponsorship of rheumatoid arthritis researcher Dr Sarah Jones from Monash University. Sarah and her research partner, Jim, were special guests of the club at the recent AGM in Wodonga. One of the requirements of our financial support is an annual report (in layman's terms) that is published in our journal. I trust members took the time to read Dr Sarah Jones's annual report 2014 in the Winter edition of Riding On?

Dr Sarah Jones sent the following message by email shortly after the AGM –

Dear Kim, and everyone else we were lucky to meet last weekend,

Thanks so much for the invitation to join the Ulysses Club AGM in Wodonga; Jim and I had a great time. We felt very well looked after. We had a fantastic time at the parade and we met many delightful people.

Thank you as well for your incredible efforts in raising money for our arthritis research. It enables us to do work we hope will directly benefit arthritis sufferers.

Best wishes and I hope you can all take a break now after the AGM is finished for another year.

The club has since received a further research funding proposal for Dr Helena Liang of the Sutton Laboratory at the Institute of Bone and Joint Research. As the UCARF Coordinator, I recommended and forwarded this proposal to NatCom for their consideration and possible approval at a recent meeting. I am pleased to report that the sponsorship has been approved for a period of six months.

Unfortunately at this stage, our limited UCARF funds have not allowed an extension of this time frame.

I have asked NatCom to consider the endorsement and introduction of a UCARF-specific "Appreciation Certificate" to further recognise and encourage UCARF donations.

Thank you all branches and individual members who sold and/or purchased tickets for the National Biennial Raffle. The winners were as follows –

First Prize – Honda VT750 Motorcycle, Irene Musgrave, Derwent Park, Tasmania.

Second Prize - $3,000.00, Monique Kusse, Tuncurry, NSW.

Third Prize - $1,000.00, D. Hill, West Pennant Hills, NSW.

Whittlesea Branch and their "Project Gold Finger" are doing a marvellous job in preparation for the raffle of the Stephen Dearnley pre-owned M.Z. Skorpion Traveller 660c.c. motorcycle, which will be drawn at the 2016 AGM in Launceston, Tasmania. Please seek out further details in the "Gold Finger Report" in each edition of Riding On and consider your support for this great initiative for a great cause.

UCARF was the beneficiary of another initiative, which occurred at the most recent AGM in Wodonga, thanks to the management of BMW Motorcycles. They charged a $10.00 fee for all test rides of their bikes, with all proceeds going to both the "Black Dog Ride" organisation and UCARF in a 50/50 split. This resulted in an $800.00 windfall for UCARF. Special mention should be made of the support of Bronwyn Slagter, Marketing Manager, BMW Motorcycles and Black Dog Ride/ Ulysses club member Steve Andrews.

We wish to acknowledge and sincerely thank the following branches and groups for their donations received since the last published list in the autumn edition of Riding On. As at 31/03/2015 and in no particular order –

Tom Newman $100.00, Vintage Motorcycle Club of Australia /Lithgow and Districts Branch $200.00, Central Coast Riders Branch $140.00, Geraldton Branch $50.00, Central Victoria Branch $1,000.00, Sydney Mid-Week Riders $437.00, Lockyer Branch $8,147.01, Newcastle Lower Hunter Branch $683.00, MIA Branch $478.00, Port Macquarie Mid North Coast Branch $1,000.00, Shearwaters Branch $1,500.00, Northern Rivers Branch $278.56, Tamar Tourers Branch $200.00, Westgate Wanderers Branch $200.00, Mandurah - Murray Branch $100.00, Bunbury Branch $3,000.00, North West Coast Branch $500.00, BMW Test Rides 2015 AGM, Yarra Ranges Branch $1,00.00, Fraser Coast Branch $1,500.00, Combined Victorian Branches (Iron Man Event) – Melbourne, Central Victoria, Mornington Wanderers, Shearwaters, Two Bays, and Yarra Ranges $1,897.50, Hills Branch $317.00, Macarthur Branch $500.00, Lithgow and Districts Branch $500.00, Sydney Mid-Week Riders $501.00, Lower Murray Branch $300.00, Northern Beaches Branch $800.00, Canberra Branch $1,000.00, Echuca Branch $1,000.00, Bairnsdale and Districts Branch $300.00, David Scott $250.00, Coffs Coast Branch $889.59, Coffs Coast Branch $421.88, Member donation $125.00, Redlands Branch $750.00, Anne Street $200.00, Tamworth and Districts Branch $150.00, Woy Woy Peninsular Branch $200.00, Gatton Branch $331.93.

The Central Victoria Branch donation was a result of surplus made on their successful Golden Valley Rally. The Geraldton Branch fund was raised by one of their members Gary Cripps who made a BBQ m/c trailer for the use of members who in turn contributed to the running costs. The Bunbury Branch donation was a total of a variety of fund raising activities and the Redlands Branch donation was attributed to their Cartwheel Ride. Members may wish to keep a lookout in Riding On for a delightful human interest story from the Woy Woy Peninsular Branch on their fund raising.

Kim Kennerson.
UCARF Coordinator.
#6929, L.M. 14.

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For this issue we feature reports from New South Wales and Queensland, as prepared by the state coordinators.

FROM NEW SOUTH WALES

Of Matters Historical, Motorcycle Speaking – By Phil Whitton

"G'day. The Ulysses office gave me your number. I've got this old bike in the shed I've had for years and I'd like to join the Ulysses and get it registered. How do I do it?.

And so opens another request for Conditional Registration and the return to riding on what was the pride and joy of another member.

Currently the NSW system requires an inspection (a Pink Slip) and the completion of the Application Form (RMS Form 1259) and the Declaration forms (RMS Form 1246) being stamped by the Registrar or Delegated Officer. Whilst the usage is restricted to Calendar Runs, Invited runs, special usage by request and service or maintenance runs to a "reasonable distance", being a Ulysses member there are Branch rides almost every day, depending, of course, on the location. As the bikes are considered unregistered, the Conditional Registration is the permit to use the bike which requires the owner to advise their Ride Captain, or Registrar, to log the ride and registration in the Day Book. (Usually by SMS or a phone call). With today's smart phone technology, the ride calendar can be kept on the phone, or if this fails, a printed copy must be carried. Recently, a rider from another club had an accident and, as the ride had not been logged, he was charged with using an unregistered vehicle. That was after he was released from hospital. His insurance was also waived.

To date NSW has 150 bikes on the Register ranging from a Honda C100 through to a CBX Honda, WLA Harleys, Nortons and everything "between". I have clocked just over 100,000kms on my bike in the last 3 years, travelling the better part of NSW, meeting owners and checking their machinery. Some well restored and beautiful; some still "everyday" riders, and some that have needs. The slow aging of rubbers, tyres, cables and other parts is readily evident. Burt Munro's tyres must still be in production and Lord Lucas is still running the company, or so it seems. With the assistance of the RMS, an inspection form (RMS 1504) was developed, which is the accepted Ulysses pink slip, giving consideration for the age of the bike.

With the growing interest in café racers and modified bikes, a new category is being considered in Macquarie Street for "modified" vehicles having an M suffix on the plate. This is yet to be legislated, but currently there is no change to the Conditional classification for bikes. Allowances for modifications still rests with the Club so long as the major components are "of the period". This allows those bikes popular at the end to the British Era of NVT production to be considered.

Modifications for safety are allowed: e.g. magneto in place of acetylene, radial rubber in place of cross ply, LEDs for incandescent etc.

Within NSW, being such a large area, there are four delegated inspectors covering their geographical location and providing the Registrar up to date details of registrations. Expressions of interest from Branches interested in providing the inspections service would be welcome.

For further information contact:

NSW: Phil Whittton whittons@ozemail.com.au
0404 322 139 (Email for the package).

Phil Whitton #3437

AND FROM QUEENSLAND

We have now got a total of 8 bikes on the concessional scheme in Queensland. Since the AGM in Wodonga, I have inspected 3 bikes from a 6 cylinder CBX 1000 to a Z650. As well and a 1964 BMW.

All nice bikes.
Ross Atkinson (Bones) #57470

Pictures from NSW

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Ted Richards #381
Member since 1986

I read about the Ulysses Club in Bike Australia in about 1984 and in late '85 or early '86 went to the monthly meeting at Auburn RSL in Sydney and joined up, number 381. I had just turned 43 and threw myself into whatever rides were available from the greater Sydney area. Instantly I had a new bunch of like-minded mates!

In those days the newsletter was a roneoed sheet (remember them!) and a full membership list was available printed on a few sheets, so a mate (Ted Drew from Hong Kong) and I worked out a circuitous ride from Sydney to Cairns and wrote letters to as many members from the list along the route we could find. We left in May '86 and did we have a ball! I was on a 1980 Suzuki 750GSX, he on a Yamaha XJ900.

The following year we organised a similar trip to Darwin via Mt Isa, returning via Port Augusta to the 1987 AGM at Narrandera. Tom Dudley organised the event and he didn't accept my application for the longest ride award!

At the meeting Stephen Dearnley stood down as President and Tom was elected as President. I had changed to a BMW K100RS by then, bought second hand 10 months old for $5000. That was the start of 20 years of K bikes.

At this stage Colleeen decided she would become a pillion and together we went on many rides and adventures in Australia and abroad. She made an exception to going to race meetings at Phillip Island though!

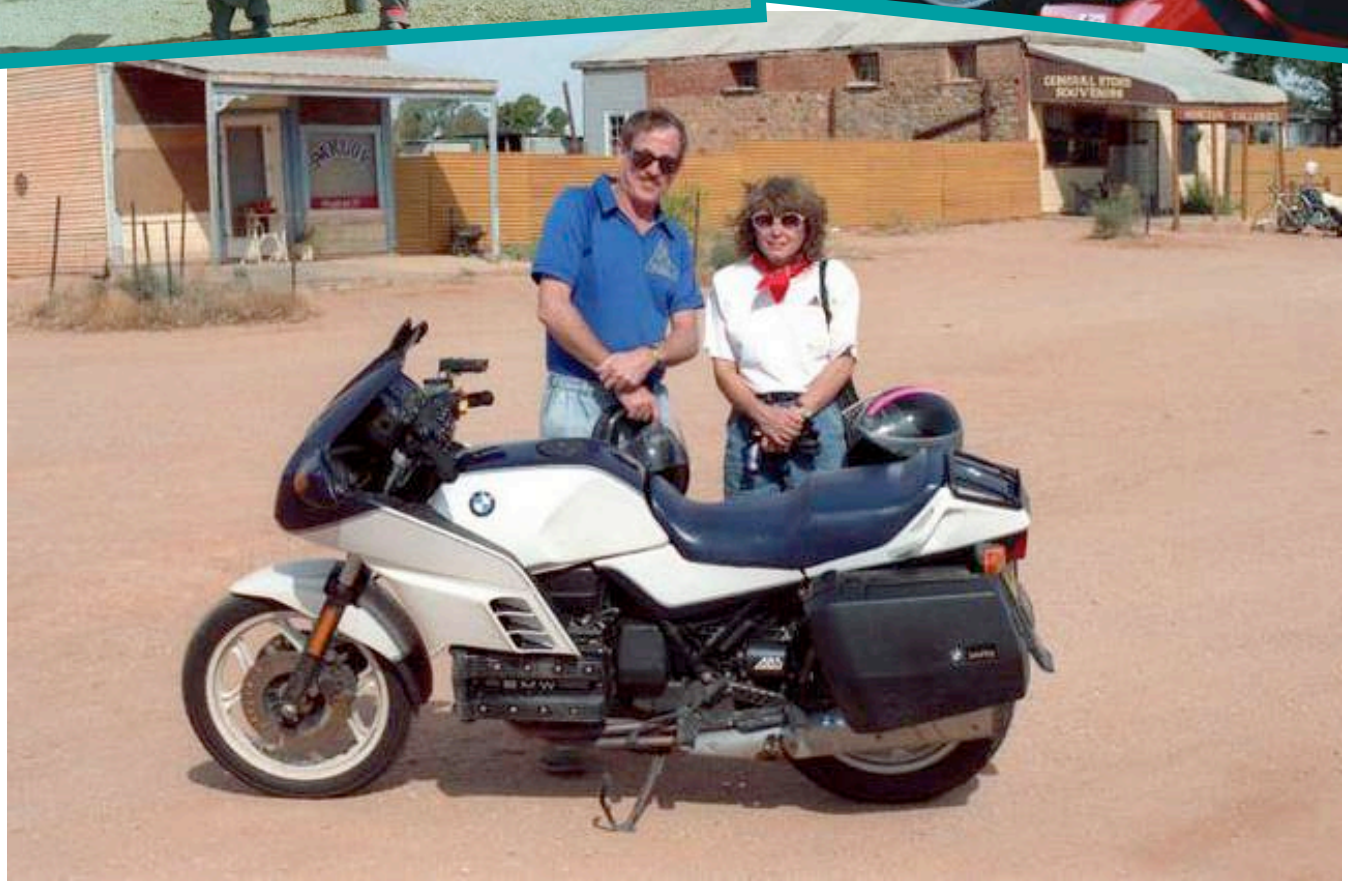
In 1994 at the Alice Springs AGM, Tom stood down as President and Geoff Mayfield took over. Later in the year the incumbent NatCom Treasurer stood down and Geoff asked me to join NatCom in that role. Meanwhile Cam McDonald wanted to leave and at the 1995 AGM I was elected in his place as NatCom Secretary.

Don Morgan was elected Treasurer and set about modernising the accounting system. The mid-90s saw NatCom develop from a Sydney based membership to include members from over Australia.

At the end of 1997 Colleen and I decided we would move to the UK for a while and Brian Hopkins took over as Secretary.

We moved back home at the end of 1998 and settled in Summerland Point on Lake Macquarie, south of Newcastle. I'm pretty much branchless as it's about an eighty km round trip to any of the nearest branches, but I still ride occasionally with the Northern Beaches Thursday Riders when they're headed up this way. I have an interest in older bikes now and ride with the Central Coast Vintage Motorcycle Club. My modern (?) bike is a 1998 Honda Africa Twin which I bought new in England and have ridden pretty much all over eastern and western Europe.

Ted Richards



New Member Profile - Jack Lewin Welcome

Grant Beale #65397

Q: What have you been doing since you finished the motorcycle apprenticeship?

A: Since finishing my apprenticeship I've been working hard on getting my own business off the ground (Bike Tune in SA). I have specialized my skills in working with motorcycle suspension tuning, servicing and upgrading. I did this as being a former motocross racer and rider in general myself. I always found that my motorcycles wouldn't quite handle as good as I needed them to in some cases, even though stock motorcycles do handle very well, they are engineered for a general type of rider and through tuning the suspension made a big difference in the handling, safety and fun factor of the ride for me. This I wanted to share with others so they didn't have to struggle with their ride and also put a smile on their faces as the fun factor and safety improved.

Q: Why did you join the club?

A: My partner Andrea(#65419) whom has just joined also and I(#65397) joined the Ulysses club for two main reasons. The first important reason is so we can get out riding and socializing with people whom also enjoy their motorcycling and the Ulysses club is just that. The second reason is that the support the club showed me in 2008 as MAOTY was overwhelming and I'd like to give back and support the club where I can.

Q: What are you most looking forward to as a member?

A: As new members, my partner and I are most looking forward to the socializing, riding, gatherings and adventures, the club has to offer.

Q: What do you ride?

I'm currently riding a Suzuki Bandit GSF1250S, but there will be more to come that's for sure. I'm liking the whole adventure riding and camping idea, so we'll see what the future brings.

Q: What is or was your favourite bike?

A: Now that's a tough question. There's so many, but as it stands at the moment I'm going to say my GSF1250S Bandit and a close second was the Aprilia RS125 which I received as the winner of the 2008 MAOTY. Unfortunately I had to sell that one to get the business going. I wish I could have kept it as it had great sentimental value.

Q: Do you have a favourite "get away from it all" ride route? Can you share it?

A: Well being close to the Adelaide foothills we've got plenty of choices for a quick get away from it all ride (when I should be working LOL). Adelaide has some great riding roads. Gorge Rd is probably the most known but there are many others it just pays to be a bit adventurous and turn right instead of left and see where it goes. I've found some great rides that way. I also follow the State Off Road Enduro racing and Motocross scene around a bit and by doing so have found great roads I never knew existed.

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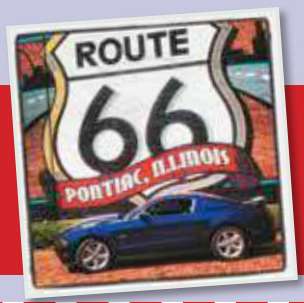

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BY ALYN VINCENT

HARLEY TEST

Hi my name is Alyn Vincent, I have been riding since 1969 and except for a couple of years in the 1980s there has always been at least one bike in my shed. I have a small collection of old and modern bikes and enjoy riding all of them. I am a part time motorcycle riding instructor in NSW teaching the Pre-Learner course and then testing students for their Provisional licence.

This is my first road test for Riding On and I put my hand up for the Harley because I thought it may be "interesting". This is the first new small bike from the Harley Davidson Company since the days of the AMC ownership and it is obvious what the company's intentions were when it was designed; get the new riders (old or young) hooked on the Harley entry model then keep them as they progress up the range. What they may, or may not have envisaged was that it also appeals to the female rider who probably won't move up the ladder to the big V twins.

FIRST IMPRESSIONS

There are a lot of middleweight V twins out there for learners or those who don't want to invest too much money on a leisure activity. This bike just says HARLEY and will never be mistaken for anything else. But, you say, it is not a real Harley because it is made in India! However it was designed in the USA, the specifications were laid down in the USA and the new; purpose built factory was designed by Americans. It has been built to a specific budget or price point so there are some areas that would be deemed poor on a $30,000 bike but not on a $10,000 one.

Once you accept that premise it should not be a problem. It would be interesting to compare the American built machine and the Indian one. The Harley Street was launched last year and released in February this year; this allowed for people to forward order and six months of production was sold out before release. At this point I should say that I have never ridden a Harley before this test so I have no preconceived ideas.

FIRST TEST

After familiarising myself with the controls (indicators, kill switch etc) and adjusting the mirrors, I headed for the test range: the place with all the cones set out for those wanting a motorcycle licence or transferring from an interstate or international licence. I thought this would give me an idea on the maneuverability, brakes and balance. I put it through the test without a dry run and scored zero points, as an instructor is expected to do. But I was struck by the ease of the cone weave and U turn compared to most other 500cc road bikes. It is such an easy bike to ride at low speed I actually scraped the foot pegs while making the U turn. It is a warning to the rider that clearance is not the bike's strong point. The braking was really quite good and from a mere 30Km/h it stopped within the distance allocated for a speed of

22 km/h. I think the size and profile of the tyres help here as the brakes themselves are quite basic. I am 182 cm tall and weigh 80Kg in bike gear; the "triangle" of handlebars, seat and foot pegs are at the extreme end of what I would consider comfortable. If my legs were any longer I would feel as if my knees were being pushed too high.

THE RIDE

My first ride consisted of 100 Km of urban and suburban roads. I thought the mirrors were barely adequate and spent more time looking over my shoulder than normal when changing lanes. Gear changes were positive but a bit clunky, especially the lower ratios. I experienced no false neutrals and the clutch is light and progressive, however the reach is quite long and people with small hands may struggle a bit. There are plenty of cranked or adjustable levers available for not much money though. Third and fourth gears are excellent for speeds from 30Km/h all the way up to 90Km/h; for a 500 the bike has reasonable torque. No power figure is quoted by Harley Davidson but it can be assumed to be around 30Kw assuming the 40Nm is accurate and the engine revs to somewhere about 7,500 RPM. I found hill starts required a firm right foot on the rear brake pedal otherwise there would be a gradual slide backwards. Remembering the bike only had 75Km on the odometer when I picked it up, it may be the pads just need to be worn in a bit. On smooth road the suspension is fine but the rear gets quite choppy on broken surfaces, the forks are much more compliant. There are no adjustments for front suspension and only pre-load adjustment for the rear.

On the highway the bike had no trouble at all maintaining 100-110 Km/h and the little headlight cowl does a good job deflecting the wind over the rider. There is virtually no vibration through the 'pegs or handlebars and the mirrors remained clear. Throttle response is excellent and rolling on at 100Km/h in sixth gear will easily put you over the 120 mark.

My second ride started in strong winds but the bike remained stable and had no trouble dealing with a head wind. Even a larger rider with luggage probably would have no effect on the engine's pulling power as it feels very willing. Remember the engine is basically a scaled down version of the V-Rod with single OHC and four valve heads and fuel injection. I turned off the highway into the Royal National Park South of Sydney. There was a hint of rain in the air so I just cruised along using mainly fourth gear. Some of the 45km/h curves were quite bumpy and the rear did not cope too well; if I bought a Street 500 I would ditch the standard shocks immediately. Trying more for smoothness than speed I really enjoyed this ride and the saddle is one reason; I call it a Goldilocks saddle, neither too hard nor too soft. The rain set in hard but the Michelin tyres (with Harley branded on) were well up to maintaining a steady rhythm through the bends. I stopped for a bite to eat then rode into the city to give the bike its final test. By planning ahead it is possible to minimise stops and feather second gear to keep the momentum going. The balance of the bike, light clutch action and throttle response make lane filtering a piece of cake. The bike had done almost all I had asked of it and so I returned it, very dirty, to Fraser Motorcycles in Fairy Meadow.

SUMMARY

This is so much more than a learner legal motorcycle. It is for anyone who wants or needs a low saddle height on a middleweight bike. It is for someone who due to age, medical/physical reasons needs a smaller and lighter machine. It is for someone who has a tight budget but wants a Harley. It is for the lady who wants to ride with the other ladies or her partner. It would make an excellent commuter bike like the venerable Honda CX500. Plenty of genuine Harley accessories specific to this model plus generic items mean you can personalise your machine just like a "real" Harley. A two year warranty with roadside assist should allay any worries about quality, especially as there is no tool kit supplied with the bike. There is also no centre stand, either standard or optional.

THANKS TO FRASER MOTORCYCLES OF FAIRY MEADOW FOR THE LOAN OF THE BIKE.

SLOW CRUISING IN VIETNAM

Reading through the latest "Riding On" one advertisement in particular caught my eye. For years now a ride through Vietnam has always been on the bucket list.

The main point of the advertisement that caught my eye was that this was a Slow Cruze Tour. So an email was sent and a quick response from Sue Leahy was received, outlining the tour.

That was it I was going, the itinerary was exactly what I was after, it included riding through the highlands and remote villages, seeing the country without the high tourist population, riding parts of the Ho Chi Minh trail and then down to the coast through 242 K's of winding concrete road with magnificent scenery, to the world heritage listed highlights of central Vietnam.

If you have never attempted this sort of tour as I have never done my advice is to give it a try, you will not be disappointed.

Colin Leahy is the tour leader and along with his business partner and guide "River" they make this a most rewarding experience. They both tend to your every question and need. The accommodation is a comfortable 3 star with ensuites for each rider, most breakfasts and lunches are included and unlimited cold water, a backup vehicle and mechanic travel with you also. There are lots of stops for photos and rests along the way making it a very enjoyable ride each day.

Colin and Sue are both Ulysses Club members and have been touring Vietnam since 1998. They only advertise to Ulysses Club members, so there is a certain amount of experience and ability amongst the riders, along with the Grow Old Disgracefully attitude, which makes each night very entertaining, with a cold beer and lots of laughter after the days ride.

So if you think you would like to have a different riding experience through Asia with great food, great people and great sights, go cruise the highlands and coast with Colin. It is an experience of a lifetime and something I will certainly never forget.

I would like to personally thank Sue, Colin and River for their care and attention to every detail. They can be contacted at : www.slowcruzetours.com or phone 02 649 35123

Geoff Williams # 17747
Victorian Scrutineer for the
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VIETNAM 2015/16

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Australian Ulysses Club Member Tour Guide.
(16 years experience travelling in Vietnam)
Vietnamese Tour Guide/ Interpreter.
Phone Colin Leahy - 02 64935123
email: slowcruzetours@aapt.net.au

I took a left turn into Elizabeth Street; it was the wrong turn. The street numbers were not easy to see but the view of Flinders Street Station made it clear. Melbourne plainly is not my home town but it is home for an outlet of two of Polaris's marques Indian and Victory. I was here to test ride an Indian Roadmaster for Ulysses, and hopefully to provide a suitable report for our esteemed magazine. It didn't appear to be off to a good start, especially at peak hour.

Several minutes later I was able to mount the kerb and park my well travelled BMW at the end of a queue of fine examples of Indians and Victories outside 554 Elizabeth Street. Twins rule OK I said to myself.

The premises lie between Elizabeth and Berkely St allowing sales to focus on Elizabeth St and servicing access at the rear. I stepped through the front doors into a very modern showroom, Victory to the left and Indian to the right. While both are very much from the American heritage, the Indians have a very definite retro feel. That's Retro with a capital R.

The shop however is from an up to the minute modern mould, stylish, with plenty of room to walk around each model on display with just the right amount of subdued lighting to show the machinery off to its best and at least two machines on rotating displays amongst the static displays. It was a veritable sea of paint and chrome. And around the walls posters and merchandise assist in immersion in the Indian lifestyle. If I can't afford the machine I can still buy the T shirt.

Not bad for a first impressions I thought, and after offers of coffee, we sorted the paperwork and headed out the back to view the Roadmaster. I was able to leave my machine in the shop's care. Another thing that pleased me was that in spite of my machine being of a very different marque and somewhat travel worn the staff were quite happy to look after it.

The Roadmaster was impressive. This example was the two tone Indian Motorcycle Red and Ivory cream, but is also available in single colours of Thunder black or Indian Motorcycle red.

The generous seating (saddle) for both rider and pillion was a tan (Desert Tan) which on the Indian looks surprisingly right. Like the handlebars, the seat is heated if you or your pillion feels the chill.

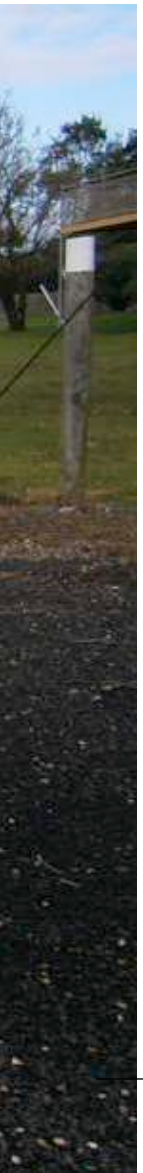
Luggage consisted of two solid saddlebags, a topbox and covered pockets in both sides of the handle bar fairing and the kneeguards. The handlebar fairing also carries the indicators, a decent headlight and two driving lights and the two front speakers of the sound system.

Indian ROADMASTER 2015 RIDE REPORT

Salesman John walked me through the main operational features and then how to use the special extras; adjustable screen, heated handgrips and seat, radio or mp3, instrument display and controls, luggage capacity and refuelling (only the right hand filler does the job).

Everything from the controls, paint, luggage, locks and overall finish spoke of solidity and luxury. Even the modern large "on" button on the tank console has been styled to fit with the retro style of the machine. The symbols used on the controls have a distinctive automotive style. The key fob allowed remote locking of ignition and luggage, something I've never had on my two wheelers, but which I quickly got very used to.

The handlebar controls had a great many options which meant that in some cases I had to reach across to span the innermost, but I noticed that the key items, horn, indicators and start button were the first ones ready to hand. The less used controls like the screen were the furthest in, and I found myself adapting more easily as time went by and familiarity settled in. An information display is placed on the centre to the console, nestled between speedo and tacho providing a number of "pages" of information ranging from projected fuel range, consumption and tyre pressures. There's plenty there for the techno junky.



The solid feel from all the components translated to weight – a significant number at 422kg wet and has to be taken seriously, yet as it is carried relatively low the weight feels and is quite manageable. The handlebars fell just so – ready to hand and at a useful almost neutral height. The seat height was just right for me (a short legged 5ft 8 inches).

So after some advice on directions out of Melbourne, I tottered off to put my master plan into place. My plan was to emulate what an Ulyssian such as myself would use a touring machine from any manufacturer for. Suspecting that a month long evaluation tour would get a knock back, I had asked for a (mid week) "weekend" away, and Indian agreed (perhaps I should have tried for that month). What it did mean was that I would have a better opportunity to get over the butterflies of riding a machine that wasn't my own and settle into a groove to evaluate and comment on a decent ride. It didn't take too long to settle in.

For a big machine the Roadmaster felt quite nimble off the lights aided perhaps by the upgraded slip-on mufflers. These were the only non-stock upgrade and gave a clear bark that carried a voice of authority; firm and clear without being offensive.

After only a short run through the city streets – I wasn't lost (I was still in Melbourne so I knew where I was) I experienced the first sign that there was a mysterious "Indian effect" at work. I had just settled in to the afternoon traffic heading out towards the expressway, when I found myself queued beside a tram. An attractive lady of Ulyssian age stepped down, and paused long enough to

declare "what a lovely motorcycle" before continuing on in the stream of pedestrians. I felt positively enhanced!

That "Indian effect" continued throughout the time I had the bike. As an ambassador for motorcycling the Roadmaster seemed to win hearts wherever "we" went. A free coffee at my midway stop, comments from pedestrians, neighbours crossing the road or heads over the fence, a nod from an oncoming Harley rider and thumbs up from a van driver at the fuel station. The Indian was noticed and I was getting the fun of riding it and bathing in the reflected glory as well!

One memorable smile was from a great grandmother of 84 years when she read the Indian logo. Her uncles rode motorcycles when she was a girl, and an Indian was one of those fondly remembered brands.

Back to the ride. One day was to be spent in exiting the city and getting well into the Victorian countryside, just as if I was off on a weekend away, something which I thought would show off the Roadmaster's strengths and weaknesses for the sort of riding a Ulyssian owner would do. The next day was to return from Sale in Gippsland, by a different route preferably using roads less travelled.

As it was the weather on first day turned less and less favourable the further from Melbourne I got. I took the M1 and then the A1 Motorway and freeway, cruising steadily into mist and then rain. It was a credit to the fairing and knee guards that I was comfortable enough

"The Roadmaster was perfectly at home on the long straight roads cruising effortlessly at the posted limit, and able to easily to stretch its long legs in comfort."

that I didn't need the heated handgrips or seat. The screen and knee guards offered excellent protection from the cold and rain, and for the ride up to Rosedale I was wearing my open face helmet and summer gloves.

The headlights lit the road well as I took the back road from Rosedale to Longford but I finally stopped to change from an open face to a full face helmet when my eyewear began to fog over. The 'fullface' had been sitting comfortably in the topbox with room to spare. Even so the fairing and screen ensured that I arrived home slightly dampened on the outside but still very comfortable and dry on the inside.

My good lady ushered me into the garage out of the rain for an enthusiastic inspection of machine and features. The pillion comfort of generous backrest, a heated seat and footboards was given the thumbs up of approval (and a bit more reflected glory did no harm). I unpacked the panniers and found the only rain that had got in was when I'd stopped to open the topbox for the backup helmet.

The next day, the weather lifted, starting overcast and cool. We filled the tank for the first time and then took a short ride two up out to Marley Point for the opportunity to try the Roadmaster with a pillion on quiet local roads. The seat is well formed for pillion comfort and the backrest houses a pair of rear speakers to round out the sound system. We tested the seat heating system and both gave it the thumbs up. I'd noted earlier that the Roadmaster's weight should be treated with respect so it was a strong positive that the extra weight of a pillion made little difference and the overall handling felt unaffected.

I dropped my pillion off home and headed back to Melbourne via the South Gippsland Highway. The A440 runs through the flat coastal country dairy country east of the Strzelecki Ranges. It's a lightly trafficked road mid-week and it's easy to divert to coastal communities such as nipping over to Port Albert for fish and chips.

Out on the long straight stretches I played around with the cruise control. It works a treat but could be considered superfluous as the "fly by wire" throttle feels very light. Indeed all of the controls felt comfortable and fell easily to hand. The dash display also kept me informed of fuel consumption and estimated range which were helpful without distracting from the ride.

The Roadmaster was perfectly at home on the long straight roads cruising effortlessly at the posted limit, and able to easily to stretch its long legs in comfort. The South Gipsland Highway offers a varied surface at times (polite words for "can be rough and potholed") and the Roadmaster was definitely up to the job. It would be easy to assume that the motorways and freeways would be the Roadmasters natural home, but it was unfazed with the twists and turns of the back roads. While it is not a sportsbike by any means, nevertheless a gentle handlebar pressure had us sweeping through the bends with increasing confidence. Not a piece of the undercarriage scraped throughout the trip, which isn't always the case for some naked big vtwin cruisers let alone those carrying a full luggage system.

The road eventually climbs into rolling hills to reach Leongatha and Korumburra for great views including a tempting one out to the distant hills of Wilsons Promontory.

Lunch was had, a little late but well worth it at Olive's at Loch. The Roadmaster's engine and transmission were completely unfazed by the hill country. The torque flowed through effortlessly and strongly from the lazy 1811cc pushrod motor. Thats 111 cubic inches in oldspeak, as proudly emblazoned on the airbox. Indian call this the Thunderstroke 111 engine and it is shared across the range of models excepting the Scout. There was little vibration, more a comfortable pulse, with most of the work done between 2000 and 3000 rpm which fits with the spec sheet which reports peak torque of 138.9nm at 3000rpm.

The power pours smoothly through a 6 speed transmission and is fed to the rear wheel via belt drive. It all works unobtrusively with little or no driveline snatch. If I hadn't looked I would not have known it was there; I like a driveline which is barely seen and not heard!

Getting back towards the outskirts of Melbourne suburbia I found myself in stop start traffic through roadworks. It was here that I felt a fair bit of heat radiating from the rear exhaust when the traffic was stationary as I was placing both feet down on the ground rather than leaving the right foot comfortably on the footboard. Under way again there was no further problem.

It wasn't until the following day when I rode the aged BMW back along the same back roads that it was brought home to me how very well the Roadmaster did its job. I was far colder and felt more fatigued than I had been on the Indian, and my machine, very much a veteran of thirty years, has never quite felt her years so much until now.

Did the Roadmaster meet my road test expectations? – Absolutely! Without getting lost in a numbers game with other competitors the Roadmaster is more than enough for the job; touring effortlessly over varied terrain, in great comfort.

It's a broadly talented package which is up for a Sunday run to distant coffee shops, a weekend away on a several hundred kilometre loop or taking the long way round to a Ulysses AGM. The Indian can cover the kilometres in a deceptively quick and competent manner while exuding a certain gentility and sense of quality. It should tick a lot of boxes for those looking for a big classy, pillion friendly long distance cruiser/ tourer.

Is it the right package for everyone? That depends on your needs wants and resources. It's not a cheap bike, but once purchased there's little to be done except for riding. It's aimed at sealed open roads and we have plenty of them.

Take one for a test ride and see what you think; I think that's the best advice I could give anyone. It's very much worth a good look. Even if that's all you do you are very likely to come away impressed, with a positive view on things Indian. You may even experience the "Indian effect".

For a full list of the tech specs see: http://www.indianmotorcycle.com/en-us/roadmaster-indian-red-ivory-cream

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THE GOLDEN BOLT HOLE

A few thoughts on the new road rules!

Now we can legally do what we have been doing all along, ride past slow or stationary traffic between lanes, or on the break-down lane, within certain constraints.

I had occasion to do both recently, on the Bruce Highway, after a South-bound caravan overturned in a strong wind dragging the tow-vehicle over too, killing the driver and seriously injuring the passenger.
The accident blocked 3 of the 4 southbound lanes, forcing the police to set up a contra-flow into the northbound lanes and causing a giant tailback. Before the police had taken control, there were another 3 accidents, all from cars crashing into the caravan and tow vehicle.

I had often thought that a motorcyclist getting caught up in such a maelstrom, or having anything at all go wrong in the middle lanes, had but a few seconds to live.
Yes, we can maybe slot ourselves between the lanes, but in an emergency those slots can close very quickly so in my opinion it's better to ride near the breakdown lanes.
Riding in the breakdown lanes has its own perils of course, one being a blown tyre, caused by metal falling off old cars and of course road kill will all gravitate to those areas. And sometimes they are narrower than you think, with a ledge to climb up and down where the road workers have squeezed out the roll of tarmac, but not quite to the edge.

I have adopted my own procedure on motorways which entails my riding in the far right lane, the high speed lane. I contend that since I am riding right on (or a little over.....) the speed limit I have every right to do this. Yes I know that the law requires that road users keep as far to the left as practicable, but consider:

The far left lane has a rougher surface because the heavy vehicles drive there. The rider has to constantly contend with vehicles joining and leaving the motorway, which means that he/she is under attack from both sides, as well as constantly adjusting speed.
Plus the driver who desperately cuts across 4 lanes after realising that he/she is about to miss the desired off - ramp not to mention the occasional encounters with the "Left lane Must Exit" sign and this is also the slowest lane.

The far-right lane permits the highest speed, and the best visibility, since the forward view is obscured by only one lane of traffic however here is the best part. Most times, there will be a broad breakdown lane, with no oncoming traffic.

I call this The Golden Bolt hole.

The far right is a biker's haven, even without Caravan Meltdowns ahead. The biker can be attacked from one side only, and even in the worst case scenario, it may be necessary to ride down into a grassy gully.
Not desirable, but better than being in a caravan sandwich or worse becoming a bonnet mascot on a Kenworth after running out of fuel, having your driveshaft shear or chain come off.....

Rob Hall

The Border Bike Fest is on again.....

The Border Bike Fest & Motorbike Show and Shine is on again this year on Sunday, the 25th of October, at Gateway Lakes on the Lincoln Causeway Wodonga. This will be the eighth year running that the event has been conducted.

With over 200 modern, vintage and veteran bikes on show, plus live music, a trader's fashion parade, an auction of sponsor donated items, kid's amusement rides, food vendors, loudest bike competition, and a Motorbike Swap Meet, there will be something for every member of the family.

The motorcycle industry with be well represented with numerous traders on site with exciting displays, and there will be local food and drink stalls on site.

There will be a Mega raffle with prizes including 2 motorbikes, dinner voucher, & holiday accommodation. (See below for details of monies raised & past recipients).

The Border Bike Fest is now a major fundraiser for the Lions Club of Wodonga, the Albury Wodonga Branch of the Ulysses Club Inc. and the Classic and Enthusiasts Motorcycle Club.

Involving over 100 volunteers, this event has now grown to become one of the major tourist attractions for our area. The Border Bike Fest provides enthusiasts, and the public alike, the opportunity to showcase their own bikes as well as speak to industry professionals, and local & interstate traders.

Bike registrations start at 8 am and the show opens to the public at 10am with entry only $5 and children under 12 free (with adult).

The day will conclude with 25 trophy presentations to be held at 2pm.

And on Saturday the 24th, you can ride with the Albury Wodonga Branch of the Ulysses Club Inc. on a mystery ride, which will last 5-6 hours. Contact Leon Briggs on 0438 591 692 to go along.

SEE THE WEBSITE WWW.MOTORBIKESHOWANDSHINE.COM

TO BOOK A TRADE SITE, DOWNLOAD A SHOW & SHINE REGISTRATION FORM, OR FOR FURTHER INFORMATION, CONTACT MICHAEL GEORGIOU ON 0408 691224.

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A ROUTE 66 TALE

BY PEARSE HEALY #64260

Many have written about their Route 66 experiences, how the road embodies a rich complex history that sometimes surpasses itself. For me it started with Billy Connolly's "Route 66" TV series in 2011 and culminated with the many characters I met along the way during my 3,660 Km journey. So why not grab a cuppa & sit back, strap on your helmet and travel down the road with me across two thirds of the greatest riding continent, the USA.

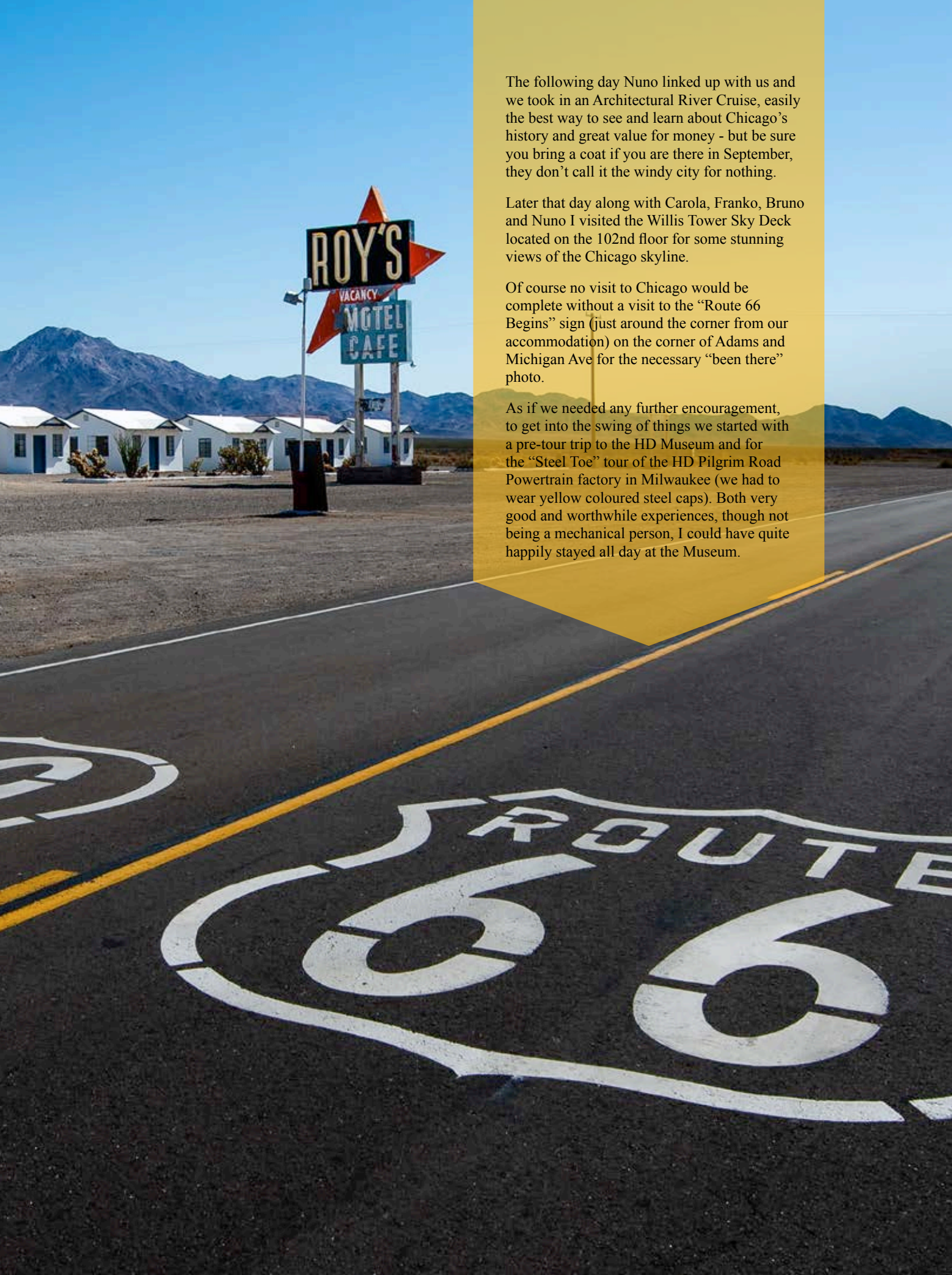
But before I rode one inch of the road, I did over 12 months research on the trip. Things like comparing tour and travel deals, the various local (Aus.) and US packages. I also read numerous blogs and stories, looked at endless You Tube videos and finally spent hours Google mapping stretches of the grand road. All of which for me, was very much part of the build-up of excitement in the lead up to the ride. In fact at one stage I did worry that there would be nothing new to discover, how wrong I was. It was the best holiday of my life, with every days ride excellent and each day being better than the last.

Our Tour was run by a US based operator – 'Riding Route 66' and our small group was an eclectic collection of riders from all over the globe. There were the four Aussies; Woody, Chris, Grahame and myself, long time riders Lorraine and John from New Zealand, our ever smiling Portuguese friend Nuno, two of the nicest Italians I've ever met in the lovely Carola and her equally genuine husband Franko, our mad Swiss engineer Bruno and Zsolt our tour guide, with Andrea and Aaron our delightful support crew. We would form firm friendships and over the coming weeks, share plenty of laughs and our individual stories along the way all with not one bad word exchanged.

Finally the big day arrived. I boarded the Qantas A380 out of Melbourne on 12 Sept 2014 (a few days before the start of the tour) and eventually arrived in Chicago Illinois. There I linked up with the three Aussies for some local sightseeing.

Chicago is a very beautiful city with lots of art and architecture on display. We went to the iconic Wrigley Field to see our very first Baseball match. Ironically the Chicago Cubs lost, but what a great evening it was. Great atmosphere, and oh, the beer and hot dogs went down well also.

(photo 2 - The 4 Aussies at a Wrigley Field for an evening 'baseball game' – Go Cubs!)

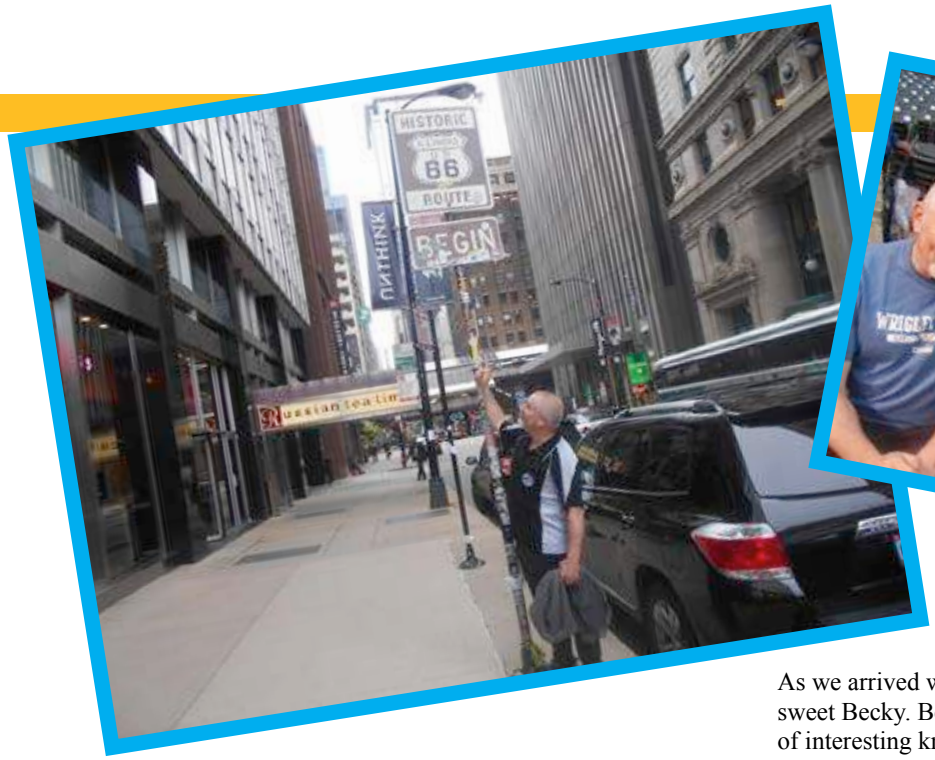


The following day Nuno linked up with us and we took in an Architectural River Cruise, easily the best way to see and learn about Chicago's history and great value for money - but be sure you bring a coat if you are there in September, they don't call it the windy city for nothing.

Later that day along with Carola, Franko, Bruno and Nuno I visited the Willis Tower Sky Deck located on the 102nd floor for some stunning views of the Chicago skyline.

Of course no visit to Chicago would be complete without a visit to the "Route 66 Begins" sign (just around the corner from our accommodation) on the corner of Adams and Michigan Ave for the necessary "been there" photo.

As if we needed any further encouragement, to get into the swing of things we started with a pre-tour trip to the HD Museum and for the "Steel Toe" tour of the HD Pilgrim Road Powertrain factory in Milwaukee (we had to wear yellow coloured steel caps). Both very good and worthwhile experiences, though not being a mechanical person, I could have quite happily stayed all day at the Museum.



Day 1: Chicago IL. – Bloomington IL. (228 km). Finally the big day that I had been dreaming of for so long (16 September 2014) dawned. We picked up our bikes (mine was a 2013 HD Electra Glide Ultra Classic) in Chicago and hit the open road.

A short ride through Illinois, stopping in Wilmington, IL. at the Gemini Giant for a group photo. Gemini is a 10m tall fibreglass tribute to the 60's space race). The giant was supposed to draw attention to the local Launching Place Restaurant (ironically it wasn't open when we stopped by. We would, much to my delight, get to see many such giants along the way.

Other stops included lunch at the great Polka Dot Cafe (Braidbrook, IL) where I met up with a couple of Irish Army lads (from my home town of Dublin Ireland). They were part of an Eagle Rider Tour heading our way that had more than 20 bikes plus a few cars in tow.

We had lots of laughs over lunch. Great 'Craic' as they say. We also visited another quirky place, "Funks Grove" in Shirley, IL. for a quick taste of the Funk Family's unique Maple Sirup (yep that's how they spell it), yum.

The highlight of the day was our afternoon break in the beaut town of Pontiac IL. - Lots of museums and stores to explore. This is also where Nuno and I found John, a very friendly Vietnam Veteran storekeeper who was the spitting image of my older brother Noel.

We could have stayed with him all afternoon swapping Army stories, but the road beckoned and on we went. I recall my back was a bit sore by the end of the day – Here's a hint; Bring along a Riding belt for back support, you will need it!

Day 2: Bloomington IL. - St. Louise MO. (317 km). Even at this early stage of our journey, I noticed subtle changes in the landscape and weather which was thankfully warming up nicely. Along the way we were cruising through corn filled fields on the longest brick paved stretch of Route 66 that was built in 1926 to our first stop of the day - Becky's Barn at Auburn, IL.

As we arrived we were warmly greeted by the owner, the very sweet Becky. Becky's Barn was an eclectic store with lots of interesting knick knacks and souvenirs with rock and roll playing in the background. I look back fondly on the photo of me hugging Becky, what a nice human being. (Sadly Becky passed away in early 2015).

Glad to be off the brick paved road, we rode to Mt. Olive stopping at Soulsby's 1926 Gas station where the tree has grown between the car ramps.

"THIS IS ALSO WHERE NUNO AND I FOUND JOHN, A VERY FRIENDLY VIETNAM VETERAN STOREKEEPER WHO WAS THE SPITTING IMAGE OF MY OLDER BROTHER NOEL."

One of my special memories of the entire tour was our ride over the mighty Mississippi River across the 'Chain of Rocks' bridge into Missouri. The bridge which was opened in 1921 is unique for a couple of reasons. Namely, it has a 22 degree bend right in the middle and you have to get permission to ride across it – which thankfully our tour guide Zsolt had arranged. Our tour may have been the last to experience this as I understand that it is now closed. But what a great feeling it was, slowly riding across this magnificent structure as the great Mississippi meandered below. Everyone was grinning from ear to ear.

We also stopped at Henry's Rabbit Ranch in Staunton, MO. What can I say - just a bit weird if you are not into rabbits. I didn't have the heart to tell Henry I loved rabbit stew. We overnighted in St. Louis arriving around 5pm.

Day 3: St. Louis MO. - Springfield MO. 397km. After our daily briefing by our very knowledgeable tour guide Zsolt, we hit the road. One of the standout highlights of this day was a stop at the Fanning R66 Outpost - home of the largest Rocking Chair in the world – known as the Route 66 Rocker. Oh by the way it doesn't actually rock but it was great to see anyway. As we travelled on westward, even though it was autumn in the US, the days were definitely getting warmer.

After a short stop at Hookers Cut, MO. for a photo opportunity, our backs were wet with sweat and we were all ready for some refreshments. We reached Devil's Elbow and came across an interesting biker bar called the "Elbow Inn Bar & BBQ", run by a genuinely friendly barmaid with an equally interesting collection of body art which she offered to show me. The ceiling was covered with bras & foreign money (isn't every biker bar) but the conversation with the locals was amicable and welcoming, and the refreshments were the best.

On we rode through the beautiful Ozark hills to our final destination Springfield, MO. overnighting at a motel that Elvis apparently slept in - way back in the 1950's.

Day 4: Springfield MO. to Tulsa, Oklahoma OK. (325 km). By this stage I was well and truly into the routine of the trip. It was a long day's ride blowing through Kansas (it is the shortest strip of R66 only 21 km). We had lots of great stops along the way including a visit to the world's largest (concrete) totem pole in Totem Pole Park and an afternoon stop at the world famous "Blue Whale" which honestly should be admired from afar, up close it looked a little tired to me.

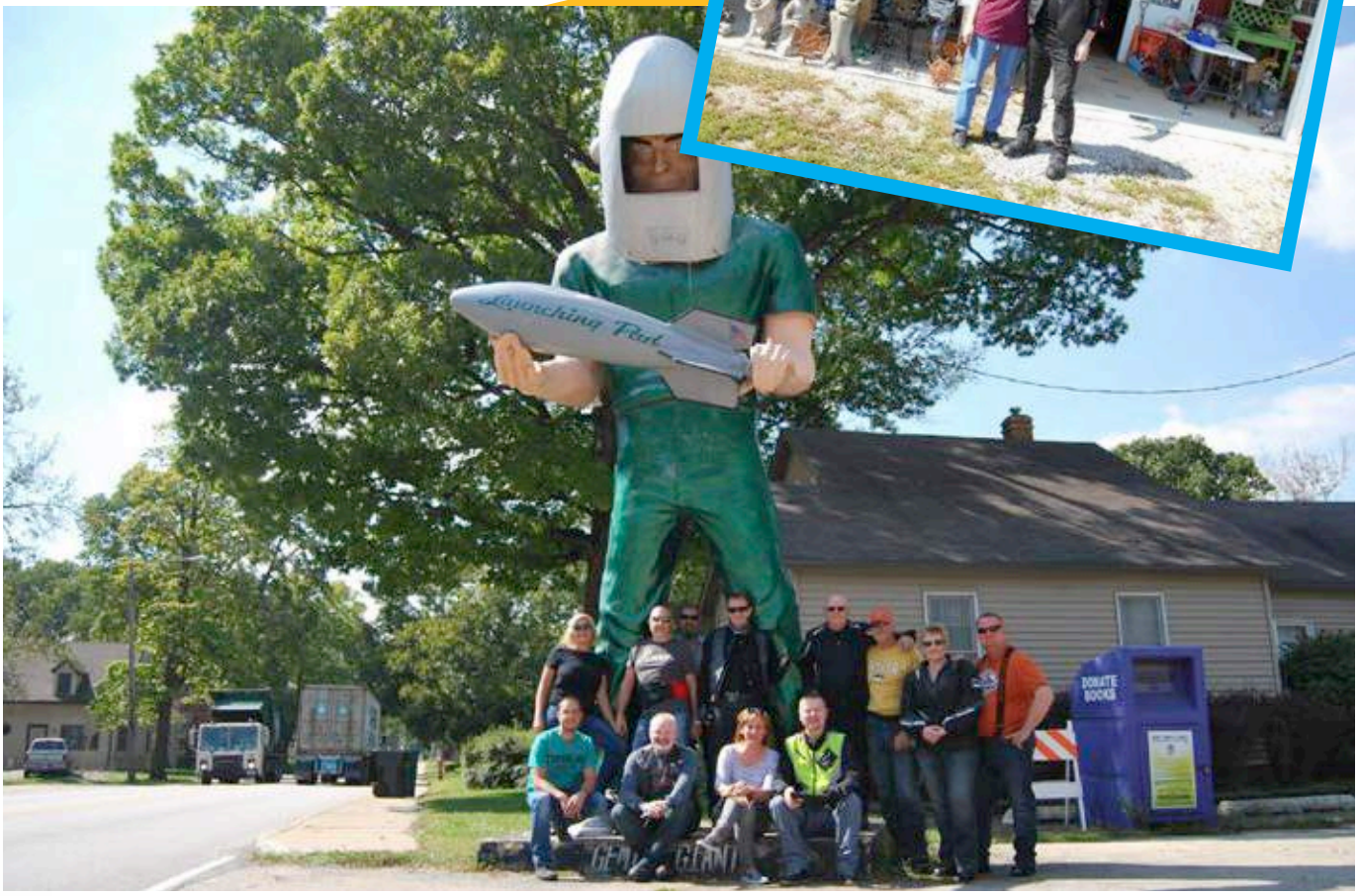
Day 5: Tulsa OK. - Clinton OK. (350 km). This was another excellent day's ride through Oklahoma. We cruised the Ozark Trail with the scenery opening up to the west, passing over Rock Bridge with its brick paved decking. The weather was definitely warming up compared to Chicago. September, October and November are definitely the best months to ride in the USA. It's warm but not too hot and there are no tornadoes, which is a bonus.

We had a couple of memorable (and must see) stops this day. The National Cowboy & Western Heritage Museum is a must stop-and-see location and one that you will need a whole afternoon to explore. The other was in the town of Arcadia, OK. at the Round Barn, which apparently is one of the most photographed places along Route 66.

I recall that I had a very memorable explosive burger and fries at our lunch stop, Fat Elvus (yes that's how it was spelt) Burgers in Yukon, OK, where the cook and owner is an Elvis impersonator in his spare time. I say memorable for all the wrong reasons – later that day I thanked God for those anti-diarrhoea tablets I had packed, ouch! Hint – Anti-diarrhoea medication is much more convenient to pack than toilet rolls whilst riding the road.

After lunch we rode over the South Canadian river on an iconic yellow painted iron arch bridge with 38 continuous arches or 'ponies'. By this time we were in open country with big wide open spaces and even bigger blue skies. This was one of the best cruising rides so far and I had a smile on my face all day long.

Day 6: Clinton OK. - Amarillo Texas (311 km). This was another great R66 museum visiting day. First stop was the Route 66 Museum in Clinton OK. and then we travelled to the fantastic National Route 66 Museum in Elk City TX., both worth a visit.



Yep the Americans definitely know how to do a good museum. But the road was calling and we continued on looking for our next adventure and road side stop. I recall the biggest problem I had at this stage was, what I was going to do with all my souvenirs that were weighing down my bags? Not such a bad challenge to have really.

Another stop was in a small panhandle town named McLean at the Devil's Rope Museum. I had seen this on Billy Connolly's Route 66 and was curious to see inside as I'd never been to a museum about 'barbed wire'. But I discovered it was much more than this and had some very interesting R66 memorabilia and souvenirs.

Day 7: Amarillo TX. - Santa Fe New Mexico (485 km). We started with a quick short chilly morning's ride coupled with a quick visit to the Cadillac Ranch just outside Amarillo TX. To some, the ranch is just a quirky example of Americana kitsch on R66. Just a bunch of old Cadillac cars planted into the ground at a 45 degree angle. Like a lot of other visitors I got my spray can and left my unique message on the hood of one of the Cadillac's. Why? Because it was a chance to be part of an outstanding piece of pop art by adding my little piece of graffiti.

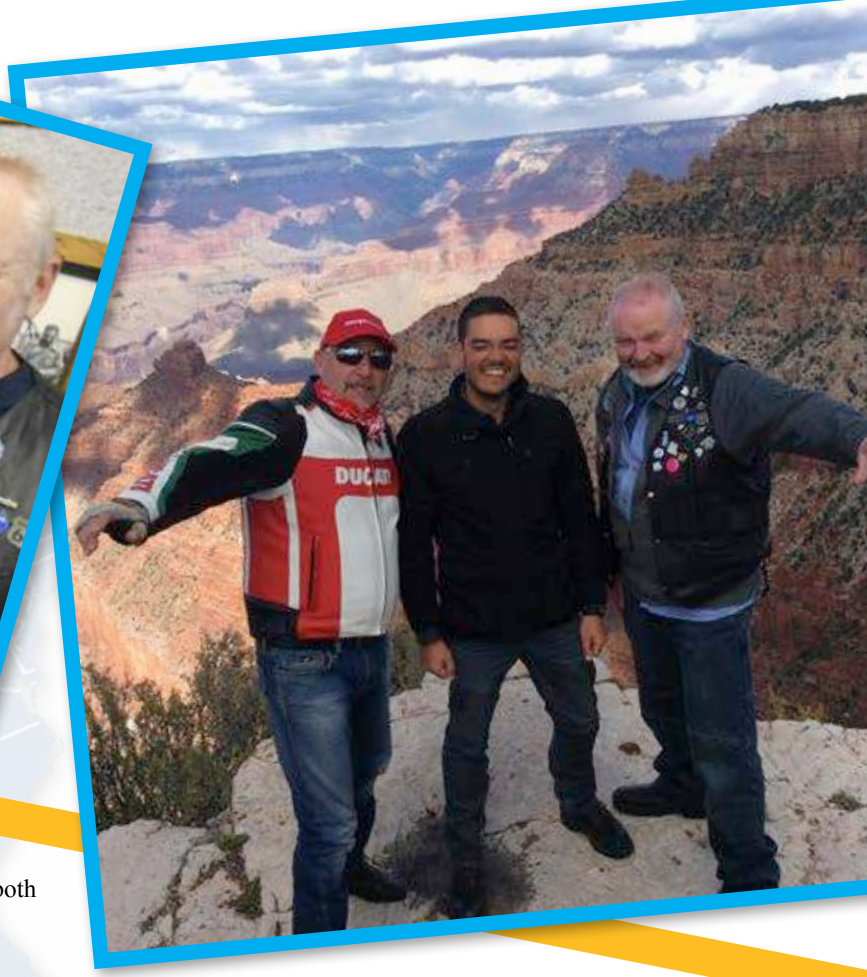
On we travelled, for some great photographs at the official halfway point of our adventure - known as Midpoint in Adrian Texas. It is located 1,830 Km from Chicago and Santa Monica Pier in LA and a 'must' for group photos and a souvenir.

Then a quick stop at the Blue Swallow Motel (where I'm sure Elvis also slept in his younger days). We spent a lovely afternoon freewheeling in Santa Rosa wandering the streets looking through trading posts and stores and generally just sitting back and taking it all in. I recall I hadn't worn my support belt and my back was acting up again after the long ride. I ended up retiring early and sleeping on the floor that night.

Day 8: Santa Fe NM. - Grants NM, (238 km). Another great day in the saddle and two words - Wild Hogs!! We rode to the beautiful town of Madrid NM. (Pronounced "mad-rid" by the locals). If you ride a bike I'm sure you are familiar with the hit comedy movie Wild Hogs - say no more. It was filmed in this town, in which I could have stayed all day sightseeing and exploring the tons of local Indian jewellery and coffee shops - very enjoyable.

Then our next stop was for lunch at the "66 Diner" a 1950's themed diner with a rock and roll atmosphere – again very enjoyable. With dark clouds approaching and the afternoon feeling slightly electric, we rode on along the open road just ahead of a storm. We finally arrived in Grants, NM. for a quiet night. We booked in to our motel just before the heavens opened up.

Day 9: Grants NM - Holbrook AZ., (340 km). After a morning's ride, a quick break was taken at the El Rancho Hotel for a quenching beverage and stroll around. With its sweeping staircase and huge stone fireplace this rustic hotel really looks like a Hollywood movie set. Again excellent Native American jewellery was on display in the local stores. I recall my Portuguese riding buddy Nuno, a jeweller by trade was very impressed with the different



types on display and very reasonable prices attached. We both bought a few pieces for our respective wives.

The highlight of the day though was the visit to our next destination – The Petrified Forest National Park. We individually rode through the park taking over 60 minutes for me as I cruised along in no hurry - for those inclined it is one of the places where you are not required to wear a helmet (and yes I tried it and loved it). The Park was simply stunning and filled with petrified tree trunks and other items such as dinosaur bones. It was so dry - with almost zero humidity. I didn't know it then but the next few days were the best part of the entire trip with the Painted Desert, the Petrified Forest, Meteor Crater and of course the granddaddy of them all the Grand Canyon to come.

If you have never slept in a wigwam and it's on your bucket list of things to do then by all means spend a night in this Holbrook, AZ. motel It's quirky, it's different, it's a freaking concrete ti-pi and I guarantee you'll remember the night. I know I did for all the wrong reasons - I just didn't sleep a wink. I recall getting up just before dawn and went for a solo ride out of town to catch the sunrise.

Day 10: Holbrook to Flagstaff AZ. 171 km. A quick day's ride, but one of the most memorable, through some beautiful wide-open country, stopping at the famous Jackrabbit Trading Post before swinging into Winslow, AZ. at lunch time. Winslow is a town made famous in the Eagles 1972 hit "Take it Easy" and the immortal line "standing on a corner in Winslow, Arizona". And yes, I did have my photo taken and I bought a few souvenirs whilst the song plays continuously in the background, all day long.

In the afternoon we rode to the Meteor Crater - one bloody big hole in the ground, I loved it! I stood there with all the other males in the group, our collective gaze locked on to the crater. Apparently a meteor crashed into the earth at over 41,000 km per hour, Ouch.

Day 11: Flagstaff AZ. to Williams AZ. via the Grand Canyon (260 km). I remember it was a cold day for some reason with a temperature range of 5c to 15c. On the way to the Canyon we had a great ride along winding curbed roads through forests of pine trees to our destination about 2-3 hours down the road, the Grand Canyon.

We all had huge smiles on our faces and after some pre-flight arrangements we hopped on to our helicopter for a great, 30 minute, jaw dropping flight over the magnificent Canyon. No photo or video will ever do justice to this beauty and majesty of this natural wonder. For no other reason you should visit the Grand canyon to experience that unique feeling. After the flight we had some time to free wheel ride along canyon rim in the afternoon then we topped this off with an interesting IMAX film about the Canyon.

We had a great dinner in Williams that night. I remember thinking that this had been one of the best days on the trip, but the next day was Viva Las Vegas baby and even better. As I kept on saying to our Tour Guide Zsolt, "today was excellent, how can you top this?" I remember him just smiling and saying "just wait and see".

Day 12: Williams AZ. – Las Vegas NV.(376 km) After a packed day's ride from Williams, AZ., we finally rode into Las Vegas along the Strip late in the evening. I remember riding alongside my mate Nuno with "Viva Las Vegas" streaming from my bikes quad speakers and smiles all around in the group. It was a Kodak moment for sure and one I locked in the memory for when I'm old and dribbling. With no time to rest in the city that never sleeps, Bruno (the mad Swiss Engineer), Nuno and I set out to explore the sights, stopping briefly at the famous Hotel Bellagio. It was a late night to say the least.

Day 13: Las Vegas NV to Victorville CA. (468 km) One of the longest and my most memorable rides (and yes there were lots). This was through the Mojave Desert. The weather was glorious, with clear blue skies with just a few wispy fluffy clouds above. We cruised over long stretches of the wide open road passing through towns with unusual names like Bagdad and Siberia.

I recall that the afternoon was very hot so we made a fuel stop at Roy's Motel &Cafe in Amboy CA. Whilst the Motel has seen better days and it's kind of off the beaten track, you can't miss that distinctive Roy's 50's style road sign, it's in the same style as the Famous "Welcome to Las Vegas" sign.

As we filled up with gas and with a cold drink in hand, we met a group of older Italian riders who couldn't speak a word of English. but Carola and Franco (our Italian connection in our group) hit it off with them straight away. As we refuelled, one of the Italian riders developed a flat front tyre, and so without a second's hesitation we all pitched in to help, (including the shop owner with his 45 cal. semi-automatic pistol strapped to his belt).

Now, that's what the ride was all about. That sense of simply knowing that when you need help or information another rider will always lend a hand. The other reason I loved this place was my youngest son David's middle name is Roy, naturally I had to get the T Shirt.

Day 14: Victorville to Los Angeles (183 km). The final day of our ride together, saw us riding the infamous peak hour LA freeway traffic in convoy - not an easy task. Once again (probably for the hundredth time), I thanked the riding gods for selecting a tour group that offered small riding groups.

Around lunch time we finally reached the western terminus of this great road. We parked our bikes and slowly dismounted at Santa Monica Pier, the classic American boardwalk that juts out into the Pacific Ocean, where 4,300km later our Route 66 adventure officially ended.

> " THAT SENSE OF SIMPLY KNOWING THAT WHEN YOU NEED HELP OR INFORMATION ANOTHER RIDER WILL ALWAYS LEND A HAND. "

That afternoon we had lunch at the Bubba Gump Restaurant on the Pier, enjoyed a few cold ones and swapped many stories and lots of laughs. Like Billy Connolly, I was both glad and sad that it was over.

(photo 18 - The end of the line – final group photo on the Santa Monica Pier, we presented our tour guide (Zsolt) with this signed flag as a token of our appreciation)

I now realise life is not infinite. I have learned not to put off things that I want to do. Would I ride the road again – yes, in a heartbeat. But then there are so many more USA rides left in this old bugger. It's nearly 12 months since that ride and a day hasn't passed without a memory putting a smile on my dial as I think back. For many it's a once in a lifetime dream that when experienced will change you in some way.

I started this article by giving you the tip of doing your research. If you are thinking of riding the mother road or other parts of the US, I commend Zsolt and his team at "Riding Route 66" to you. He is an excellent guide and they are an excellent tour operator.

Was that the end of my holiday? No way! And whilst my tour buddies returned their rental bikes to Eagle Rider, I kept mine, because within 48 hours, I started Part Two of my adventure; a nearly-2,500 km, 12 day solo ride known as the Grand Circle Tour.

This route runs from LA through Vegas, Yosemite National Park, (via Death Valley), San Francisco and finally down that magical coast road known as Highway 1 back to LA. With the warm breeze blowing in my face and the sounds of the Beach Boy's Good Vibrations blasting from the Electra Glides speakers ….but that's another story for another time.

BRANCH TIMECAPSULE

GEELONG BRANCH

(Est. 1995)

Group Shot 1996

ABOUT US

Located on the shores of Port Phillip Bay (only 75km south-west from Melbourne), Geelong runs from the plains of Lara in the north to the rolling hills of Waurn Ponds in the south, with the bay to the east and hills to the west. It is the gateway to the Bellarine Peninsula and the famous Great Ocean Road. Yep, one of the best motorcycling odysseys is right on our doorstep!

HUMBLE BEGINNINGS

After delving into the archive boxes kept in the dim dark bowels of someone's backyard shed …. the "Geelong Riding Group" informally commenced in response to an advertisement placed in the local rag by our first co-ordinator (later Branch President) Leon Millard in early 1995. Thirteen people turned up for the first meeting. Our "founding fathers" were:

Leon & Linda Millard
Les Duck
Ray Van Galen*
Graham Raby
Laurie Clutterbuck
Leigh Morris
Rob Ashmore*
Alan Cook
Ken Cooper
Gerard Haywood
Des Clissold

*Still ride with us.

Its aim was "to try and keep rules and regulations at bay and to enjoy ourselves and the joys of motor bike riding as much as possible". Sounds a bit rebellious … dare we say potentially disgraceful! Yet despite their mischievous undertones the "Geelong Riding Group" became an official Branch of the Ulysses Club in October 1995.

Since then, the Branch has existed not only to meet the official Ulysses Club mandate but has provided camaraderie amongst its members and their families, as well as extensive support to the greater Geelong community through its volunteers and fundraising for numerous organisations and events in our local area. High profile events such as the Geelong Ironman, charity rides (e.g. Christmas Toy Run) and hosting the National Ulysses Club Annual General Meeting (2004), awareness activities such as Breast Cancer with the Andrew Love Centre and local ladies groups, Arthritis Research, Brown Ribbon rides (Prostate Cancer), Black Dog rides (Mental Health) and Men's Health; each event raising substantial amounts of much needed funds and support for the local community.

SOME KEY HISTORICAL & SOMETIMES HYSTERICAL EVENTS

Inaugural Ride
According to our first Newsletter (05 Feb 1996), our inaugural ride was to Apollo Bay via West Barwon Dam, led by Laurie and Rosie Clutterbuck (who managed "to stay awake"). It was considered a great success with great weather and plenty of riders … it was the start of a legacy that still endures today.

The Great "Curly's Poker Run" of 1997!
According to sources, Curly had planned for 15 to 20 people to attend. Sounds simple enough … quite standard really. However, according to his partner, poor Curly suffered a panic attack when 45 bikes, 3 cars and 70 people arrived. Not to worry, after a bit of test and adjust they set off. Apparently they lost three (3) bikes on some gravel (no injuries, except to a few egos).

ULYSSES AGM 2004 - Geelong
"And the winner is Geelong!" It was Ulysses 21st AGM so there was a lot to live up to. We hosted a lot of enthusiastic visitors, who by all accounts had a fabulous time. The special unveiling of a bollard (Geelong is famous for their re-crafted bollards from the old pier) in the effigy of Old No.1 was conducted to mark the big event and it is still on our foreshore today.

Annual Juggernauts Ride
For the past several years, Geelong Branch has enjoyed a close association with a local group of ladies known as the Juggernauts. These wild women are some of the most courageous you'll meet, having endured breast cancer, they try to enjoy every aspect of life and that includes Dragon Boat racing! So each year we swap our wheels for paddles, and then happily return the favour with a shameless parade around the Bellarine Peninsula and Surf Coast roads.

> "Many people ask us "what's with the black duck?" Quite frankly it's a branch thing … you had to have been there to have a full appreciation."

April 2015 - Bull – 1: Harley - 0
It was Sunday evening; the President (Rob Hunt) was just getting ready to sit down in front of the TV for the footy game with a coldie when the phone rang. "Hello? G'day Charger. Uh huh … mmm … he did what?!!" It's the call we all dread. A brand new Harley had been killed after hitting a bull on one of our country roads. Yes you read correctly, the Harley died after bouncing off a bull in the middle of the road then hitting a tree and bursting into flames. But miracles do happen, the rider received a few bruises and scrapes, and the bull … well it simply walked back into its paddock.

Back to the Future

So what's changed in 20 years? Think about it for a moment. For us our bikes have certainly gotten bigger … Virago's went out and Gold Wing's came in; road safety was a big issue back in the 00's (in 2004, the "Road Management Act" was instigated meaning "should you come to grief due to the condition of the road, you now have the right to litigation."), and technology has affected the way we ride and operate (apparently using your mobile phone when refuelling is a no-no!).

20th Anniversary Celebrations

Calling all past and present Geelong Branch members!! We will mark our 20th year on 31 October and we plan to celebrate with a ride down the Great Ocean Road to Lorne followed by a special dinner that evening. Should you wish to attend either event or wish to contribute any old photos or memorabilia, please contact the branch secretary via email (secretary@ulyssesgeelong.org).

Logo or Legend

Many people ask us "what's with the black duck?" Quite frankly it's a branch thing ... you had to have been there to have a full appreciation. Yet, I discovered a file titled "The Case of the Missing Duck" amongst our growing archive. Here's an excerpt from the AGM 2004 recollection:

"It all started in March of 98 the social committee hired a bus for the trip to Brian Bakers for the unveiling of the portrait by local Ulysses Club member and artist Sandra Krantz that she had painted of Brian. The evening was a great night and as usual many funny things happened on the way home.

The bus stopped at Little River to allow Vera and Heidi to get off the bus and naturally the guys had to "have a look at the bushes". Curly took a little longer than everyone else, and when he got back on the bus he was giggling and stated "hurry up let's get out of here". Curly had stolen on of the many concrete ducks that are scattered around the farm, only this one happened to the father of a family of ducks.

The ransom note came first followed by photos of the duck in the strangest places and rewards that could be offered such as a royal star and $1000 for the return of the duck. The duck then wrote a letter saying he was having such a good time that he didn't want to come home, this went on over a period of months, then there was a letter from the duck begging Vern to please come and rescue him because he just couldn't keep pace with his kidnappers. Finally the duck was returned sporting a tattoo of a skull and cross bones on his behind with a note attached to it saying, "please keep this duck under lock and key as it should not be allowed out on it's own." – AGM 2004

To cut a long story short the duck continued to make appearances at Christmas parties and events only to be kidnapped and returned on several occasions. The last sighting was in April 2000 where it was reported to be residing somewhere in Dereel.

And the logo? The duck was decided upon as the perfect motif for the Branch as it represented "the fun and spirit in which the Geelong group enjoys themselves".

We've had a number of iterations of the logo since but a black duck has always been the mainstay. After going through the plethora of Newsletters, the evidence is conclusive … Geelong Branch members are GUILTY of growing old disgracefully! The humour and camaraderie is obvious, some may not necessarily be politically correct these days but funny nonetheless.

I sit and wonder is there anywhere in Victoria or even further horizons that our black duck riders have not been to in the past 20 years? Some classics are the Cavendish Rally, Port Campbell, numerous Pub rides, Ararat, Echuca, Golden Dragon Rally, Mansfield Odyssey, Tulip Runs, Poker Runs, even The Long Ride to Cairns (2013). And we've had members attend every AGM since 1995! No doubt there are plenty more back roads for us discover.

WHERE WE MEET

Weekly "Tyre Kick". These are held each Saturday at the "Wood Oven" in Mercer St. Geelong. We start to gather at about 10:30am and most have left by lunch time.
Monthly Social. Held on the third (3rd) Wednesday of the month at the Sir Charles Hotham Hotel, Cnr Brougham & Cavendish St. Geelong. Meetings start at 7.00 pm however many of us enjoy a meal and drinks from 6:00 pm. Many bring their spouse & other family members.

Annual Ride Program. We enjoy a robust annual program with rides conducted during mid-week and on weekends. Distances vary but we go regardless of season, weather or terrain!

Trish Hunt #58585
Geelong Branch Secretary

Special thanks to those Geelong members who assisted in putting this article together.

READERS RIDES

NEW BIKE!

Cali- Girl

New to me Cali-Girl is the successor to my original Harley Sportster, Harley Boy. She is so called because of her Californian tan, and the fact that she was imported second-hand from California. She has all the ridiculous folderol that some of the US registration authorities require, including a canister to absorb any fuel that may spill, if it falls over! (What happens at petrol stations, do they refuel in an airlock?)

Her importer was a lady from the Gold Coast who saw how much cheaper bikes are in the US, and assumed that she would make a killing by purchasing second hand there and on selling here. Did not happen that way, she lost thousands. I seem to have been a winner, having paid the asking price $9700, which my insurance company refused in insure at any less than $14500.

Cali-Girl is officially "Gold" according to Harley, I would have said "Bronze", but there you go..... So, what is she like on the road, compared to my old bike? Good news: still a Sporty. Better news, has the 17 liter tank, so I'm not constantly recalculating the distance to the next refueling. Suspension is better, still made in Japan by Showa, which necessitated immediate replacement of the rear shocks by Australian-made YSS items, to handle our appalling Queensland roads. Front - is quite good!

Is it fast? I did say that it's a Sporty didn't I? It'll get there when it

gets there. But in comfort and style, just the way I like it...
What else? Well it has chrome wire spoke wheels which are visibly inferior to the cast wheels on my old bike.

And again: Australia can take a bow; not just for having built superior shock absorbers, but for the excellent cast (mag) wheels which are made in Adelaide by Castalloy! So what of my dear old Harley Boy, the most reliable, comfortable and economical transport I have ever had. To be sold off down the river like an unwanted slave? Nah Would you sell off the 10 year old family dog, just because was showing his age?

I'll consort with the new glamour girl for a year or so, until I finish the helicopter project, and refurbish Harley Boy. Then it'll be "Back on the Road again" with my Good Ol'Boy.

Rob Hall

SE QLD CARTWHEEL RIDE 2015

In a fantastic show of unity as members of the Ulysses Club, SE QLD Branches came together once again for the annual Cartwheel ride. This event is organised by the SE QLD Presidents group and is just one of the ways we have endeavoured to get branches riding and playing together. We are all delighted at the progress we have made in cementing the truth that although we may belong to different branches, firstly we belong to one club and are proud of the fact! A lot more interbranch communication, rides and events are happening, with branches respecting and appreciating each other to a greater degree. This year the Cartwheel Ride was held at the Royal Hotel in Harrisville on Sunday the 21st of June and as usual, the weather was perfect – blue skies and balmy sunshine!

There are 17 SE QLD Branches and I believe there were representatives from all branches attending, with a few branches joining forces to ride in together, making for very impressive displays on our roads. Branches chose their own way & routes in to raise funds for the SE QLD Memorial Gardens, with some running a poker run, others rolled the dice and a few donated funds – over $3000.00 was raised this way for the upkeep and ongoing improvements that have been planned.

Raffles were donated and won, and sometimes returned! Raffle ticket sales alone raised $750.oo for UCARF.After all had arrived, a terrific afternoon followed – the local football club had a BBQ set up and meals were served quickly and with a smile.

The entertainer didn't come, but we didn't need him! Lots of tall tales and laughter shared, it was lovely looking around and seeing all the people smiling and relaxing and just enjoying being together as one club. Looking forward to 2016

Allan & Savaugn Pratt
 # 9186 & # 20508

SOUP RUN 2015

Sheila and I hit the road after fuelling up and filling the front tyre with air at the servo in Dubbo (makes a difference) and we set off into the fog at 7.21 am so it was damp until Guerie when the sun came out and it was a nice morning for a ride through Wellington to Dripstone, Stuart Town, Mumbil and Euchareena where the fog descended again until Orange. I spied some bikes on the Northern Distributor at Maccas as I was heading into town and a Triumph made me pull up for a look. I found Poppy, Tim, Kel and Ian having morning coffee so I joined in!-) Lee joined soon after to recount his missionary work in the Middle East on a Gulf island near Yemen - teaching english to Arabs??? Anyway he wasn't up for a ride as it was meant to be raining???

We headed off the back way to Bathurst with the sun shining and dry roads, we stopped at the information centre to call the Megalong Tea Rooms to notify numbers of riders. Then onto Tarana and morning tea at Lithgow, then onto Bell, Mount Victoria and Blackheath and then the Megalong Valley for Soup and a chat with Chris and Phil. The conversation focussed on places we wanted to go once on a motorcycle e.g. Milli monument, the Far Cairn, the caravan parts shop in Lithgow which is where Poppy went to.

After soup we headed home again braving the privations of the fearsome winter conditions - sun shining and a few rain drops then glorious roads clogged with Friday afternoon drivers trying to get their work done before beer o'clock. Through Hampden and Oberon and back to Bathurst for a few more rain drops so put on the rain gear as the showers could be seen coming in from the west and it was 4pm and west was where I was going. I phoned home to tell them I would be late at ~6-6.30pm ETA. I said my good bye and thanks for the ride to Tim and Ian.

The rain started at Lucknow and was heavy through Orange. After 12 years the old helmet is no longer waterproof so it soon filled the screen with droplets and then fogged up so seeing was a challenge. The descending dark and driver's high beam made progress difficult. Pot holes and bumpy roads made the ride home in the rain interesting but the tyres held reasonably well although once the rear slipped around in a hollow and that made staying upright a challenge.

I stopped for fuel in Dubbo and took off the rain coat and I was mostly dry with the stars shining and I arrived home at 6.36 pm with the phone vibrating in my pocket as the girls were concerned about my whereabouts. So 11 hours and 685ks made a good soup run and the chat at Orange and Megalong was worth the trip even if not a very impressive speed but we must have spent 4 hours off the bikes so 97 km/hour is legal if not fast. A wet ride home provided some challenges but the rest of the ride was very enjoyable with windy roads and good company, so all in all a good day on the bike which certainly beat the option of a day in the office!-).

Edward Joshua

DESERT MEANDER

ALICE SPRINGS AGM

When the Ulysses Club AGM was scheduled for Alice Springs in 2012, my brother Alan and I thought it was an opportunity to complete a section of our 2010 round Australia ride. Then we had planned to do the Gibb River Road, but when we got to Derby at the end of May 2010, the road was closed due to rain. So what better than take off from the Alice to Halls Creek on the Tanami Road then travel the Gibb River Road from Kununurra and return to the Stuart Hwy via Halls Creek, Buntine Highway and Top Springs.

I planned to buy a dirt bike for the trip as my Honda VFR800 was unsuitable for the dirt roads, however my cousin's husband Bob offered his Suzuki DR650 on loan for the trip and saved me the expense. Bob had been using the DR for urban transport but wanted to fix it up for more serious dirt riding duties. He lowered the gearing, updated the suspension, fitted a centre stand and a pack rack, a sump bash plate and, as the bike already had a 30L Safari tank, it was all ready to go bush! I used a small set of throw-over panniers for food and dishes, gloves and water proof liners, a sausage bag for sleeping bag and clothes and a Ventura bag for my tools and spares, 5L fuel and water cans and a full air-bed. My tent was slung across the seat.

Alan had his trusty BMW GS1200 and, after initial concerns about its weight he decided to use it. The bike already had raised bars, pivot pegs, a full set of crash bars and sump bash plate. Alan added a Scorpion muffler to save weight and a set of Metal Mule off road panniers for his tools, spares, camping stove and pots, food, computer and SpotGen3 tracker . He used a sausage bag for clothes and another for his tent, sleeping bag and an expensive sleeping mat from Expedia on the rear rack. Alan also had to have two 5L fuel cans as the GS only had a 20L tank. These were held in two external canvas bags slung over the panniers. They worked well, but there would be no lane splitting with Alan's set up as he was as wide as a car!

I kitted myself out with a new RST adventure suit, Bell off-road helmet, Scott goggles and new gloves – oh and a pair of Alpine Star motocross boots. Alan had a well-used BMW adventure suit backed up by an internal padded protector jacket and externally by a Kathmandu Gore Tex over jacket. He used his existing Arai helmet, boots and gloves.

We had both chosen Heidenau tyres as they had a good reputation on tar or dirt. I carried spare disc pads, throttle cables and clutch cable. I had the gear lever extended to allow my large motocross boot to get under to click up through the gears.

So with all this gear and kit we set off for Alice Springs on the 3rd of May for Alan from Sydney and the 4th May for me from Melbourne. We met up in Mildura on the 4th. Next stop was the Flinders Ranges where we spent a couple of days at Rawnsley Park Station exploring Wilpena Pound. This was the first dirt road for me and the DR and it passed without incident. We were aiming for William Creek via Maree on the Oodnadatta track but the weather was looking very wet so after a quick visit to Lake Eyre we diverted down the Borefield Rd to Roxby Downs (location of BHP Olympic Dam site) and on to Woomera.

We passed a sculpture park that had this piece made out of two light planes called Plane Henge. Woomera had rockets sprinkled all over town from its hey-day as a space launch site.

We battled the rain up the Stuart Hwy to Coober Pedy which reminded us of the Wild West with opal mines popping up like a rabbit warren. Then we went to the Erldunda Roadhouse. We met up with a couple of dirt bike riders that had been hit by the rain on the Oodnadatta track and they were covered in mud!

Then it was off to Uluru and Kata Tjuta with the compulsory sunset viewing on the Rock.

Next day it was on to Kings Canyon and the Mereenie Loop

through Aboriginal Land around the MacDonnell Ranges to Glen Helen and Alice Springs for the Ulysses AGM. During the festivities I took the chance to ride out to Hermannsburg Mission and Standley Chasm.

As I had to go back to Melbourne for work reasons, we decided to leave our bikes in Alice Springs until August after I had retired. Alan was already retired so he had no problems with this arrangement. We stayed in a builder's yard owned by some friends while at the AGM, and it happened that they had shipping containers on site that could be hired out for storage. On the 18th May we wheeled the two bikes and all our camping and riding gear into the container and locked them up.

The second stage of our trip would be the most challenging as it took in the Tanami and the Gibb River Roads. We also planned to use the Duncan/Buntine/Buchan Hwy to get back on the Stuart Hwy from Halls Creek. On the 5th August I met up with Alan at Alice Springs Airport and we left on the 6th for Yuendumu on the Tanami.

We met Noah at Tilmouth Wells on his way to the Off Centre Rally in Drysdale River Station in the Kimberleys. Noah was an American and a world traveller who had visited 42 countries on his KTM. He also rode extremely fast on the dirt and blasted past us. The sign shows the start of the Tanami and its open and a long way to Halls Creek. We had planned three bush camping stops; Granite Gold Mine, WA Border and Wolfe Creek and had the fuel and water to get us to Billiluna 650 kms along the track.
Our stay at Yuendumu was less than encouraging. The accommodation was primitive, the art gallery was closed and we heard about a BMW rider who had crashed on the Tanami the week before and was in intensive care in the Alice Springs hospital. The Tanami was everything we had heard it was; corrugated, sometimes loose sand sometimes rough gravel, straight and pretty boring scenery-wise. It was never boring to ride. I eventually got over the 80 kph barrier and the DR would happily pull that speed all day with the occasional burst through the sandy sections. Alan found the GS a bit of a handful because of the weight. However we had to concentrate very hard on our riding to keep upright and both nearly came to grief many times. We found the bush camping quite pleasant and the freeze-dried meals were great and very easy to make, just add boiling water. Getting a clear area in the Spinifex to put up our tents was difficult some nights, and one evening a friendly grader operator offered to clear a site for us on the WA border! Weeeeee!

We stopped in Balgo for fuel instead of Billiluna as they had a 24 hr fuel bowser and we were concerned about the timing as it was Saturday morning. We needn't have worried as the clocks went back 90 minutes when we crossed the WA border. While we waited for the shop to open we chatted to the locals and found them a friendly helpful bunch. We stocked up on food and water and headed to the art gallery which was opened especially for me to pick a painting. Balgo was a 35kms detour off the Tanami and we needed to press on to get to Wolfe Creek before dark. The track to Wolfe Creek was really corrugated but worse very sandy. I had to keep the DR pinned to get through the worse sections but Alan didn't fare as well and he binned the GS in the deep sand. That was it and we turned around and headed for Halls Creek instead. On the way to Halls Creek we encountered some of the worse sections of the Tanami with deep sand and ruts, but battled through until we had to stop due to the

light fading. We were in the rolling hills near Halls Creek and enjoyed a sunset casting long shadows across the treed landscape – quite a contrast to the flat semi desert of the last two days.

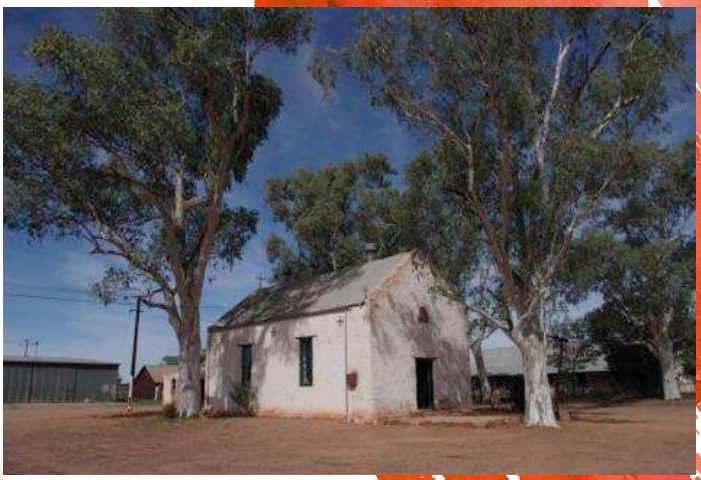
We shouted ourselves a bit of luxury in Halls Creek at the Best Western Motel, which was very comfortable, had cold beer and a fine restaurant. The next stop would be the Bungle Bungle campground 100 kms up the road. We planned 2 nights there plus one in the Purununululu NP. It was only 50kms into the park, but this was where we had the most problems due to a new challenge – creek crossings! Going in we found the crossings deeper than they looked and Alan's GS1200 was flooded in one. I had to pull him out and he stripped the crash bars off it and took out the plugs. After drying everything the bike started and we headed off into the NP. We planned to go around that crossing on the way back.

The Bungle Bungles were stunning and we visited Echidna Chasm and Cathedral Gorge. We met a rider on a Honda Deauville who was crossing the same creeks and riding on the same rough roads as us – on road tyres! He didn't hang about either – made us look a bit weak.

> "IT WAS ONLY KMS INTO THE PARK BUT THIS WAS WHERE WE HAD THE MOST PROBLEMS DUE TO A FEW CHALLENGE CREEK CROSSINGS!"

The return trip was even more dramatic than the one out. Firstly I spread my stuff all over the road by forgetting to zip up the Ventura pack. After retrieving it with the help of a friendly 4WDriver we headed to the crossing that caught Alan out on the way in. I turned off the road and crossed the creek using a sand bar with no problems. Alan's GS being wider had to negotiate a tree stump and instead of firm sand found deep mud! I went off to find a 4WD with a winch and was lucky to meet Will and Michelle from Victoria who agreed to help. But on the way back to Alan I fell off a submerged concrete weir wall into 4 ft of water and drowned the DR and nearly myself. I was left to dry out the Suzuki and Alan was successfully pulled out – backwards. I had to leave the DR in the bush and hitch a lift back to camp as I had flattened my battery trying to restart the DR. The next day I came back and once I emptied the water trapped in the exhaust system, I got the bike started.
Next we headed for the Gibb River Road to El Questro, a resort at the eastern end of the track. We were a little late but luckily the Gibb River road to the El Questro turnoff was sealed. The 16kms into El Questro were pretty rough and had a couple of the dreaded river crossings. We walked the crossings before attempting to cross this time. Alan got stuck on the one on the Pentecost River as the boulders were quite big. So I had to push him out.

El Questro is a resort run by Delaware North – the same company the runs the Yosemite NP in California and is expensive and tailored for well-heeled tourists – not us.



We splashed out on one excursion for a boat ride down the Chamberlain Gorge which turned out to be spectacular. In the wet season this gorge can fill up with raging water, but this day it was calm and beautiful. We were entertained by our guides and they did a few tricks with the local Baramundi and Angler fish. We saw large freshwater crocs sunning themselves on the banks.

After a few restful days we girded our loins to take on the big Pentecost River crossing about 50 kms away on the Gibb RR. We bumped into Noah again coming towards El Questro. He was going to have a soak at the hot Zebedee Springs. We asked him how the river crossing was and he said it was no problem at all, which sort of reassured us. We passed a V Strom going the other way riding two up on. The young lady on the back was wearing shorts and a tank top! When we got to the Pentecost there were a few 4WD's waiting to cross and one agreed take Alan's luggage to make it easier for him. They also took snaps of our attempts just in case we were attacked by crocodiles – the big nasty saltwater variety.

After emptying water out of my boots we headed off to Ellenbrae Station, looking forward to its famous Devonshire tea. Karen, our host did us proud and the accommodation was pretty good too. Ellenbrae is a 4,000 sq km cattle station owned by the Grollo family from Melbourne. The tourist part is separate from the cattle part which is run by a woman manager. They have 4,000 head on the station. Feeling pretty good about the Gibb so far we headed off for Mt Barnett Roadhouse and some very difficult road conditions followed by a brand new section that was like the Monash Fwy. In fact the section after the Drysdale River turn off was the worst of the trip so far: sandy and twisty so that the high speed you had to use to carry you over the ruts meant you had to negotiate the bends at high speed also. Anyway we survived and arrived at Mt Barnet Roadhouse in one piece.
Mt Barnet is a community run roadhouse but the aboriginal settlement is off-limits to travellers. We had booked two Dongas and after unloading the bikes Alan noticed that my back tyre was flat. I had a puncture. We couldn't get the tyre off the rim even with two sets of tyre levers and were in a bit of a pickle. I walked up to the roadhouse to make a call for emergency assistance when I noticed a small flyer for "Over the Range" tyre service 30kms down the road! I gave them a call and Neville told me if I hitched a ride to his place he could take off the tyre and fit my spare tube the next morning (Monday). What a stroke of luck to have the only tyre service on the GRR so close! Neville added that he had never fitted a motorcycle tyre before, but he was sure it would be easy.

So bright and early the next day I walked out to the main road with my rear wheel under my arm and the spare tube in my bag. I got a lift with Jeff, who told me later that he wasn't really allowed to give lifts in the company 4WD. Neville soon had the tyre off and then I discovered that the spare tube was an 18"one not a 17" to suit the rim. We stuffed it in any way and Neville patched the old tube which I took with me just in case. He also found the reason for my puncture, a thin piece of wire about 2 cm long. I hitched another ride back to Mt Barnett and joined Alan at 10 am for a Big Brekkie which was very good having been up since 6 am. I refitted the wheel and we set off for Manning Gorge about 7 km away.
The gorge was a brisk 45 minute walk from the campground and we were warned not to leave too late or we would be caught by darkness. It was quite hot in the afternoon and we stopped to have a drink and admire the scenery several times before we got to the Gorge. It was worth the walk and I had a very pleasant swim in the deep pool under a waterfall. We took a "selfie" on the way back partly because we felt that we had really achieved something to get this far and soon we would be back on the bitumen. We had planned to turn off and camp the night at Windjana Gorge, but being honest we both decided that we had had enough of the dirt riding and were worried that the road back to Fitzroy Crossing via Tunnel Creek would be very rough and stony and maybe we'd get another puncture. The driver who gave me a lift back to Mt Barnett roadhouse had destroyed a rim on the road and had to go back to Derby to get a new wheel. To cap it all I lost one of my runners off the back of the bike and it would have been impossible for me to walk any distance in my motocross boots which were as stiff as ski boots. We passed a lone walker coming the other way pulling a small trolley with his stuff on it – amazing! On the last section of dirt Alan nearly hit a cow that ran across the road after I had passed it. This was the first time this had happened on the dirt. I often wondered what would happen if the cows took off as I blasted past them over the sandy sections with no hope of slowing down.

We stopped in Derby at the same camp ground, West Kimberley Lodge we used in 2010. I rode into town and bought a pair of Dunlop Volleys and a six pack of beer. There was a really good camp kitchen and laundry in the campground and we used both for a bit of luxury after the challenges of the Gibb River Road. We set off the next day for Halls Creek via Fitzroy Crossing. We had abandoned the idea of riding east on the Duncan/Buntine/ Buchan Hwys. My rear tyre was on the way out and Kununurra was the nearest big town that had a motorcycle shop with replacement tyres. We passed the end of the Tanami Road on the way to Halls Creek which completed a 1,800km loop since we were last there 10 days before. So after a night at the Kimberley Hotel in Halls Creek we headed on to Kununurra to a very nice cabin beside the Ord River. Before we left Halls Creek we met a Dutchman called Brouggy who was cycling to Fitzroy crossing. He had more luggage than we had!

I checked into All Gear Motorcycles in Kununurra to get a new rear tyre fitted to the DR. There were few to choose from as the Off Centre Rally bikes on their way home had cleaned them out the week before. I ended up with a Metzler Tourance.

While we relaxed having a beer outside our cabin in Kununurra Alan worked out we had 3,000 kms to cover in the next 10 days to get to our Niece's farm in Chinchilla. The 10 days were a bit of a blur as we stopped in Katherine, Dunmurra, Three Ways, Mt Isa, Winton, Longreach, Charleville then Chinchilla. We spent a couple of nights in Three ways so we could investigate Tennant Creek and a couple of days in Mt Isa but it was long days in the saddle and the DR650's so called seat was mighty uncomfortable. I spent more time standing on the pegs on this part of the trip than on the dirt roads.

We met Dave and Rod on DR Suzukis at Timber Creek. Rod was a novice like me on a 650 but had had a fall near Borroloola and was finding dirt riding a challenge, so I tried to encourage him. The memorial was to Rev John Flynn of Flying Doctor fame and the bloke in the pink shirt was Nicholas from France. He was walking his way around Australia after having done the same in Japan and New Zealand, crazy man!!

Craig and Steve were riding KTM 950/990 reconnoitring a charity ride next year. These bikes were capable of 200km on the dirt but 120km was the preferred cruising speed. Alan and I could only stand in awe! We had to dress up like Gitmo refugees for the mine tour in Mt Isa and in Winton instead of Dinosaurs we saw a travelling band of international folk musicians playing instruments from their home countries in the Royal Open Air Theatre – one of the few left in Queensland.

We passed a few giant trucks on their way to the mines. The drought affected paddocks lined the roadside and the road kill was horrific as the roos were desperately trying to find some grass alongside the bitumen. This memorial was for a singing shearer. We visited the Qantas Founders Museum in Longreach and had an interesting tour of the Jumbo Jet they had. It was quite an effort to land the plane at the Longreach airport given the runway was 1 km short of what was usually used.

We saw a very amusing show at the Stockman's Hall of Fame where Lochie did all sorts of tricks with his long-suffering horse. Charleville is famous for its Space Centre but we were more interested in watch the MotoGP practice from Silverstone in the Corones Hotel which had a classic Queensland pub bar. The next day as we approached Roma, the evidence of the CSG industry became evident and wells such as this one were visible from the road. Last time we were in Roma in 2010 every farm had an anti CSG sign on the fence.

We spent a very pleasant 2 nights with our niece and family on their property out side Chinchilla. Alan did an oil change on the GS which was well overdue. We finally split up outside Brisbane at Blacksoil roadhouse. I was going to Woolowin in Brisbane to return the DR to its owner and Alan was heading to Rochedale to his nieces for the night and then south to Sydney. I had ridden 10,500 kms and Alan added another 2,000 kms to that. We had thoroughly enjoyed our adventure even with the tribulations of the Bungle Bungles. I was never fully confident with the dirt riding and Alan found the heavy GS a bit of a handful, but we persevered and any competent rider could do the same trip as long as they were prepared for the unexpected! The DR650 was a really easy bike to ride and I can see why it has continued to be the best bike for independent adventure riders.

Sam Bateman #44838
Alan Bateman #43554

ABOUT MMG

Malaysian Motorcycle Getaways (MMG) is a registered and licensed travel agent specialising in motorcycle tours and rentals in Malaysia. Pioneering as the first fully licensed bike tour operator in 2007, we offer none other than exciting tour packages carefully designed for you to have an enjoyable, informative and a lifetime experience riding in Malaysia. Our focus and dedication are solely driven by passion and the inclination to share the excitement and wonders that Malaysia has to offer.

We have since brought many participants worldwide to enjoy our exciting tour programs and have made many close friends along the way as well. Many of them kept on coming back for more. With a considerable number of years behind us, rest assured of our level of professionalism, commitment and attention to details – all to ensure your complete satisfaction.

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BECOME A WINNER!

Ulysses Club Inc.

LAUNCESTON AGM EVENT
MARCH 2016

Register early and become eligible for "Early Bird" Registration prize and WIN a Malaysian Motorcycle Getaway Tour of Malaysia, including the Malaysian Moto GP in 2016. Prize value - $3,500.00

The lucky winner, drawn from all eligible early registrations received from Ulysses Club members before 15th Nov. 2015, will receive the following Inclusions: (Terms and Conditions may apply).

Winner be drawn at the 2016 Launceston AGM Event.

Inclusions:

- A five day, 4 night Motorcycle Tour (Moto GP Special) package made up of the following inclusions /exclusions
- Return Economy flight ticket SYD-KUL-SYD with Air Asia
- Grandstand Ticket to 2016 Malaysian Moto GP x 1
- Motorcycle (Kawasaki Versys 650 or Yamaha XJ6 600cc) x 5 days
- Panniers / Top Box
- Standard Motorcycle Ins covering damage to bike, fire and theft
- 3-4 star accommodation (single basis) x 4 nights
- All meals during the Tour
- Guide services
- Photos / videos of Tour

Exclusions:

- Airport transfers
- Motorcycle apparel (helmet, jacket, gloves. Etc)
- Fuel for M/C Tour
- Personal accident insurance / hospitalisation coverage (travel insurance recommended)
- Accommodation before and after Tour
- Beer and other alcoholic drinks
- Other exclusions as detailed in MMG Tour T & C's (available on request).

FULL ITINERARY MAY BE PROVIDED ON REQUEST.

WORTH $3,500.00

The winner of this prestigious prize will be required to provide a substantial report on the complete MMG Tour for publication in Riding On Magazine - Summer edition, 2016, upon return to Australia.

Further details available from **Peter Baulch** – National Committee – Ulysses Club
0428 24 6175 mcliaison@ulysses.org.au

Welcome to . . LAUNCESTON

Launceston is a beautiful city that proudly displays a rich heritage and past entrepreneurial success through its impressive streetscapes of fine Georgian and Victorian architecture. Launceston is a city with a relaxed and confident vibe, a city that takes pride in parks and gardens and celebrates life through a thriving food, wine and arts culture. The surrounding region's fresh local produce is showcased in Launceston's nationally recognised restaurants, boutique cafes, and providores. The best way to experience Launceston's treasure trove of heritage buildings, parks and gardens is by foot, whatever the weather conditions; it's a photographer's dream.

HOW TO SEE LAUNCESTON:

• Pick up a City of Launceston walking map and Heritage Trail map from the award winning team at the Launceston Visitor Information Centre. With their in-depth local knowledge they can share with you the huge range of experiences Launceston has to offer.

• Visit **www.destinationlaunceston.com.au** and download our Launceston, Tasmania - Start Something Special app from the app store.

• City Park, near Albert Hall check-in, features mature trees and shrubs, John Hart Conservatory, a duck pond, senses garden, monuments, chess board and barbeque area. See our Japanese Macaques Monkeys in the park, a gift from our Japanese sister city Ikeda in 1965.

• Meander down the dark alleyways of Launceston, listening to the stories and tales of the past with Launceston City Ghost Tours.

• Jump aboard the free Tiger Bus, departing from next to our Event site, and travel in comfort around the city centre to key Launceston attractions.

• Friendly Cityprom Ambassadors, dressed in distinctive pink and blue shirts, greet visitors to Launceston and provide information on events, promotions, shopping, restaurants, entertainment, tourist attractions and local facilities.

• On everyone's must do list is the stunning Cataract Gorge, often described as an oasis in the city. With its rugged beauty 'The Gorge' is only a 15 minute walk from the city. It offers walking and hiking trails, the world's longest single span chairlift delivering stunning views of the natural Gorge and cliff grounds, free outdoor swimming pool, swinging suspension bridge, Cable Hang Gliding, rock climbing or abseiling for the adventurous, as well as picturesque gardens, local wildlife, including the famed resident peacocks and the new jewel in its crown a dramatic 10.5 metre long cantilevered viewing platform on the Duck Reach track.

• Launceston boasts Australia's largest regional museum, the Queen Victoria Museum located in Inveresk, right next to our Event site. Home to the Transforming the Island exhibits, the preserved railway workshop is the largest integrated engineering workshop site in the State and recounts the story of how the railways shaped Tasmania. The Tasmanian Connections exhibit features an extensive dinosaur collection and rocks from north-west Tasmania dating back 545 million years. Visitors to the museum can also see death masks, planes soaring high above, historical objects from Tasmania's convict and bushranger era, and artefacts from Australia's oldest merchant shipwreck, the Sydney Cove. The Museum captivates all ages with the Phenomena Factory, a free interactive science centre providing hands-on education as well as The Blacksmith Shop consisting of a series of buildings built between 1909 and 1937 and an impressive Planetarium.

• Experience the history, elegance and style of the National Automobile Museum of Tasmania. The museum has constantly changing exhibits in the main hall and a mezzanine floor packed with motorcycles.

• Design Tasmania, the 1842 Gallery which occupies one of Launceston's oldest commercial buildings, houses the unique Tasmanian Wood Collection - the only museum collection of its type in Australia.. The inner-city showroom showcases fine hand-made furniture, contemporary art by Tasmania's finest artists and art nouveau and art deco antiques. The retail showroom is housed by the original Counting House of Johnstone and Wilmot's wholesale grocery business and serves as the starting point for Launceston Historic Walks - a guided tour of Launceston's heritage trail.

• The City of Launceston welcomes visiting Ulysses Club members to the 33rd Ulysses Club AGM Event. We know you'll have a 'Devil of a Time'

ULYSSES CLUB INC. AGM EVENT 2016 -29 FEBRUARY - 06 MARCH

Launceston

PLEASE SEND FORM & PAYMENT TO:

National Administration Office, P.O Box 3242, Narellan NSW 2567 or Fax: 02 4647 7740 or email: **administration@ulysses.org.au**
CHEQUES & MONEY ORDERS PAYABLE TO:
Ulysses Club Inc.

THE AGM EVENT VENUE:

The Inveresk Precinct is the site for the 2016 AGM Event at Launceston. It is situated 1km north of Launceston's CBD. There are two main entrances to the site; the northern entrance is located on Forster Street. The southern entrance is closer to the CBD and campground, and is located 100 metres off Invermay Rd. Event shuttle buses will run between the campground and the main venue only. A free Council bus service runs from near the southern entrance to various locations in and around the CBD. Other details are available from the 2016 AGM Event website. http://agm2016.ulyssesclub.org/

CHECK-IN:

The Check-in venue is located at the Albert Hall on the corner of Cimitiere St & Tamar St, Launceston. GPS reference is

41o 25'57"S 147o 08'29"E.

EARLY BIRD PRIZE DRAW:

Members whose registration form and payment is received at the National Administration Office before Midnight on Sunday, 15th November 2015, will not only pay the special early-bird rate, but they will automatically be entered in an early-bird registration prize draw. This year, the prize is a fabulous five day, four night Malaysian Motorcycle Getaway Tour of Malaysia (Moto GP Special) package including flights, Grandstand Ticket to 2016 Malaysian Moto GP, Prize value - $3500* Prize kindly donated by Malaysian Motorcycle Getaway Tours.

***Conditions apply – see Riding On for details.**

EVENT REGISTRATION FEES:

- Early bird registration fee (Received at the National Administration Office before 5pm Friday, 15th January 2016) - $97 per person.
- Registration fee (Received at the National Administration Office after 5pm Friday, 15th January 2016) - $120 per person.
- Companion animal registration fee - $25 per animal (See ANIMALS section below).

Everyone attending the event must pay the applicable registration fee whether they are a member or a guest of a member, regardless of the amount of days they attend. Each member is allowed to register one paid guest (see minimum age below). Anyone who has not paid a registration fee cannot gain entry to any of the 2016 AGM Event functions, including the Event venue, with the exception of the Grand Parade and Annual General Meeting on Saturday afternoon.

No day passes will be issued, so please do not ask! The huge cost burden to provide the Event site, entertainment, security, toilets, showers, buses etc. must be shared by all attendees. The event campground opens on Monday, 29th February 2016 at 7am. No admittance prior to this time.

CANCELLATIONS:

A cancellation fee of $25.00 per person applies to event registration cancellations received either verbally or in writing at the National Administration Office after 5pm on 15th January 2016.

PERSONS UNDER 18 YEARS OF AGE:

Persons under 18 years of age will not be admitted to AGM Event venues. (Site Trader Employees and dedicated volunteers aged 16 and over may be admitted provided prior approval has been granted by the National Committee). No person under 16 years of age will be admitted, including any children of traders.

ANIMALS:

Companion animals must be registered to enter the AGM Event. A $25 registration fee per animal is mandatory. Acceptance of companion animals attending the 2016 AGM Event is entirely at the discretion of the National Committee or the National Administration Office Staff. Animals that are registered with the National Administration Office will be allowed within the Campground area only. Only bona fide Guide Dogs (not Companion Animals) will be permitted within Trader and Food Service areas. Guide Dogs are exempt from the animal registration fee, but prior advice of their attendance would be appreciated.

Any animal which represents a danger or potential hazard to other registrants or themselves will not be permitted within any AGM Event venue.

Registrants who choose to bring companion pets to the AGM Event must:

- pre-register their animal with the National Administration Office prior to entering any event venue
- agree in writing to comply with the Club's Companion Animal policy

Should a member contravene the policy mentioned above, they will be asked to comply immediately, or leave the venue without claim for any refund.

To ensure an enjoyable event for all Ulysses members, companion dogs must be on a lead at all times within permitted event venues. Members are informed that Launceston City Council Rangers may conduct routine patrols throughout the event, and penalties may be enforced for dogs found not on a lead. Please ensure your dog's microchip details are up to date so you can be contacted if they become separated from you during your stay.

POSTAL ADDRESS FOR PARCELS:

Australia Post advises their maximum acceptable parcel size is 105cm x 105cm and maximum weight is 22kg. You will need to make alternative freight/delivery arrangements if your packaged gear exceeds these specifications. Please do not post before January 2016.

Ulysses Club AGM Event
C/- Australia Post
68-72 Cameron Street
Launceston Tas. 7250

LAUNDRY FACILITIES:

There will be a laundry collection and delivery service onsite.

EQUIPMENT BATTERY CHARGING:

There will be battery charging facilities available at the Event HQ. A gold coin fee will be applicable. You are responsible for providing a battery charger with your rechargeable phone/tablet/computer etc.

ULYSSES CLUB INC. AGM EVENT 2016 -29 FEBRUARY - 06 MARCH

Launceston

IMPORTANT NOTE REGARDING CAMPING:

Roof top campers must register as an RV and will be camped in the RV section only. Member's vehicles(Other than Bikes and Trikes) will not be allowed in the general camping area. All gear will be put on a trailer which will be driven onto the site. Cars will be parked in the area with all RVs and camper vans. Due to Fire Regulations, no open fires or flames, with the exception of gas burners and gas BBQs, will be allowed anywhere within the campground.

CAMPING FEE: This year, camping fees have been revised. Anyone staying in any part of the campground (Unpowered, Medical Power, RV or Tent City) will pay $90 each to cover the hire of the campground, temporary toilets & showers, security, sewage, water and waste removal services. Extras such as Medical Power, RV sites and Tent City will be levied as a separate fee above the $90 base rate.

Camping fees are levied at a per person charge, and covers the period from 7.00am on Monday 29th February 2016 until 10.00am on Monday 7th March 2016. If a camp site is shared by two people, both must register on the same registration form. No more than 2 registrants per form allowed. Those intending to camp together should plan to arrive together, as sites cannot be held for group bookings of less than 10 individuals.

GROUP BOOKINGS: Group booking applications for 10 or more people will be accepted at the discretion of the AGM Event Committee. DO NOT post your group booking application to the National Administration Office. SEE BELOW;

All applications must be received by 5pm on Friday, 29th January 2016. Group camping will only be permitted for UNPOWERED sites due to the layout of the site. It is the responsibility of your group leader to follow-up on the receipt and acceptance of the request. Group camping sites will be allocated after your group leader has received advice that your group booking has been accepted by the Campground Coordinator.

GROUP BOOKING APPLICATION PROCEDURE IS:

- Each member in the group must be registered to attend the AGM Event.
- Each member will receive documentation from the National Administration Office confirming their booking. That documentation will show their event registration number.
- After each member has received their confirmation documentation, the group's nominated leader must:

o Write a brief cover letter listing the group's preferred booking name and including each person's name & event registration number.

o Post the letter to:

The Campground Coordinator

P O Box 4

Glenbrook NSW 2773

or email to the Campground Coordinator via greenmeanstreak@hotmail.com

MEDICAL POWER CAMP SITES: Powered campsites are available ONLY for people with MEDICAL CONDITIONS WHICH NECESSITATE ACCESS TO A POWER SOURCE TO OPERATE MACHINES USED IN THE TREATMENT OF A CERTIFIED MEDICAL CONDITION.

Campers requiring medical power for CPAP or portable dialysis machines etc. must attach a medical certificate to the registration form clearly indicating which machine(s) will be used. If you have previously provided a medical certificate which lists this information, please note this on the registration form. As sites are limited, bookings will be taken on a 'first in first served' basis. Unfortunately, powered sites cannot be included in a group booking.

The low amperage circuit provided for medical equipment in the campground is inadequate for domestic appliance use. Any member or guest found using domestic electrical appliances connected to a medical site power circuit risks confiscation of that appliance, and may be asked to vacate the event site.

CARAVANS AND MOTOR HOMES: Must register as RVs on the registration form. RV sites are 9 metres x 6 metres. Please note-There are no waste water connections available in the RV area. Please be prepared with relevant equipment for your waste water. Under no circumstances are liquids, grey or black water to be discharged onto the ground.

TENT CITY: Tent City allows members to hire pre-erected deluxe tents with stretcher bed(s) for two people. Various other options including additional fixtures and bedding may be booked separately at http://www.rentatent.com.au/events/view/45 Alternatively, members may choose to provide their own bedding, sleeping bags, pillows, chairs etc. and if required, may post their equipment c/- the on-site Parcel Post facilities previously listed. Low voltage (12v) street lighting is provided in Tent City.

TENT CITY DOES NOT HAVE MAINS or GENERATOR POWER AVAILABLE. If you require power for medical needs you should seek alternative accommodation (See Medical Power Campsites section above). If two people are sharing a tent and registering separately, the National Administration Office must be given both names & membership numbers. NOTE: Bookings for Tent City will close on Friday 29th January 2016. No excess tents will be ordered from the supplier after that date.

OTHER ACCOMMODATION & TOURS: There are many different forms of accommodation and tours available in the Launceston Region. More information is available from the 2016 AGM website http://agm2016.ulyssesclub.org/ or contact the Launceston Visitor Information Centre on 1800 651 827, email: travelcentre@launceston.tas.gov.au or via the website http://www.destinationlaunceston.com.au/

Hours of operation - Weekdays 9.00am - 5.00pm. Saturday, Sunday and Public Holidays 9.00am - 1.00pm

Mail Enquiries: PO Box 396 Launceston TAS 7250

MEALS AND ENTERTAINMENT: Beginning Monday 29th February quality meals and snacks will be available from reputable Tasmanian vendors at the food court in the main event site. Light entertainment will be provided in the big marquee every evening throughout the event week.

ULYSSES CLUB INC. AGM EVENT 2016 -29 FEBRUARY - 06 MARCH

Launceston

TUESDAY NIGHT - WELCOME & TASMANIAN GOURMET BBQ

On Tuesday evening, the event will officially kick off with a Gourmet Tasmanian BBQ prepared and plated by a high quality local Caterer. It will be a casual affair where all AGM Event'Virgins' (first timers) can meet with other registered members in the big marquee. Members are invited to dress according to the evening's theme, 'Back to the Bush'. The menu consists of locally made thick Chicken & Chive Sausages, Tassie Beef Burgers, Kassler (smoked loin of pork), German Potato Salad, Garden Salad sourced from local growers and bread rolls with butter. Tomato & red pepper chutney, seeded mustard and tomato sauce will also be available in portion controlled packs. Your Gourmet BBQ must be pre-ordered on the event registration form. Members with special dietary requirements should note their preferences on the form. Members who choose not to pre-order may purchase a quality meal from any of the on-site food court vendors and come along to join the fun in the big marquee on Tuesday night.

SATURDAY NIGHT – OFFICIAL EVENT DINNER

The newly elected National Committee will be introduced to the members at the official event dinner in the big marquee on Saturday night. Dinner will be a two course meal, and members are invited to dress for the evening's theme, 'Have a Devil of a Time'. The menu for Saturday night is; Main - Braised Flinders Island hindquarter lamb shank with vegetables in red wine jus served over Ashgrove parmesan mash. Dessert - Tasting platter with a sweet profiterole, a lemon & lime slice and a chocolate éclair, all served with Tasmanian berry sauce and double cream. Members with special dietary requirements should note their preferences on the registration form.

Saturday night dinner must be pre-ordered on your event registration form. Members who choose not to pre-order may purchase a quality meal from any of the on-site food court vendors and come along to meet the newly elected National Committee in the big marquee on Saturday night.

Free buses will operate on Saturday night only for pick-up and drop-off within the greater Launceston area. Outlying areas may also be considered depending on demand. Please provide the address where you will be staying on your registration form. The most practical bus routes will be defined once we know all address locations. If the final route doesn't go right past your front door, you may have to make your way to the pick-up point closest to your location. We will endeavour to transport the majority of members to and from the Saturday night dinner, but not everything is possible. It may not suit everyone. Please remember, this is a free service we are offering to our members.

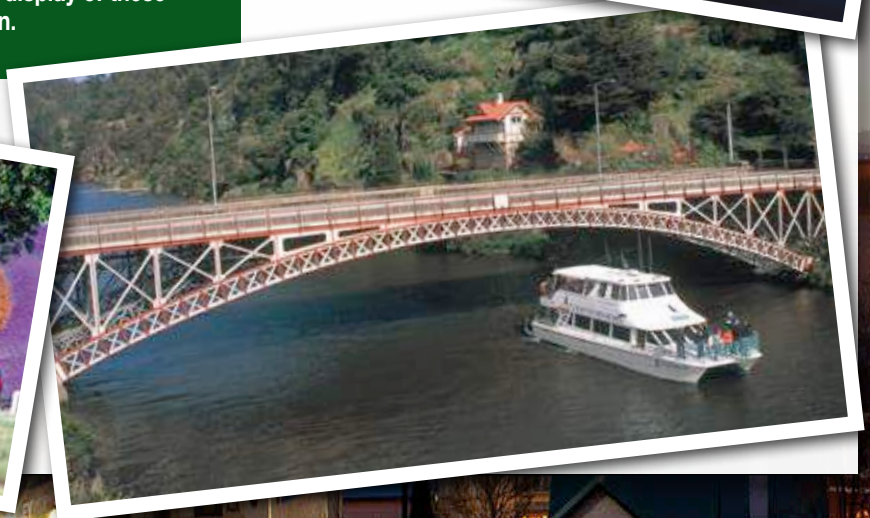
TRIPLE TREAT AWARD

The 2016 AGM Event in Launceston will be the third Ulysses Club AGM Event in the state of Tasmania. Although still in the early stages, we are planning to have a special trophy or award for all members who attend this Event, and who have attended the past two Events in Tasmania. 1996 in Hobart and 2006 in Ulverstone.

These trophies or awards will be presented to these members by the Directors of the three Events at a ceremony still to be decided.

We are also looking for copies of any photos you may have from 1996 and 2006. They may be published in Riding On. Please send copies of them to our Event Secretary, Judy Harris via email to 2016agmeventsecretary@gmail.com

Also if any member has any other memorabilia from the past two Tasmanian events, please let us know as well. A display of these items and photos can be arranged in Launceston.



ULYSSES CLUB INC. AGM EVENT 2016 -29 FEBRUARY - 06 MARCH

Launceston

Commemorative Merchandise

ALL PRE-ORDERED AGM EVENT COMMEMORATIVE MERCHANDISE WILL BE AVAILABLE FOR COLLECTION AT THE EVENT CHECK-IN

There may be limited items and sizes available for purchase at the Event Gear Shop only if the items have not sold out prior to the event.

IMPORTANT! TO ENSURE YOU ORDER THE CORRECT SIZE, PLEASE USE THE INSTRUCTIONS BELOW FOR SHIRT AND UNISEX RUGBY TOP SIZING

Unisex rugby top - No pocket

Polo Shirt

Mens polo shirt – With pocket
Womens polo shirt – No pocket

Stubby Holder

Cap

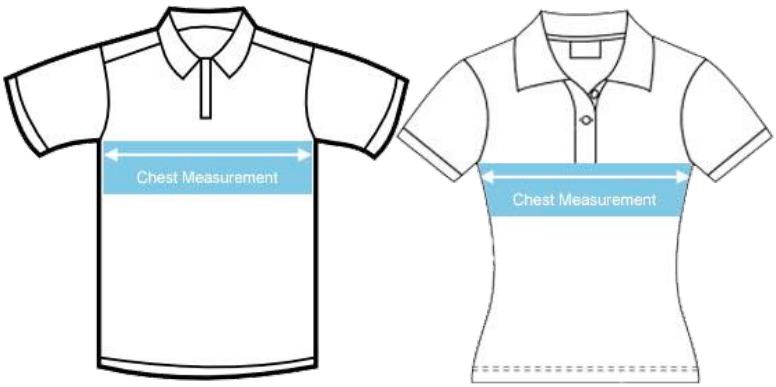
Brimmed Hat

HOW DO I KNOW WHAT SIZE TO ORDER?

1. Lay your favourite polo shirt flat on a table.
2. Measure from armpit to armpit (in centimetres) as shown here.
3. Tick that measurement in the space provided on the order form.

Note: If your measurement falls between standard sizes, please tick the next size up.

A 1.5cm tolerance is allowed in the manufacture of all sizes



Be sure to take your chest measurement from your favourite fitting shirt

REGISTRATION FORM

Ulysses Club Inc. 2016 AGM Event Launceston
Monday 29 February to Sunday 06 March, 2016
$25.00 per person cancellation fee applies
after 5pm Friday, 15th January 2016

PLEASE NOTE:

REGISTRATIONS ARE NOW AVAILABLE ONLINE WWW.ULYSSESCLUB.ORG IF YOU REQUIRE A MEDICAL POWERED CAMPSITE, THEN DO NOT USE THE ONLINE SERVICE.

MEMBER DETAILS	
Surname:	Given Name:
Membership No:	Preferred Name:
Branch Name:	Contact Phone No:
Email for registration correspondence to be sent. (DO NOT LEAVE THIS SECTION BLANK. IF YOU DON'T HAVE AN EMAIL, PLEASE PUT YOUR POSTAL ADDRESS) Note: Each financial member is entitled to register ONE non-member guest.	

GUEST DETAILS	
Surname:	Given Name:
Membership No (if applicable):	Preferred Name:
Branch Name:	Contact Phone No:

EVENT REGISTRATION	PRICE	QTY.	TOTALS
EARLY BIRD REGISTRATION (Received at NAO* before 5PM, 15 January 2016) Includes unlimited entry to Trade show & marquees, event bag and lapel badge. PLEASE NOTE: Entries received before 15 November 2015 will also be entered in the Malaysian Motorcycle Getaway Tours draw. (See advertisement in this edition)	$97 ea.		$
EVENT REGISTRATION (Received at NAO* after 5PM, 15 January 2016) Includes unlimited entry to Trade show & marquees, event bag and lapel badge	$120 ea.		$
COMPANION ANIMAL REGISTRATION (Please read "Animals" section) Animal's Name:	$25 ea.		$
CAMPGROUND REGISTRATION (Mon-Mon regardless of amount of days on site)	**PRICE**	**QTY.**	**TOTALS**
What date do you intend to arrive on site? Arrival Date:			
☐ I/We will be camping in the Campground ($90 per head mandatory fee)	$90 ea.		$
☐ Unpowered 6m x 6m Campsite Up to two people allowed to camp on a 6x6 metre unpowered site.	No extra charge	No extra charge	No extra charge
☐ Medical Power Campsite (Medical certificate is required for at least 1 registrant) I/We have previously supplied a Medical Certificate to the NAO ☐ Yes Up to two people allowed to camp on a 6x6 metre medical power site. This fee is in addition to the Mandatory Campground fee.	$20 per site		$
☐ RV Campsite (Mon-Mon regardless of amount of days on site) Up to two people allowed to camp on a 9x6 metre site. Potable water is available, but connections are NOT allowed. This fee is in addition to the Mandatory Campground fee.	$60 per site		$
☐ Tent City - 2 Man Tent - This fee is for one pre-erected tent with 2 single beds and foam mattresses. 12v light is included. Up to two people per tent allowed. This fee is in addition to the Mandatory Campground fee.	$325 per tent		$
Do you require access to disabled toilets/shower in the campground? ☐ Yes ☐ No Do you require a disabled access vehicle permit to the campground? ☐ Yes ☐ No	Please attach proof to this form if a disabled vehicle permit is required.		
SUB-TOTAL:	$		

REGISTRATION FORM

Ulysses Club Inc. 2016 AGM Event Launceston
Monday 29 February to Sunday 06 March, 2016
$25.00 per person cancellation fee applies
after 5pm Friday, 15th January 2016

DINING (See menu on page 64)	PRICE	QTY.	TOTALS
☐ I/We will be dining at the Tuesday Night 'Back To The Bush' themed Official Welcome Evening and gourmet Tasmanian BBQ *please note there will be NO bus pickup or drop off Tuesday night	$26 ea.		$
☐ I/We will be dining at the Saturday Night "Have a Devil of a Time" themed dinner ☐ I/We request pickup by Bus to the Saturday Night Dinner ☐ Yes ☐ No Note: This information is required to help plan bus routes. Buses will not pickup from all accommodation addresses. Campground registrants DO NOT need this service. Accommodation Name and Address:.....	$35 ea.		$

Special Dietary Requirements - Tick applicable box and make further notes if required

☐ Coeliac ☐ Diabetic ☐ No Dairy ☐ Nut Allergy ☐ Vegetarian

Please phone the National Administration Office on 1300 134 123 if you have special dietary requirements (not preferences!)

COMMEMORATIVE MERCHANDISE

PLEASE follow size instructions BEFORE completing this section

The cut off for all Commemorative Merchandise orders is November 30th 2015. This is due to our supplier's delivery schedule. No more orders will be accepted once sold out.

		PRICE	QTY.	TOTALS
☐ MENS POLO SHIRT With Pocket- Short Sleeve	☐52cm ☐55cm ☐58cm ☐61cm ☐64cm ☐67cm ☐70cm ☐73cm	$35 ea.		$
☐ LADIES POLO SHIRT No Pocket - Short Sleeve	☐45cm ☐48cm ☐51cm ☐54cm ☐57cm ☐60cm ☐63cm ☐66cm ☐69cm ☐72cm	$35 ea.		$
☐ UNISEX RUGBY TOP - No Pocket	☐50cm ☐53cm ☐57cm ☐60cm ☐63cm ☐66cm ☐69cm ☐72cm ☐75cm ☐80cm	$48 ea.		$
☐ WIDE BRIMMED HAT	☐55cm ☐58cm ☐61cm	$12 ea.		$
☐ CAP – One size fits all		$10 ea.		$
☐ STUBBY HOLDER		$5 ea.		$
☐ CLOTH PATCH		$13 ea.		$
☐ STICKER		$4 ea.		$
			SUB-TOTAL (from previous page)	$
			TOTAL	$

CREDIT CARD DETAILS: MASTER CARD / VISA Note: No other credit cards accepted

__ __ __ __ / __ __ __ __ / __ __ __ __ / __ __ __ __ EXPIRY DATE ____ / ____

Name on card:_____ Signature:_____

Post all forms and payments to: Administration Office, PO BOX 3242, Narellan NSW 2567 or Fax: 02 4647 7740 ***(Please call the office if you do not receive a confirmation pack)***

All cheques and money orders to be made payable to**: Ulysses Club Inc.**

Travel with Spirit of Tasmania to the 2016 Ulysses Club AGM in Launceston

This year, Spirit of Tasmania is getting a makeover and will be fully refurbished by August. The new and improved ships will feature three new bars. At Bar Seven, there are plenty of quiet corners, couches, and open spaces. It's the perfect place to unwind and start your voyage with a range of Tasmanian wines, ciders, and beers. The Terrace Lounge Bar is aptly named for its many different areas, with a number of flatscreen TVs located throughout to catch up on your favourite TV shows or stroll the outside decks and breathe in the fresh sea breeze…there's nothing quite like it. On day sailings, enjoy the stunning ocean views with a pizza or panini. At the Top Deck Lounge, grab a deck chair and sit back with an ice cold beverage. Top Deck is designed to have an outdoor feel in an indoor area. There are plenty of seating options and floor to ceiling windows to embrace nothing around you but 232 miles of spectacular Bass Strait.

When it's time to dine there are Tasmanian inspired marketplace favourites, including a Tasmanian signature dish of the day, in our new self-service restaurant Tasmanian Market Kitchen.

For a quick bite to eat, The Pantry offers freshly prepared 'grab and go' snacks. Make sure to browse the delicious selection of Tasmanian style provedore products to take with you for your ride around the state – because every road trip needs stylish snacks.

Entertainment options include two new cinemas with latest release movies and a gaming lounge. Disco bingo, trivia, and live music is available on day sailings. Or, if reading is more your thing, retreat to the Reading Room and enjoy uninterrupted novel time throughout your journey.

Accommodation options include fully refurbished Deluxe Cabins complete with a queen size bed, private ensuite, flat screen TV, and ocean views. There are also three other accommodation options to suit all types of travellers, including Twin Cabins with two single beds suitable for two people and Four Bed Cabins with bunk beds for up to four people. Recliners are also available which offer low cost reclining chairs in a private lounge.

So, what's so great about sea travel? It's all about having the freedom to get out and stretch your legs, clear your head, and unwind without having to be tied down to any time restrictions and freedom to roam around to your heart's content. It's about the ease of riding on and waking to find yourself in a new destination on arrival, ready to begin your touring adventure.

Get your wheels to Tassie and discover The New Spirit of Tasmania now.

Best available passenger fares at time of booking are available for travel between 15 January 2016 and 30 June 2016. Please note, sailings are only available to book up to twelve months in advance.

For the best available passenger fares, you must visit www.spiritoftasmania.com.au/ulysses and book under 'plan your journey'.

LAUNCESTON AGM 2016

DISCOVER TASMANIA

Firstly, you will definitely need more than a week to see what we have to offer, not only in Launceston, but right throughout the whole State. So please book extra holidays, you really will need them.

You will be delighted by what you find and surprised at how much bigger Tasmania is on the inside. You will not need to travel hundreds of kilometres to see the next interesting thing, it may be just up the road from your last overnighter.

Most will travel to Tasmania on one of the Spirit of Tasmania ships from Melbourne. We are pleased to announce that when the relevant booking dates are available, Spirit of Tasmania will offer a further discount off their best available passenger fares at the time of booking. To take advantage of these fares, register your interest at www.spiritoftasmania.com.au/ulysses

We look forward to greeting you in 2016 so keep an eye on this website as we will be continually updating it as time goes by.

www.agm2016.ulyssesclub.org
Launceston 2016 AGM Event Committee

ROCKY CREEK DESIGNS

ED'S PRODUCT REVIEWS

MOTORCYCLE JUMP STARTER

Well it's Christmas time …HO HO HO… just kidding, however it is fast approaching and I have two fantastic stocking fillers for the motorcyclist…

The first is what the good folks at Rocky Creek call the "Rocky Creek Jump Starter" as it's name implies it's for those FFFFF fruit cake moments (do you like how I moved into a Christmas theme there) when you return to your bike, turn the key, press the starter and hear what Manfred Mann's Earth Band called the "Roaring Sound of Silence" yep that stomach sinking moment when you hear that click that generally ruins what was a good day. Its even more problematic for modern bikes with their fuel pumps, safety start systems, yada, yada, yada

Well no more, because Rocky Creek has the solution, and I love it, however not just because of its jump starting capability's, it is much more than a jump starter, it's a phone charger, Ipad charger, it will charge your GPS and it comes with a multi plug that fits all kinds of modern electrical devices that we use every day, it also has an LED flash light with 3 modes, illumination, strobe or SOS, it even recharges my EE Boom 360 sound surround portable speaker…

As far as I am aware there has been nothing designed and built specifically for the motorcyclist. This little lithium jump starter is pocket-sized, light and packs a real punch and will easily tuck into a tank bag, top box or pannier. It comes with a recharging plug suitable for both BMW (merit) sockets and normal car type accessory sockets.

Can this little jump starter really start a motorcycle? Well I can resoundingly say yes I tested it by leaving its lights on and purposely flattening the battery on my Triumph, with bated breath I connected it, turned on the ignition and heard the fuel pump do its thing, hit the starter and it fired first time no problems. The guys from Rocky Creek tell me that they have tested it and got 15+ starts before it required recharging. This mini jump starter comes with short circuit protection, overcharge protection and discharge protection; importantly it's small enough to fit in your panniers and weighs a measly 282g

FEATURES

Size: 130*68*24mm
Weight: 282g
Battery Capacity: 9000mAh
Output: 5V/2A and 12V Jump Start
Input: 12V/1A and 5V/1A
Full Charge Time: approximately 3 hours

REVIEW

Starting Current:200A
Peak Current: 400A
Operating Temp:-20°C to 60°C
Life cycles:>1000
Certifications: CE, FCC, Rohs
Warranty: 1-Year limited warranty

I love it, I would be chuffed to get one for Christmas, birthday, father's day or even because I did the housework.. Once…!

I give it 9 out of 10;

It's only available from Rocky Creek Designs, retails for $98.95

www.rockycreekdesigns.com.au
Ph.: 02 66895703

Do yourself a favour and get one today…

DYNAPLUG

Hmmm I know what you're thinking it sounds like some kind of sex toy, but it's not it's a compact self-contained puncture repair kit… There are a lot of these products on the market; what makes this different is its compact size, so it doesn't take up any space

The one I have carried for a couple of years is made in china and is in a rather large pack, this one is made in the good Ole U S of A.

The Dynaplug® LITE is a puncture repair system for tubeless tyres, consisting of an aluminium body and a removable stainless steel insertion tube (to hold the repair plug). The repair plug, is rubber impregnated cord mounted to a pointed, non-abrasive brass tip. This ensures ease of insertion and secure sealing for over 97% of punctures.

According to research by Michelin cited in Automobile Magazine 97.5% of crown punctures are made by objects 4.6mm or less in diameter.

The Dynaplug® LITE has been tested in bias ply and steel belted radial tires in all weather conditions and is suitable for repair of punctures in tubeless tires that range in tread thickness from 3/16"to 1-1/8" at the point of puncture.

According to the spiel Dynaplug® LITE is the most advanced tyre repair tool on the market. It is the only tool which does not require a process of reaming or adhesives that can compromise the integrity of your tyre.

Simply remove the object that has punctured the tyre, insert a plug into the puncture hole and pull the tool out of the tyre! After the tool is pulled away from the puncture site, the plug is held firmly in place by both the compression of the tyre against the plug and the plug's instant bonding, visoelastic rubber impregnated cord.

THE DYNAPLUG® LITE INCLUDES EVERYTHING TO MAKE PROFESSIONAL REPAIRS; ALL PACKED AND READY TO STORE NEATLY IN THE HANDLE. A DYNAPLUG® REPAIR TYPICALLY WILL LAST THE LIFE OF YOUR TYRE.

(# Note it does contain everything you need to do the repair, except air)

The Kit includes the Dynaplug Tool, 4 plugs (one plug is already loaded in the tool) and the cleaner. (No compressed air)

If you didn't get my message, what it doesn't have is the air you require to inflate it, but you can buy these nifty little compressed air canisters at most bike shops and I am sure Rocky Creek will be able to hook you up when you order. I must confess I did not get a chance to test it as I wasn't game to puncture a $400 dollar tyre to experiment, however I have used similar products and did in my last tyre, a week after I fitted it, I can tell you it lasted 20,000Ks as mentioned.

Retailing for a measly $12.98 it's a great stocking item and anyone would be happy to get one as a gift…

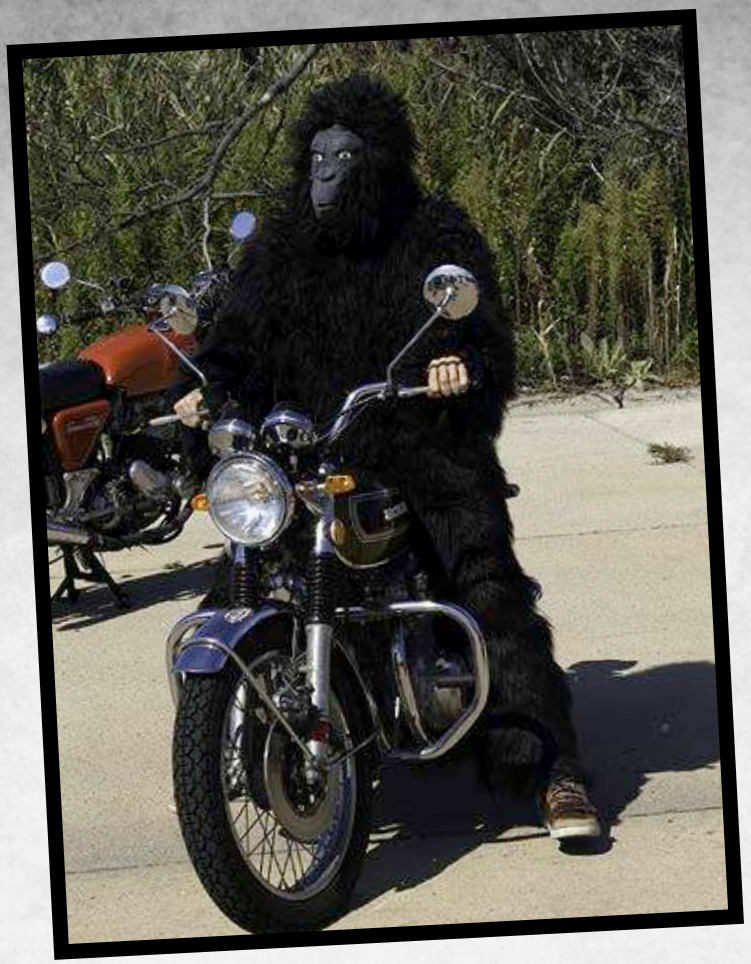
Rating: 7 out of 10

Mainly because it doesn't come with 3 or 4 of those mini compressed air bottles and no matter how good it works you're still stuffed if you can't inflate the tyre.

Ed

SMIDSY AND THE INVISIBLE GORILLA

By Kim Miller #27809



Two things I remember. Yep, at our age we can count our memories on one hand.

Memory 1 - riding the empty road between Turondale and Bathurst. The road dipped between two hills with a long sweeping bend between. I was riding down one side and a car was coming down the other side toward me. We could see each other easily from the top of our respective hills with a bit of side-on look until we got close after several hundred meters of approach. I was on a red Suzuki GS1000 with red bikini fairing and a red and black jacket, headlight on. With bright sunshine it adds up to visibility plus. The driver ran into my lane on the sweeper and forced me onto the gravel shoulder.

Memory 2 - riding along a city street with a car stopped at a stop sign on my left a short distance ahead. The driver looked at me and I thought, 'She's going to come out in front of me.' I hit the brakes. She come out in front of me and turned right. We didn't collide and she passed by me without seeing me with all the red I've just described.

We all have such memories. And SMIDSY is not good enough when it happens. But suddenly, enter stage right, the Invisible Gorilla.

Many of you will know the story. A couple of psychology researchers set up a test. Two basketball teams are passing a ball in a simulated game in a short video. The subject watches the video and has to count the number of passes between the team in white. Then the researcher asks the subject. 'Did you see the gorilla?'

Most people fail to see that half way through the video a gorilla walks into the game, stands facing the camera and beats his chest, then walks off the other side. When people are shown the video again they refuse to believe it's the same video. The name given to the effect of seeing but not noticing is 'in-attentional blindness.' This refers to when we see something but we don't really notice it.

The researchers, Chabris and Simons, have their stuff on theinvisiblegorilla.com. You can watch the gorilla video, and some others on their work, and they have a book of the same name. It's worth a read if you ride. Here is a summary of their section on riding motorcycles.

People don't see motorcycles because they are not looking for motorcycles.

Drivers often fail to notice unexpected events, even important ones.

Drivers assume that as long as they are looking in the right direction those unexpected objects and events will grab their attention.

The wiring for our visual expectations is almost entirely insulated from our conscious control. This means that signs telling people to look for motorcycles do not work for more than a few moments after reading the sign.

Our brains detect patterns automatically, but the patterns we experience on the road are a preponderance of cars and a dearth of motorcycles.

So, what can we do that will give riders a better chance of getting home? Chabris and Simon offer a few suggestions.

The experience of riding a motorcycle can mitigate the effects of in-attentional blindness for motorcycles. Perhaps car drivers should be made to ride for a while.

The recommendation to wear bright yellow clothing seems to have value, but it is doomed to fail. Bright clothing might look conspicuous and increase visibility, but will only work for drivers who are actively looking for riders.

To test this 'conspicuous biker' proposition, Chabris and Simons modified the gorilla video by setting up a bright red gorilla. Red gorilla suits are rare so they made a computer simulation. The basketball teams were replaced by black and white letters moving around the screen. The gorilla was a bright red cross that travelled in a straight line across the screen. Subjects were asked to count the number of times the white letters bounced against the edge of the screen. 30% missed the Red Cross even thought it was the only cross, the only coloured object, and the only thing moving in a straight line.

When something is unexpected, distinctiveness does not guarantee that we will notice it. Distinctiveness does not equal detectability.

People failed to see the 'red gorilla' because is stood out.

That gets rid of the hi-vis jacket suggestions. So what might work instead?

To make bikers safer we need bikes not to look more distinctive, but more like the ordinary patterns of the surrounding traffic. That means, look more like cars.

Chabris and Simon suggest two headlights as a good start to increase bike detectability.

Get more bikes on the road. This will make bikes more a part of the normal pattern of traffic, and therefore less unexpected and more detectable.

The support this 'commonality equals detectability' thesis they did research on cars hitting pedestrians and bicycles. What they found was that cities with high pedestrian and bicycle use were safer by far. Walking is safer in cities where people are always dodging in and out of traffic. 'If you were to move to a town with twice as many pedestrians you would reduce your chance of being hit by a car while walking by one third.'

Here is another of their experiments where they researched the link between expectations and collisions. Subjects sat at a driving simulator and were told that the GPS would provide them instructions on when and where to turn with blue arrows but they were to ignore any yellow arrows. When they were approaching intersections a motorbike would sometimes enter their path. When the bike was blue they noticed and avoided it. When the bike was yellow 36% of them hit it.

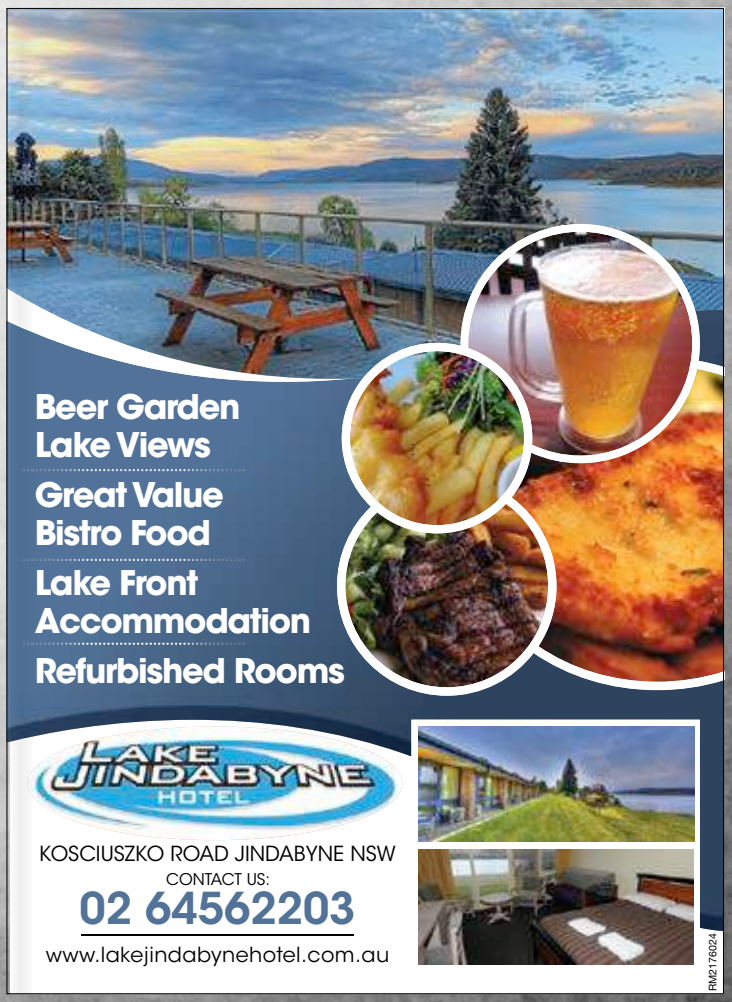
Your moment to moment expectations, more than the visual distinctiveness of the object, determine what you see and what you miss.

In their book, The Invisible Gorilla, and Other Ways Our Intuitions Deceive Us, Chabris and Simon speak of a US Submarine (USS Greeneville) captain who checked his periscope and surfaced. He came up beneath a 200 foot Japanese fishing trawler and cut it in half, resulting in several deaths. They also speak of a police chase in which the suspect jumped a fence, closely pursued by one officer with others behind. The other officers pulled their workmate from the fence and bashed him severely, not recognizing they'd got the wrong man. They mention several doctors looking at x-rays and scans of a severely ill patient and nobody noticed that a metal guide wire, used to insert a femoral vein catheter to the heart and which should have been removed, was still inside the patient, their accounts of 727 pilots learning to use HUDs? Well needless to say that was pretty scary.

In-attentional blindness is not a matter of intelligence, gender, education, training in 'noticing things', or anything else apart from just being human. The people who did best in the gorilla video were those who played basketball. Other ball game players did no better than the general population.

The people who see bikers on the road best are other bikers. There is something to be done here, can you see it?

To make bikers safer we need bikes not to look more distinctive, but more like the ordinary patterns of the surrounding traffic. That means, look more like cars.



THE PONY EXPRESS TRAIL

Written by Phil Farrelly
(Photos by Scott Storlie)

Most of us thinking of a motorcycle holiday in the United States will think of heading down Route 66, or the Sturgis Rally, or the Daytona bike week but the fact is that there are numerous worthwhile destinations in the US for the avid motorcyclist. On a recent trip I was lucky enough to be introduced to a part of the US that might be termed a motorcyclists dream, and a little more accessible to Aussie travellers, and that is the area to the west of Sacramento through the foothills of the Sierra's and up to Lake Tahoe. There is also a lot of history in them there hills and this fact also provides a worthwhile purpose for your bike meanderings on some of the best bike roads you will find anywhere.

Through the usual friend of a friend network I had the offer of a guided tour up through the hills starting on what was the original Pony Express route out of California and into Nevada and onto the wild wild west. Fortunately, for me, the offer also came with the loan of a 99 Harley Fat Boy with more chrome and shiny bits than the Lone Ranger's silver bullets. Duane Cruts, the local Snap-On Tools franchisee was my kind benefactor and guide. So early on Saturday morning he led out the posse riding his '03 100 year anniversary Ultra Glide in beautiful black of course. Any man that owns more than one Harley has to be respected. Following a guide takes all the stress of riding new roads out of the equation and when you are also kicking off on the wrong side of the road it is worthwhile to focus on the man in front.

We start off on Green Valley Road in El Dorado Hills west of Sacramento and this is also the start of the old Pony Express Trail that wound its way east from 1860. At the start of this part of the trail there is an historical marker and the original express riders inn (Pleasant Grove House) is still standing. From there we made our way to Salmon Falls Rd that winds its way down to Folsom Lake over the first crossing of the American river and then up into the hills to join Route 49 – Coloma Rd. The ride up from Folsom Lake to the Route 49 is one of the best 20 minute stints you will ever spend on a bike, beautiful constant radius turns bend back on each other as you climb up through the foothills and, while the countryside is not unlike what you would see around Bendigo in Victoria, it has newness about it that has you anticipating every bend. It also helps that there is very little traffic even for a Saturday morning (helps to get on the road early). Its 10am and the mercury is hitting 30 degrees for what was going to be a brilliant day.

Route 49 also follows the historic pioneer trail running from Reno to Fresno that allowed thousands of intrepid travellers to get over the Sierras, through the infamous Donner Pass and down to the gold fields and riches of California. It also runs through Caloma where in 1848 gold was first discovered at Sutter's Mill on the American River, and as they say, the rest is history. It is interesting to note how close this was to gold discovery in Ballarat (1851); gold fever then swept the world for a few years. It is also interesting to see that while the discovery of gold in Ballarat helped to create one of Australia's largest regional cities adorned with fine buildings and a rich history (paralleled in Bendigo), in California only a few lonely timber shacks remain of what must have been a bustling mining settlement in the 1850's – obviously the gold was shipped out to line the streets of Sacramento and San Francisco instead. Of course back in the 1850's Caloma was not an easy place to get to so probably didn't lend itself to becoming a permanent settlement.

The ride down 49 is a little straight but does allow you to open the throttle up a little wander through sweeping turns back down to the American river again at Caloma. Here you will find a gold museum that will fill in the local history as well as a few reproduced huts to give you an idea of what it

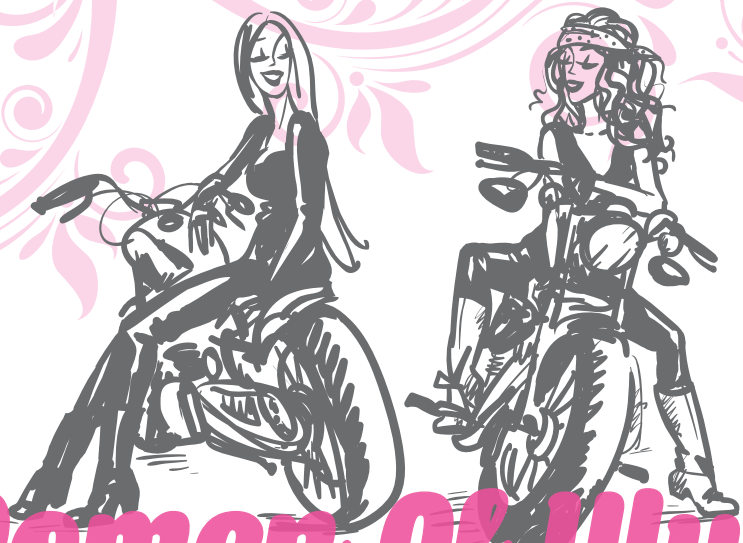
might have been like in 1848. I think they could learn a little of what we offer at Ballarat in this regard but there is also something restive about the place without the commercial trappings to distract you from the real story. While we were walking around we heard the sirens of half a dozen fire trucks approaching and looking around caught the sight of smoke rising behind a nearby hill. The road had been cut the day before by a fire further down the road and we hoped that the fire fighters would make quick work of this new outbreak.

The temperature was now near the 100 mark in the old scale and we lost our jackets to continue on wearing the standard US biker wear – t-shirt and jeans. Long time since I have worn so little riding a road bike but as they say when in Rome.

It was now time for an early lunch and this provided a good reason to seek out the local biker joint at Caloma village. We pulled up to join another 20 or so Harley's parked in the lot out front, always worth spending a little time admiring the machinery. The Caloma Club Café looks the part with an old saloon façade. The décor is typical saloon with a ramshackle collection of old beer signs and one dollar bills pinned to the ceiling. We pulled up a few stools at the bar along with the usual motley crew and ordered steak and eggs, the most appropriate if not the healthiest option. Now feeling like extras in an episode of SOA we finished up and headed back to our bikes.

At this point we turned south to pick out a few back roads back through the hills to home but from Caloma you can push north to Truckee and the Donner Pass, or head south and up Route 50 to Tahoe with every option offering great bike roads which will leave a big smile on your dial. Did I mention the little family wineries dotted through the hills? A week with Tahoe as your base is quite conceivable allowing you explore dozens of different mountain road options covering the Nevada and California sides of the lake leaving you to enjoy the natural beauty of the area, or the casinos, when you are off the bike. If you don't have a friend with a spare Harley you can hire a bike in Sacramento and avoid the need to ride near the "big" cities.

Not an obvious destination but I cannot rate this area highly enough as a riding holiday option.



Women of Ulysses

SAVAUGN PRATT #20508 DM#35

When I was asked to submit a story about myself as a Ulyssian, my second thought was "but I am not a rider!" My first was "(geez, they must be desperate!)

Then I realized that it was an opportunity to show that we pillions are just as important as riders, we have ideas and experience and also like to give input into club activities.

When I met my husband Allan, he rode a motorbike – nothing has changed in 40 years of marriage, so when we went places, it was often on the bike!

Now I am not saying I did not want to be a rider, I did in fact ride the chook-chaser around my parent's property as a teenager – not fazed at all, but dealing with that black stuff on the road was a different story! We owned a 250 Virago and I took lessons in my late 30's with the intention of riding, got my L's too, but had extreme difficulty turning left-hand corners! Made for very short journeys every time I tried to leave home!

I was obviously not safe and enjoyed being a pillion so the decision to stay one was easy.

Al had heard about the Ulysses Club through mutual friends, expressing a desire to become a member when he became old enough, so on his 40th birthday, his gift was his Ulysses Club membership. What a life this opened up for us! We very quickly became a part of the Lower Hunter Branch, attending rides and meetings when we could and making some lifelong friends.

Our first AGM was to Cairns in 1999 and we rode there from Newcastle on our then current bike –an XJ Yamaha. I was so cold when we arrived at Guyra to refuel, I fell off the bike, my legs were frozen solid! There were also issues with panniers and no room for heels – you get the picture?

The upside to all of this was the wonderful people we met along the road and although we began the journey on our own, by the time we arrived in Cairns we were a part of a small group of riders. I loved the camaraderie of waving to a group having a break to then have them wave to us when we had our break and then finding they were stopped at the same motel for the night, made for lots of fun and laughter and many stories to tell on our return home!

On the way home, we stopped at Townsville and bought our first Goldwing! Utter luxury and lots of foot room! Rode into Airlie Beach feeling like we had won the lottery!

We have since attended 16 more AGM's, loving the journey to and from each one just as much as the actual event – all of them different! I am appreciative of the fact that the AGM's are all over Australia, this has given us the right to go exploring and travelling and we do not have to explain our trips to anyone! The other great thing about AGM's is the re-meeting

of those long-time friends that live all over this great country and who we only get to see at AGM's. Love it!

We moved to Brisbane in late 1999 – starting new is scary when you are 40 plus! But we still had our Ulysses Club membership and this in the end became our lifeline.

We looked up local branches and the Brisbane and Logan branches were just in town – hmm, they met on a week night, Allan worked pm shifts – this would not work! We did join them for a couple of rides when we could.

At this time all members could purchase a membership book that listed all Australian Ulysses Club members, including their phone numbers and addresses. This became my bible for a few days as I rang local Ulyssians trying to find people that lived close to us to join for a ride.

What I did discover (several hundred dollars of phone calls later) was that a lot of the Ulyssians in our Redlands area were not riding for various reasons – many the same as ours and when Al and I discussed the idea of forming a local Group that met on a Saturday, the interest from these Ulyssians was extraordinary – Newspaper advertising, more phone calls and a meeting of interest saw 80 plus people attend - hence the birth of the Redlands Branch! Allan became inaugural president and I secretary and also editor of a very weird little newsletter!

For many years I was a coordinator of the Redlands Fundraiser – "The Ron Power Ride for Palliative Care" We raised over $150,000.00 in the 9 years this was running and both Allan and I were heavily involved in the organising & planning of the initial Ride Though a Bar at Aratula that saw 1297 bikes ride through the bar – the Guinness Book of records not interested, said there would be no interest! Idiots!

I stepped down as secretary of the branch in 2014, deciding it was time – but I still continue as editor of a now much bigger colour newsletter and print a fellow branches newsletter at my home. I thought stepping down would mean my life would be quieter, but nope, I keep happily filling the gaps with other Ulysses activity and yes, grandchildren!

Many years ago, the SE QLD's Presidents would meet occasionally to discuss issues, rides and rallies – this faded away until 4 years ago when someone suggested that as there were so many more branches, this group would be a great idea and could Allan and I again organise it! We did and the 17 SE QLD branches now meet every 3 months, enjoying a meal, sharing ride calendars – so that the clashes of rallies etc. no longer happen, discussing issues, venting occasionally and generally ensuring that we help our members acknowledge that we are one club! We all work together towards a common goal of revamping the Memorial Gardens and holding at least one major all branch event each year! Allan chairs the meetings and I am minute secretary.

At the last 4 Ulysses Club AGM events, I have been minutes secretary of both national committee meetings – except the last one when Al ran for National Committee. We are active flyers of the Ulysses Club flag, hosting stands at major & minor motorcycle events in QLD when the time and energy permits – I love meeting people and talking to them about the Ulysses club and I find it easy to share my enthusiasm for the life and friends this club has given me.

We also enjoy the chance to help others when we can – meaning many hospital visits or phone calls just to check on fellow Ulyssians, knowing the same would happen for us if we needed it.

Having been a member now for 15 years, regularly leading (well technically Al led) or attending Sunday rides for most of those years, I am now finding the longer rides hold more interest – the overnighters or just getting right away, exploring our great country for weeks at a time is amazing! Whether you ride with someone or on your own, there will always be someone to talk to as this is the way of motorbike riders and pillions – a common interest shared!

We still go to Maccas on a Sunday morning when we can and if not riding, we catch up with friends before they leave.

So there you go, I am a Ulyssian, a pillion and am proud of what our branch and club has achieved. I have so many people I can now call close friends, who are there for me always, and the Ulysses Club is the reason for this.

We will be at the Launceston AGM, so let the journey continue!

Regards

Savaugn

BETTY PARSSEY #10640 DM #48

I began riding about 1998. A teacher by profession, I had decided to set myself a challenge to get my Heavy Rigid Truck/Bus licence and having achieved this I wanted a further challenge so started enquiring about the process involved with learning to ride a motorcycle. It was sheer determination that got me through this as I didn't know one soul who had or rode a motorbike to accompany me. I religiously practiced all specific skills as well as riding in the country every weekend to ensure I would gain my licence. From my personal experience as a Learner, I along with a few other supportive members, regularly 'mentor' other riders through this somewhat daunting period in order that they can then safely and confidently ride along with our group. My love of riding began at this point and has continued ever since with a few down times due to joint surgery.

I joined the Ulysses Club as a member not really by desire. I attribute my opportunity to enter the motorcycle world to Tim Ledger at Horizon Motorcycles. Nothing was a problem despite my being so naïve with motorbikes and rider apparel; Tim's patience was unbelievable but there was one source of annoyance – he twice handed me a Ulysses Membership application form. As if I would want to join 'old farts' and socialize; it was only after the third round of forms that I joined out of embarrassment just to honestly say I had taken action. Within about six months, I was not only a member but virtually taking on the Ride Coordinator role and much more. Some 16 years on and this is still the case.

Being vertically challenged, I started riding on a Yamaha Virago 250cc and some two years later, graduated to a lovely Yamaha Virago 535cc with shaft drive; this was a lovely bike. Two years later I started searching for a bike that would provide a 'touring' style rather than cruiser and finally found the new (at the time) BMW F650CS (the Scarver), a magnificent 650 single cylinder with a belt drive and a unique and practical luggage system. Thirteen years on and this little Beemer just keeps going round and around and presently showing 156,000km on the clock. [Well, that is 56,000 as it went back to zero when I got to 99,999.9km!] The bike was custom lowered by a BMW mechanic (Milton) and was almost a prototype using a demo bike to configure before finally setting up my lovely new bike.

I haven't travelled outside of Tasmania nearly as often as some, however, I did have two trips on the Yamaha 535cc, both throughout Victoria with one or two friends and another ride to the Ulysses Club AGM, my first, in Cairns the 'long way' via the Red Centre and home down the Eastern border following the coast. It was on my homeward journey in Yeppoon that I just happened to meet up with our wonderful Founder, 'Ole No. 1 Steve Dearnley; this was the most precious time for me. Steve was riding the MZ Scorpion, I think he was 'testing' it for the company – this is the motorbike that is now being offered for the major prize in the UCARF raffle thanks to the Whittlesea Branch.

My only other AGM I attended was the Alice Springs AGM in 2014, flying in and having a pillion ride back to Hobart with some of our wonderful Hobart Branch members. It was an extremely memorable occasion where I had the honour of being awarded the Dearnley Medal No. 48 – this is still almost unbelievable and something I really pride in.

Our Hobart Branch is a 'thriving family' with new members joining constantly and the comradeship is just remarkable; I doubt you would find another Branch

that is so active in such a variety of ways and events. A large contingency follow the AGM events annually and are currently involved with their volunteer roles for the 2016 AGM to be held in Launceston, hosted by the Tamar Tourers with support from both the North-West and Hobart Branches. I have no doubt following this event that 'thousands' of riders Australia wide will experience our wonderful State, superb roads and great tourist destinations – just another event to put Tassie on the map. Whether it is on our West, East, North or South coasts, the variety of scenery and roads is overwhelming.

Apart from my virtual 'full-time volunteer' role with the Ulysses Club Hobart Branch, I am also the Tasmanian Coordinator for the Black Dog Ride, promoting awareness of Depression and Suicide Prevention. Each year there is a small contingency of Tasmanian riders who do the National ride to the Red Centre and more. I have been involved with this since 2009 through the BDR National Founder, Steve Andrews, another Ulysses member living in W.A. This keeps me quite busy with both the National One Day Ride held in March each year and the 'Red Centre' ride held in August.

I also serve on the RACT Southern Advisory Committee; I am passionate about all aspects of safety whether it be road infrastructure issues or drivers/riders and their safety. Despite my 'numbers' since birth continually creeping up, I am determined to continue riding while the body is half willing. My bike has already been modified with a centrifugal clutch to enable my riding to continue; maybe the 'third' wheel of some sort may have to be the next step!

Betty

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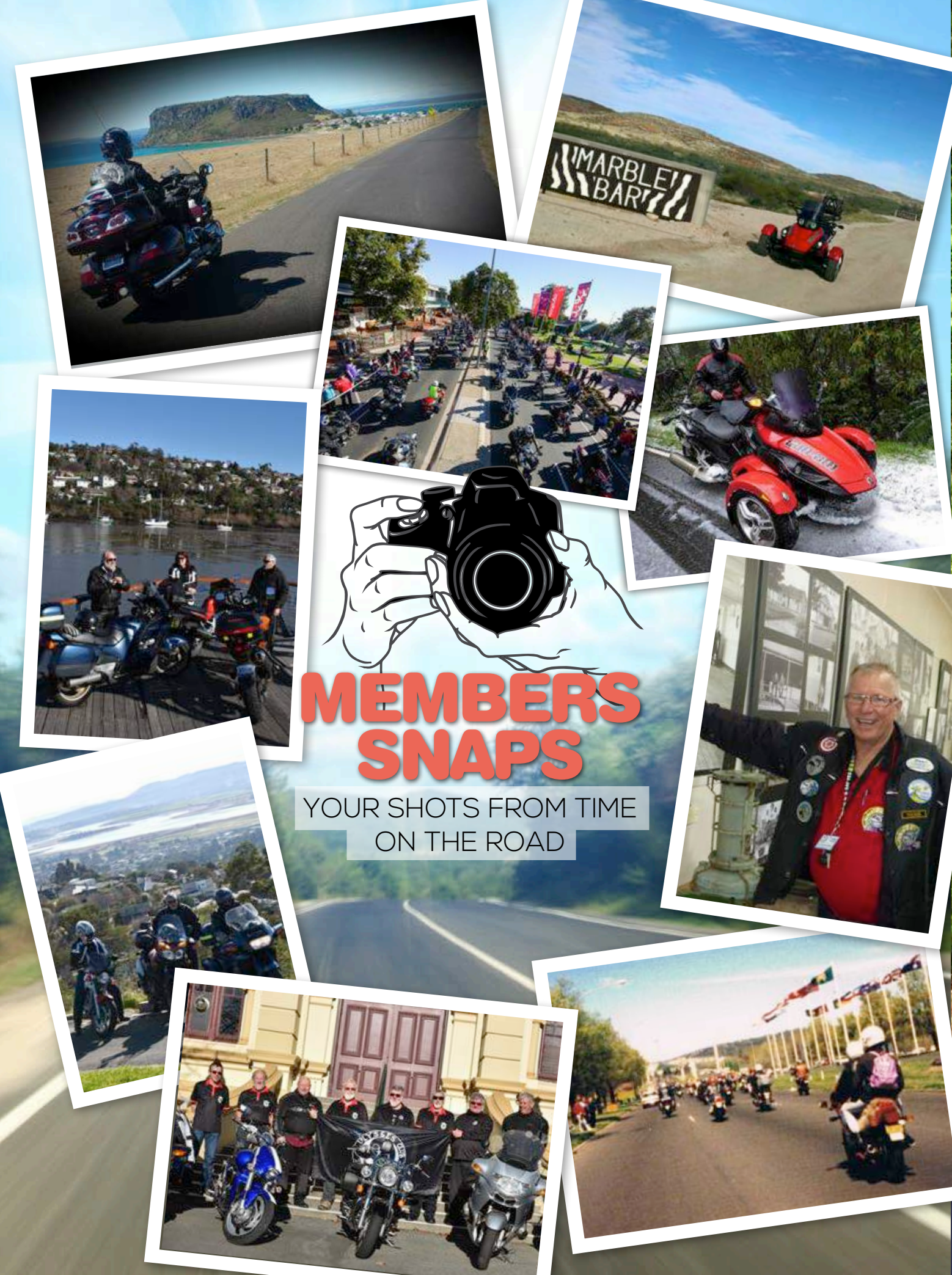

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BRANCH NEWS

UPDATES ON PAST BRANCH EVENTS AND RIDES

The Ulysses Club Hills Branch Custom bike show

Picture of Organiser Bob Habkouk and Jack Philips who won best European.

The Ulysses Club Hills Branch conducted a Custom bike show in conjunction with the Dural Country Club's 50th Anniversary on Sunday the 19th July 2015 at Dural Country Club, 662a Old Northern Road, Dural. The day was a family fun packed day, with featured exhibitors from Frasers, Victory Motorcycles, Motohub, Oztrike, Rhino Leather, Shannons Insurance , NSW police, Westmead Hospital, Care flight, Motorcycle Council & Ulysses to mention a few.

Two live bands kept the adults entertained with face painting and a jumping castle kept the children amused. A sausage sizzle was a great hit with drinks and tap beer keeping everyone refreshed. The Dural Country Club provided meals in the bistro and coffee and scones in the coffee lounge.

A registration fee of $10 was charged on the day with a gold coin donation from all visitors. Over 56 bikes entered into 10 categories and we estimate over 400 visitors on the day.

In the end we raised over $2,500 and this was donated to the Ulysses Arthritis Association and Westmead Hospital Pulmonary Rehab ward.

Category Winners

Trophies were provided to all category winners and interestingly Jack Phillips who is a member of Hills Ulysses and over 85 won the best European. Good on you Jack!

This event was such a success that the Country Club and exhibitors want to do it again next year. Watch this space!!

	Trophy	Sponsor	Winner	Bike
1	Best American	Frasers	Mike Ham	Harley
2	Best Custom	Live to Ride	Craig HoneyBrook	Custom Chopper
3	Best English	Team Moto	Kevin Gunn	Norton
4	Best European	Procycles	Jack Phillips	BMW
5	Best Japanese	Motohub	Brett Pieper	Honda
6	Best Paint	Bikesmith	Greg Benson	Triumph with Anzac theme
7	Best Rigid	Rhino Leathers	Michael Bendeich	Waratah
8	Best Trike	Oztrike	Sassy Sinclair	Harley Trike
9	Best Vintage	MCA	Michael Bendeich	Waratah
10	People's Choice	Dural Country Club	Greg Benson	Triumph with Anzac theme

SOMETHING A LITTLE BIT DIFFERENT

Now, last month I alerted you to the possibility that we may include a bit of dirt in our ride. Whether it was this, or the uncertain climatic conditions, I know not, but the roll up was a frag below par. In the event, the rain, when sighted, varied between ephemeral and ethereal. During the pre-start briefing, I advised that the selection of the road in question may be dependent on prevailing conditions, but had no hesitation in including it by the time we were in the vicinity.

We departed at about five past ten, to allow for any possible sleepyheads, and perambulated gently down the Highway to Yarragon for morning tea.

Ivor was too busy spreading super to partake of the ride, but was at least able to afford himself a short break to skip down here and join us for a brew. The bakery has somewhat priced itself out of the market (well, our segment of the market, anyway), so our venue of choice nowadays is the Yarragon Takeaway, which is a more salubrious establishment than its title would indicate.

Refreshed, we headed out along Hazeldean Rd, but rather than branching off at Parker's Rd, as is usual, we carried on past Gainsborough to Ellinbank. Then it was left onto Warragul-Korumburra Rd, through Strzelecki and Ranceby. I obviously don't have Harry's touch here, because every time he brings us down this road to Korumburra – well, it persists down with rain. No such worries this time.

Now we come to the road in question. Fairbank Rd flatters, only to deceive. The first five kays or so are lovely sweepy stuff, leading to Arawata and its attendant art gallery. A short time later, however, the game changes. To be fair, though, there is little in the way of

Our combatants this month were:

Greg and Lucia	Suzuki SV 1000	Gil	H/Davidson 1700
Bill and Sue	Yamaha FJR 1300	Jacko	Yamaha FJR 1300
Jim	Triumph Sprint ST 1050	Ivor	Shanks' Pony

greasy clay – my rear end only stepped out once – but all quite firm, with some corrugations the only deterrent. At one stage, there was a paved section of a couple of hundred metres, probably out front of a former mayor's residence, before returning to situation normal.

Anyhow, this detour bypasses both Korumburra and Leongatha, and, once having crossed Mt. Eccles Rd, it reverts into the lovely, winding Leongatha Nth Rd, picking up the Mirboo Nth Rd perhaps five kays east of Leongatha. From there it was a doddle to find Mossvale Park, its driveway proving to be more slippery than anything we had hitherto encountered.

On arriving at the BBQ area, we found ourselves in the company of another small gathering, but there was plenty of room for all. Once they had overcome their trepidation at being set upon by these evil looking bikies, their ladies happily struck up a conversation with Sue and Lucia, and besides, they had a bouncy little dog, which is always an icebreaker. We broke out our various victuals, and yacked away cheerily.

The next segment of our ride I should have made a fair bit longer, because it probably took not much more than half an hour or so. Carrying on through Mirboo North, we took the Grand Ridge Road via Limonite and Boolarra South, and then north to Boolarra. Our final port of call was the old Boolarra pub, except for Jim, who had peeled off to visit his folks in Allambee. Now I must be getting old too, for this was the actual, one and only Boolarra pub when we lived here, but has been supplanted by a fairly characterless iteration a few hundred yards down

the road. The boozers' loss is our gain, as the new proprietors have converted it into a lovely restaurant – well worth a visit if you have a few hours to kill!

All enjoying a chat and cuppa

The upshot of all this is that we had plenty of time for a final gasbag, before wending our various ways home, still in plenty of time.

A footnote about clouds and silver linings. Last month I mentioned about my fifth gear being hors de combat as a result of the national rally. Glen Middlemiss, one of the Motorcycle mechanics, gave me the sad tidings that this particular arrangement of drivetrain would entail a complete dismantling of the engine to get at the gearbox. When I rang him to say that Melbourne Motorcycle Wreckers could supply a replacement for $1450, he told me to jump at the chance. All up, the transplant set me back about two and a half large. Now for the silver lining – the bloody thing goes like a blur! Gil kindly offered Lucia a pillion on his Harley for the last bit, and I set off in front of Jacko, whose Fudger previously had the legs of my Suzy. Not anymore.

Greg Caldwell
#27789
Gippsland Central branch

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AUSTRALIAN SUPERBIKES AT WARWICK

Early this year, Peter B from NATCOM asked Allan if he could organise volunteers to both man a Ulysses stand and be track and gate officials at the Morgan Park raceway in Warwick on the weekend of April 17th.

Of course Al jumped at the chance and he put out the call for fellow Ulyssians to give a hand. Support from several branches meant we had time to talk, watch and work. What an amazing weekend! Came home exhausted but exhilarated.

We gave out approx 30 new memberships forms and spoke to many Ulyssians that are not affiliated with any branch, but would like to be, so Riding On's complete with branch contact detail were in demand!

Branches in Sunshine Coast – lots of queries for there, Gatton, Brisbane and of course Warwick, will hopefully see some new member interest in the near future.

The organisers of this event were certainly overwhelmed by the response from the public! They had no idea it would be so big. On Saturday, those of us working the only entry and exit gate took in $8000.00 in entry fees – on Sunday morning between 7 and 11 alone, we took in $10,000.00. We very quickly ran out of programs! That is a lot of people when some were paying $10, some $15 and some $20! We were like worker ants!

The other great thing – everyone was happy and so nice, lots of smiling faces and very pleasant conversations. A very enjoyable weekend! Hey when it involves bike riding, what do you expect!

Of course it helped that the weather was perfect and the Morgan Park complex is a fantastic site, terrific track and grounds – could even be considered for an AGM in the future?? Great racing took place too! Our stand had a good view of the track.

The event will be on again next year– why not, when it worked so well this time! I know it is a bit of a trek, but please consider joining us then, we will let you know dates as soon as possible and you can book accommodation and make a weekend of it too!

Comments from the organisers: "You guys were wonderful! What I loved most was that every single one of you had a smile on your face and were willing to do anything that we threw at you. And I know first hand that you took your job seriously, that guy who almost didn't let me through knew how to stamp his authority!! LOL (Allan!)

It would be wonderful to have you back in 2016 with an even bigger team, usually the dates for ASBK are released around mid November so I will let you know once I know." Shelley

So please join us in 2016, we did have fun and watched some good races too!

Savaugn

A TRIUMPH OVER THE ALPS

WRITTEN BY JONATHAN TAYLOR

The offer was for a demo Triumph to ride for two weeks in the European Alps, taking in the 10th annual Triumph rally- just too good to miss. It was arranged by my friend Stephan in Germany who was test riding another Triumph under the "Tridays" program used to promote new Triumph models.

For an Aussie, the European Alps are an amazing playground. The mountains rise to 9,000 feet (an old guys measurement- 3,000mtr doesn't seem big enough) and everywhere its green, tidy, and the road surfaces are nearly all high quality. At the end of each fun day you have many very comfortable and affordable places to stay where the grub is good and cheaper than at home.

Stephan Schwaeble and his good wife Sigi live in Garmisch (the scene of the recent G7 meeting), a nice part of Germany very close to Austria and the start of the spectacular Tirolean mountains. The Schwaebles came to Australia two years ago for an adventure trip on a Ural and now they had arranged for us to join them on an Alps promotional tour using a Triumph adventure bike and staying at choice biker accommodation.

Triumph kindly supplied us with the perfect bikes for this adventure. A 1200cc Tiger Explorer XC and an 800cc Tiger XCx. Both bikes had Triumph panniers fitted and we collected them from Juergen Schnaller, Triumph Tirol at Kolsass near Innsbruck. It was an opportunity to try these bikes that are challenging BMW in the adventure market. They impressed me seriously and it could be that my current Bee em will be pensioned!

There are two ways to traverse the Alps. There are the extraordinary motorways that whisk you through this steep and difficult terrain, popping in and out of tunnels and crossing high bridges with spectacular views. This is quick but subject to tolls and it is thick with speeding cars and trucks.

This time we took the side roads that follow the river valleys and climb over steep and winding mountain passes. They have switchbacks stacked up the hillside, gradients up to 18% and unguarded drop offs at the edge of the road. Traffic is much lighter here and you are more connected to the landscape and the villages you travel through. There are always plenty of coffee stops and fuel stations everywhere unlike some of our Aussie adventure roads!

In late June there is still some snow on the higher mountains, but the air is warmer for biking and ice on the roads is not a problem. Mind you, this landscape is green for a reason so waterproof riding gear needs to be taken with you.

Our first day took us 280 km along the Isar river and past the Achensee lake to Neukirchen where Triumph were preparing for their rally the next week. Passing then through a 5.3km tunnel we rode up to Sankt Jakob im Lesachtal and our Guesthouse Gasthof zum Loewen, a grand 800 year old building, where our host Marcus Ainetter made us welcome and comfortable. This valley is a little out of the way for mainstream tourism and the community have made an effort to preserve their original lifestyle. One could easily settle in here for a few days with plenty of good roads and pretty scenery all around.

> “AT THE TOP OF THIS SPECTACULAR MOUNTAIN PASS WE SPENT THE NIGHT AT EDELWEISSPITZE A WOODEN CHALET AT 2,571 METRES.”

The next day took us up the spectacular Ploeckenpass and then down to Tolmezzo in Italy. We scarpered on down a motorway to Trieste and into Croatia for a couple of days at Rovinj on the coast. Time to ease away the last of the jetlag and travel stresses!

Our stay was at the Villa Antonia within easy walking distance of the old city. There is a large sheltered harbour here with a beautiful old town of narrow cobbled streets and artisan shops. It doesn’t rain much and it is easy to fall into lazy summer days by the Mediterranean where you can graze on great foods while you watch the people and the plethora of boats around the harbourside.

After this delightful break we rode north into Slovenia. Slovenia is a lovely green and forested country and it rises steeply into the Alps as you go north. We arrived in Idrija at the same time as a heavy afternoon storm. It was to be the only wet weather all the way and it made the most of catching us. Sheets of water everywhere and after taking shelter in a supermarket we sipped hot chocolate and chatted to a Polish gentleman who was riding a trail bike around Eastern Europe and camping under a sheet of plastic in the fields that night. Idrija is famous for its UNESCO World Heritage listed mercury mine which is now closed. Handmade lace has become a feature of this centres tourist economy. We booked into the hotel and let the water flow away before getting back into the Julian Alps next morning.

From Idrija we chose to run through Tolmin and Bovec and up the Soca river valley to the Austrian border. This is one of our favourite areas as the scale of the mountains increases as you go. The head of the valley looked impenetrable as it reared up ahead. There were many Russian POW’s from WW1 who lost their lives building this road which climbs out of the valley and over the top to Kranska Gora. There are 46 numbered hairpin bends and they are still surfaced with cobblestones laid by the POW’s. It is a truly amazing route.

Overnight was at Gasthof Thurnerhof set in farming fields up a mountainside. This was very comfortable, almost a homestay with personal attention from Lorenz and his family owners. The breakfast spread of foods is awesome, fresh croissants, rolls, cheeses, meats, eggs, juices, fruit and bottomless coffee cups to wash it down. We were well prepared for another day of adventures.

We rode into the high eastern Alps of Austria and took the road to Grossglockner Hochalpenstrasse, a high mountain pass that goes to 2,571metres. It is a National Park and has 35 peaks around it that are over 2,000 metres and has 19 glaciers. The views are amazing and between May and October on most days there are thousands of visitors making the trip up. First stop was to view Austrias longest (8.4km) glacier. It is slowly receding currently, and information there says it is very sensitive to small changes in temperature.

At the top of this spectacular mountain pass we spent the night at Edelweisspitze a wooden chalet at 2,571 metres. This was a highlight of our mountain travels. Kurt Lederer and his family operate this chalet and are descendants of the couple who established the chalet over 100 years ago. At 5.00pm the Park closes and all the visitors except a lucky few at the chalet leave for the night. From then until 9 the next day we had these beautiful mountains and alpine roads pretty much to ourselves. Even at midnight by the moonlight this 360 degree view of snow-capped peaks was spellbinding. The accommodation was superb and despite the icy temperature outside we were very comfortable and enjoyed great home cooked meals.

The Marmots, a cute hairy animal that inhabits the high altitude grasslands, were out sunning themselves

next morning and we set off on a brilliant clear day down the other side of the mountain. Plenty of photo opportunities required frequent stops. We travelled by Kaprun and rode up a side valley to Austrias highest dam as we homed in on Neukirchen. The next destination was the Triumph Rally and we were already seeing a lot of Triumphs on the road as international visitors converged on this big event.

> "THE TRIUMPH TRIDAY RALLY WAS CELEBRATING ITS TENTH ANNIVERSARY."

The Triumph Triday Rally was celebrating its tenth anniversary. The small town of Neukirchen hosts the event and one kilometre of its main street was closed to accommodate the stalls, entertainment staging and refreshment bars. Some 30,000 bikers passed through the event and there were plenty of interesting displays to look at. A constant parade of custom machines worked their way up and down the street through the crowds adding to the spectacle.

As guests of the Neukirchen Tourist Association and Triumph we were hosted in great accommodation by Wolkensteiner Hotels who operate a string of Moto Hotels catering especially for Bikers. They hire Segways here, fitted with larger off road tires for personal transport around the town. They can also take you on a tour of the mountain trails using their trials motorcycles.

On Saturday evening Triumph scheduled the presentation of the T15 model, a special, by Palatina Motorrad-Werkstatt. At the scheduled moment 10,000 motorcyclists were crowding toward the main square when a chopper arrived dangling the new machine on 60metres of cable. They gently lowered it between power lines to the waiting dais and a throng of clicking phone cameras!

The party rolled on with good music, plenty of beer and the odd sharp rain shower that sent the troops scurrying for shelter. The Triumph Triday demo bikes were in demand and there was a constant rotation of would be customers going for group tours on nearby mountain roads to try the various models.

The organisers conducted a 24 minute endurance race, using some home grown 125cc racers. It was quite an elaborate entertainment. Kevin Carmichel, the Scottish stunt rider gave some great demonstrations of his skills on the front or back wheels. He even had crowd volunteers to lie or sit on the track while he demonstrated his stunt riding prowess in very close proximity to their bodies.

After two rally days it was back on the twisty roads again and returning to Garmisch via Gerlos, Zell am

Ziller and Kufstein. We rode in and out of the mountains and valleys. It was Sunday and the motorcycle traffic was heavy.

Returning the bikes to Juergen at Innsbruck next day we put in a final two hundred kilometres of hard riding on a fine sunny morning. The valleys were very tight and the passes steep and winding. We were at one with the Triumphs and could really enjoy the ride without our luggage and with warm dry roads. These bikes were a revelation to me with such a broad power band and good rider comfort. The twelve hundred cc model could smoothly pull round a tight hairpin

at 1000rpm and 15kmh in third gear! No hint of a likelihood to stall and it would smoothly accelerate all the way to 150kmh redline in that same gear. It took me a day or two to decide how to use the six gears available!!

Riding in the Alps around Austria is the deluxe version of Adventure riding. Don't be daunted by languages or the "wrong" side of the road. This adventure is too good to miss. It is easy to take a trip and find your accommodation as you go. There is no such thing as bad accommodation over there and I suggest you choose a Triumph!

INFORMATION

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Wildkogel Arena
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Tel. +43-6565-6256
www.wildkogel-arena.at
www.tridays.com

ACCOMODATION

Gasthof zum Löwen at Sankt Jakob im Lesachtal
www.gasthof-ainetter.at

Gasthof Thurnerhof at Feld am See
www.thurnerhof.at

Edelweißhütte (2.571 m) on Top of the Edelweißspitze
www.edelweissspitze.at

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WHAT I DID IN MY HOLIDAYS

BY JOHN EACOTT AGE 66 ¾

With a couple of months planned to be overseas and away from the Australian winter, it seemed a suitable time to get in a bit of riding through somewhere warm and continental. After a chat over a coffee or three another club member suggested that we rent a bike each and explore Italy, so then came the issue of what and where to rent. We decided that getting the same bike as we ride at home would keep the familiarity whilst dealing with riding on the other side of the road, so HP Motorrad were contacted in Milan with a pickup arranged in Florence. So far, so good, and time was spent researching roads to ride in an intensive 14 day ride-fest.

To this end an excellent web source is motorbikeeurope.com where we found some great rides already planned and available as GPS files to download and put into the trusty BMW Navigator V. The Garmin Base Camp program can be a bit clunky to work with, so these files helped a lot along with purchasing the Europe maps to plan with. We included a trip up to Switzerland to tackle the Stelvio Pass and another ride around through Croatia to Split and return. As with many rides, the 6 Ps always helps.

So, after a week in the UK for another engagement off we (Andrea was along for the holiday, not the ride!) went to Tuscany in early June to be greeted with magnificent weather and a forecast of low 30s for the next week or two. I was glad that I had my summer jacket and pants, but initially regretted not having my mesh boots. Until much later!

The day that we picked up the bikes in Florence was one of those hot and humid ones where you do not want to be stuck in a city, so the problems with an unprepared bike with damage issues plus worn tyres and no oil on the dipstick made for a bad start. 5 hours later on new tyres we finally got out onto the open road and found a totally different attitude toward road rules and riding than the one that we tolerate back home. I've driven in Italy before, but not on two wheels and was somewhat cautious to start with, especially on a K1600GT which

isn't the smallest of bikes to negotiate traffic in town. But filtering is not only expected but accepted, and car drivers not only look in their mirrors but they actually see you and give way: magic!

Once out onto the 'open' road more enlightened riding is possible with the aforementioned driver awareness allowing free flowing riding, as long as you expect oncoming vehicles to be on your side of the centreline around bends. Just keep over and you'll be fine. Speed limits really are obeyed in principle rather than by the letter of the law, all of which leads to a enjoyable ride around the Tuscan twisties for a few hours before dinner.

Due to a slight change of plans we decided to tackle the ride to Split early in the fortnight, and left the next day to tackle the trip. We had the route worked out and in the GPS, with about 1900 kilometres there and back depending where we stayed overnight. A bit late in leaving so onto the Autostrada and keep an eye out for Autovelox and the point-to-point cameras, but cruise at good speeds in between. The point-to-point can be fooled on a motorbike but it would be wrong to imply here that such an action would be in any way condoned; call me if you want more details! The Autovelox at the side of the road seems a strange bit of kit, often spray-painted over the glass ports on both the 'big box' and the smaller roadside camera at number plate height which is located before or after the main unit. Our Australian Authorities would have a fit if our cameras were so commonly vandalised.

High speed cruising needs a functioning cruise control (at least, I need a cruise control) so at one of the toll points I took the opportunity to get out the trusty Leatherman and fix the non-functioning cruise control on the K1600. This eased at least one of the problems of riding a bike which wasn't in the best of condition, and in the meantime we had been contacted by HP Motorrad to find a solution; eventually I was offered a K1600GTL a few days later but since that model doesn't suit me I gracefully declined and stuck with the GT for the rest of the trip.

By the time we got to Trieste we needed a break for a late lunch and a coffee, and the germ of an idea to rack up nearly 1,000km in the day and stay in Split was formed. After Trieste the border crossing into Slovenia was almost invisible which suckered me when we got to the Croatian check: wrong lane, unprepared and generally no idea, but they let me in anyway. Goodness knows what the border agency lady thought of the English speaking clot on the Italian registered bike, with an Australian passport, trying to get through in the bus lane.

It was the last day of a public holiday and fortunately we were going in the right direction with very little traffic, but the flood of holidaymakers returning to Italy was amazing for the number of motorhomes. There must have been more motorhomes on the next 20km of road than in all of Australia, and the only vehicles making any form of reasonable progress were the motorbikes who were quite comfortably passing in the knowledge that they were going to be seen and let in where needed. Another lesson for Australian motorists, but heaven knows if we will see it in our lifetime.

The planned route to Split was carefully designed to take in lots of side roads and twisties but as usual Mr. Garmin took us his way and it was a while before we realised that we were on the A1 motorway all the way to Split. Not such a bad thing as we had no chance of making an overnight otherwise, so up to the high speed cruise again and off we went on a first class road surface and light traffic. A late arrival in Split wasn't a big deal as the first hotel we tried (one of a major chain) accommodated us with a substantial discount for cash for a very good room. They not only take Euros instead of local Kuna but also always give a very fair and accurate exchange. The silver service seafood restaurant that we then visited made it all worth the effort and the wine wasn't really needed to ensure a good nights sleep.

The second day saw us off along the coast road (the D8) for a bit of a tedious run until we cleared the major towns and then a rider heaven awaited us. The best road surface outside a racetrack, the most challenging mix of sweepers, hairpins and straights alongside hundreds of kilometres of Adriatic coastline with views to die for, all with virtually no traffic. By the time that we got to the northern end of the D8 the tyres had no chicken strips, both pegs were worn in and I was ready to turn around and do the run all over again; it was such fun! It is also worth noting that nowhere did we encounter a single example of the Victorian norm of loose gravel strewn in corners, and with that our confidence in riding to a greater limit became our expectation.

Since we found Croatia such a great place overall, and the Croatians as friendly as you could wish for, we finished for the day at Umag on the northwestern coast of the country before returning across the border to Slovenia and Italy. Like a town in a time warp it wouldn't have looked out of place in a 1960s seaside advert, but again we had a seafood dinner in a 4 star restaurant for a very moderate cost, watched a brilliant sunset over the Adriatic and retired to rest: until the rubbish truck emptied the dumpster full of bottles at 5 in the morning! The hotel (billed as a health resort) was clean and smart inside behind a very 1950s communist regime exterior, with friendly staff and a breakfast bar that could have fed the town!

After such a fun day the next ride back around Trieste and home to Florence was much of an Autostrada flog, but freeway speeds help to make it pass a tad more quickly than can be imagined at home. Traffic discipline is generally excellent with very little reluctance to move over and let a faster vehicle overtake: the first time an Audi appeared in the mirrors, when I was somewhere north of the old ton, came as a wakeup call but mirror/indicate/change lanes and it's all over without any fuss. We can but dream of a life without road rage but there seems to be none to speak of, even though 25% of drivers seem to have mobile phones welded to their ears and cause a lot of grief because they aren't paying attention. The Mediterranean ability to shrug and get on with life is a joy compared to the aggression that we endure daily on our Australian roads. We encountered long queues of slow moving traffic around a few major towns yet there was no problem again with filtering through the two lanes, and in perfect safety.

Day four was a bit of a recovery day with some local riding on routes that we had planned before leaving Australia along with some local knowledge. The smaller roads around Tuscany aren't so well maintained with some quite rutted surfaces, but the K16 handled it with aplomb and the lack of loose gravel ensured that corners could be taken with confidence. Even mid week there are always cyclists out on the roads in numbers and the local requirement to give plenty of space when overtaking led to a few delays while cars waited for a suitable gap in oncoming traffic to pull out when passing. Not a bad thing simply because it is part of the culture and no one feels put out to slow down. Seeing so many lycra riders without helmets was interesting, but in time it became an uneventful observation. No doubt when I get home I'll wonder why all our cyclists have those funny plastic things on their heads!

The following days were more of the same, exploring the Tuscan countryside and visiting small townships. Mr. Garmin has an amazing ability to take the most unexpected roads and many a time we found ourselves on what can only be termed as sealed goat tracks going uphill and down-dale, sometimes around blind bends and other times with the most magnificent views over the rolling hills and vineyards. It certainly opened my eyes to the ability of the K1600 which managed to cope with unmade Roman era roads almost as well as the R1200GS, although my skill level would never be up to chasing many of our more experienced Adventure club riders. There is, however, something thought-provoking about riding a modern 21st Century motorbike along a road that was built to conform with the width of a Roman chariot. Not only that, but one that still has the original road surface delineated by stone edging laid down some two thousand years ago and still visible, plus storm drains tucked away off the side of the road and almost overgrown. Quite humbling in a way.

I have already mentioned some of the fun that we had in Croatia, but forgot to mention the many sights that were both interesting and thought provoking. One was the Plomin Power Station down in a valley as we rode the adjacent road down into Vozilici, with the tallest chimney I have ever seen. Some 340 metres high it seemed to range up as high as the top of the surrounding valley sides, and apparently the power station produces some 13% of Croatia's electricity.

Our riding in Italy was often on local roads around Tuscany, centred mostly on the Greve In Chianti district that is well known to my riding partner, Ron Santiago. Some of the back roads were initially daunting since the road surface left a bit to be desired along with the odd tractor or scooter either as a mobile road block or an oncoming missile, usually around a blind bend! Again we had either local knowledge or pre planned routes to follow, which considerably eased the navigation and allowed us to concentrate on the riding. Many villages had small shops but the coffee was quick, well brewed and cheap, at one euro or $A1.30. Cakes are another story however, for a coffee and cake fuelled rider!

Generally we had been looking at $A2.20 or more per litre for fuel, depending on where we were. Autostrada petrol stations are usually the most expensive and at nearly all fueling stops we were confronted with self-service, with experiences ranging from 'not a problem' down to 'too

blooming difficult, let's go to somewhere else'! Many have the option of driveway service, but at a premium of about 12 euro cents extra per litre. One prime example saw us having a driveway attendant put cash into the pump from his wallet, watch us refuel and then go into the service station to run the amount through a credit card reader; both time consuming and incredibly confusing, not to mention a tad inefficient?

Tolls were another joy, since many of the autostrada that we used to transit to the better riding roads are toll roads but generally the charges are not onerous. No discount for motorcycles, unfortunately, but paying by credit card was easy once we learnt how to do it properly. One stop saw my toll ticket rejected until I used the higher truck reader point, followed by my credit card to make the payment. Someone must have been watching remotely as the next thing I knew was my Amex whizzing past my helmet as it was firmly ejected from the truck reader some 2-3 feet above me. Lesson for slow learners?!

Whilst we intended to take a few days to ride the Stelvio Pass and others in Switzerland, the weather was against us with snow and low temperatures forecast until Ron had to take a day to go to work, leaving me to ride alone and no chance of fitting the required 3 days into our social calendar. There were others to consider, but we soon found alternative roads to ride.

Being reasonably adventurous I didn't balk when Mr Garmin took me down progressively narrower and less well paved roads, all of which both justified the challenge and provided roads and scenery that I wouldn't have thought of riding had I known the condition beforehand. The K1600GT rose to the challenge remarkably well, although once or twice I did opt for the softer ride given by the ESA. Lovely to be able to dial it up whilst riding along with various ride modes.

A ride down to Siena took in San Gimignano, a magnificent walled city, and as always we were blessed with blue skies and warm weather. The ancient cities almost blended into one producing a sensory overload, and only photos and videos now help to sort out what we did and where. The restaurants at which we ate were almost all to such a high standard that coffee and cake became a distant memory: almost. Again the commute to and from the riding roads along 130kph autostrada showed how safe faster riding can be when all road users have an appreciation and awareness of each other that is so sadly lacking at home in Australia.

A few of our trips were north of Florence and up past Pistoia, south west of Bologna, taking roads through valleys such as the Strada Statale Porretana which was a combination of tight sweepers and sharp turns over bridges all amongst magic scenery. We came across many weekend riders and noticed that as always, the lady pillions had to ride and dress with an Italian flair that required the jacket to be worn off the shoulder. Maybe because of the warmer days, or maybe just because, but it was a tad distracting at times! Some of the more memorable roads were the SP324 full of hairpins and twisties north of Rocca Corneta and the SP30 with a section of 13 full on hairpins. All on nearly traffic free days, blue skies and low 30s temperatures, we were definitely on a roll.

Since I had a day or two for myself I opted to run over to Modena to visit the Ferrari Museum, choosing a fairly warm day which proved to be a bit tedious in the traffic. Once clear of the worst (after more than an hour!) it was just brilliant riding up into the hills where not only did the temperature drop but the traffic became almost non-existent. By now you will gather that all the rides were exhilarating and my enthusiasm for Italy and Croatia knows no bounds, but the afternoon tempered my feelings a tad. Negotiating Modena was sort of OK, the museum was interesting but small, the coffee and cake was the best of the 2 months away but the weather on the return trip turned vicious. Having been lulled into a false sense of security I had left my BMW Rainsuit behind so when the afternoon build up of towering cumulus clouds broke into a storm of such intensity that vis was down to a few hundred metres I sheltered with other riders under a bridge. And waited. And

We came across many weekend riders and noticed that as always the lady pillions had to ride and dress with an Italian air that required the jacket to be worn off the shoulder

waited. Anyway, a lesson learnt since the storm clouds had been building most afternoons so I should have paid more attention.

In fact another Sunday's ride was curtailed due to shower activity mid morning, and we decided to head for Penzano in Chianti where the local butcher seems to run a show business as a sideline and does a nice line in burgers, as well as doling out free wine and cold cuts to anyone stopping by. Well, the heavens opened and the rain got worse, so we stopped to don my rainsuit, which has provided sterling service for 6 or more years including Queensland tropical downpours. As we rode up the hill to Penzano, passing cars sheltering from the rain, it was sadly apparent that the suit was no longer waterproof and the cold, wet feeling from my nether regions was not going to get better by putting on the heated seat. Such is life, as someone once said, but it dispelled all my previous grumbles about not having my summer boots with me! And to crown it all, there were no burgers on the menu at the butcher's plus the restaurant was full. Bother.

One of our rides brought us back via a few hundred kilometres of autostrada, and in time we rode at the same speeds as surrounding traffic. I had been cruising at the old ton when I realized that the Fiat behind me had a blue light flashing in the front screen, so I pulled over to the next lane and waited to see whether I was sprung. No, just a very overloaded and wheezy blue and white Fiat struggled past with the klaxon dopplering into the distance only to run into Ron, totally oblivious as was I that he was being followed. Eventually he did the same as me, and we were then entertained to the sight of four large caribineri being rushed to lunch, coffee or a major crime scene while struggling to overtake 180kph traffic without a shred of concern about the speed limit!

I mentioned at the beginning, the problems I encountered when picking up the rental K1600GT at the agent in Florence. On returning the bikes we were met by Matteo Villa, the owner of HP Motorrad in Milan. He was delightful to deal with and very understanding of our problems, with suitable adjustment to the rental costs to compensate. I also visited the Milan office a few weeks later, and the bikes there were immaculate. Without doubt Matteo had been let down by his Florence agent in the preparation and presentation of our bikes, which I would expect not to happen again. Anyone considering renting from HP Motorrad, please let Matteo know that you are from our club so he knows that we are supporting his business.

As with all trips overseas there are always things that you see along the way that make you think, why don't we do things that way?

Instead of advanced stop lines, most sets of traffic lights are only on the side of the junction where vehicles stop, so you have to remain well back to see the sequence. Simple solution?

Some radar speed warnings in town (like we have) not only flash if you're over the limit, but then tell you how many points you would lose at that speed.

Heaps and heaps of motorbike/scooter parking in towns.

Young teenagers are able to ride low power mopeds at 14 years old, and build up an understanding of roadcraft at an early age. This translates into a far more competent riders and more tolerant drivers when they graduate to cars.

A total acceptance that PTWs can filter unrestricted and negotiate traffic to everyone's advantage. Drivers not only look but see other road users. Less reliance on cameras and more on proper road policing, with tolerance of minor offenses by police in all countries in which I rode or drove.

Far more understanding of cyclists as well, with cars following cyclists until traffic allows a safe pull out to pass. In turn cyclists don't hog the traffic lane and everyone benefits. No perceptible road rage. If another road user is a pillock, there may be a bit of a minor reaction, but the idea of our rage seems nonexistent.

Of course, all of you are no doubt well aware of the fun to be had trying to deal with the downside of the Mediterranean culture; parking on pedestrian crossings, parking on street corners, touch parking, colour blindness at traffic lights, inability to stop at pedestrian crossings, and so on. But overall my trip was a time of fun and great riding, substantially contributed to by the company of friends who rode with me.

Here's To The Next Overseas Trip!

John Eacott
#46350
(Macedon Ranges Branch – Vic).

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A Widow's Wanderings

A WIDOW'S TALES... OVER 10 COUNTRIES...IN EUROPE

I am Lyn Lesslie, widow of the late Vic Lesslie, former National Treasurer of Ulysses Club. Despite the passing of my true love and best ever friend, the spirit of Vic lives on with me and motorcycling is a passion.

I accepted an invitation from Rozle Verhovc of clutchmototours.com as pillion to tour the seven former countries of Yugoslavia, and much more. It was amongst my best decisions, ever. Rozle is a capable rider and a dear friend.

My tour started in Ljubljana, Slovenia, with a welcoming dinner at the 11th century Ljubljana Castle with Rozle's partner, Jasmina, where we plotted and planned our route. The ancient ghosts of the Castle listened in; clinking their chains in approval!

Our adventure was carried out aboard a brand new BMW R1200GS. "Travel light" warned Rozle. "We have just one pannier each".

A widow's lot is not an easy one!

We started with the highlights of Slovenia. I had been here before, with Vic, but my eyes are opened anew to the gems that lay beyond the city. The seat and pillion position of the new bike are so comfortable I realise I don't need my air hawk seat.

My first surprise is the Postonja Caves, one of the World's largest cave systems and one of Slovenia's leading tourist attractions. We take an underground train for two kilometres on a system that goes back to 1818, then walk another two kilometres gazing at the awe-inspiring crystal formations that, drip by drip, formed over thousands of years.

Back on the bike we take the short ride to Predjama Castle (circa 1274), which literally hangs in the middle of a 123 metre high rocky cliff. The Castle has a very dark past. The Knight Erazam Lueger, a robber baron of the 15th century, was blown up in his own dunny. Many a villain was hung. The intrigue of the place wonderfully runs up my spine, and I shiver.

Rozle has booked for lunch at the Zemono Manor, French cuisine. Peter, the chef is a good friend. He won the Chef of the year in Slovenia, and rides a Harley Davidson. The meal was exquisite. I feel out of place in my riding gear, as most of the patrons are dressed in their finest clothes. This is the number one restaurant in all Slovenia, after all!

A photo opportunity came along when Peter signed his cook book for me, and all the other guests look at me with envy, as though I am the Queen, albeit a slightly dishevelled Queen.

The roads in this beautiful country are fabulous. We zoom on, and I notice rocks and boulders on the roofs of homes and sheds. I ask why?

We are in the Vipava Valley where the ferocious wind called the Bora blows up to 200klm, toppling buses and semi trailers. Schools and shops and roads close for up to two weeks.

My first surprise accommodation is high in the mountains on the Italian border called Nebesa (means "Heaven" in Slovenian) near Kobarid. The view is breathtaking, seeing

snow capped mountains in the distance. On a clear day you can see the Bell Tower on St Marks square in Venice.

Riding down the mountain on a good twisty road with no traffic, we stop at a WW1 War Museum in Kobarid. All the war artefacts on display have been gathered from the mountains in the area as when Archduke Ferdinand of Austria was assassinated the war came to the Soza region, as it did to the rest of the World. Big bomb craters are still to be seen.

We head for Krunska Gora, through fifty hair-pin bends over a short 1,650 metres. Rozle is a very competent rider and I feel safe with him, as we flip-flop around these tight corners at speed, managing the tricky, ancient cobblestones. At the top we could see the distant Julian Alps.

Slovenian people are into winter sports and do well in the winter Olympics, so we ride to the new ski jump being constructed in Planica, which will attract spectators from around the world. In summer, the jump is covered with artificial turf so the athletes can practice year round.

We ride to Bovec and to the famous Bled Castle for our lunch stop, another of Slovenia's favourite tourist destinations. We climb the many stairs to the Castle for the best seat in the café, overlooking the beautiful, fairy tale lake and the tiny Island of the Church of the Assumption. Legend has it if you ring the gold bell three times your wish will come true. We catch a boat to the Island and give the gold bell a ring. Perhaps my wish will come true?

We traverse the hundreds of switch-backs as we cross the border into Austria, before stopping for coffee in Logarska Dolina. Again pristine snow-capped mountains surround us as we head further up, stopping for lunch at Pri Sporm restaurant. It's then on to the Cultural Centre of European Space Technology, in the tiny village of Vitanje, a good place for wannabe space enthusiasts.

Twisting back down the mountain, we stop at the Ptuj Castle, built in the mid 12th century, to defend the against the Hungarians hordes. There is just so much history and I feel as if I'm in another age. The spa resort in Rogaka Statina is famous for its healing mineral water called ROI, said to be carbon dated at 8,000 years old. According to legend it was created by the Greek mythological horse, Pegasus. Many Russian tourists visit this beautiful spa.

We ride through the beautiful abundant wine country and stop overnight in Jerusalem, on the Croatian border. After a fun filled evening with wine tastings and food, we're again in the twisties, crossing the border into Croatia. We go to the museum at the birthplace of the Yugoslavian dictator, Josip Broz Tito. It is a living museum, and particularly as we visited was his birth date. Many tributes were left at his monument. The village has all been left in its original state; very interesting given Tito's notoriety?

Crossing the border back to Slovenia the roads are just fantastic - fast and smooth. Rožle dons his Go Pro and I know it is going to be fast and furious. Terrific!

We take a couple of rest days back in beautiful Ljubljana, just walking the ancient streets, catching a boat down the Ljubljana River and learning the history. We had a private guide, a historian, and he told me that during WW2 Ljubljana had a barbed wire barricade erected around it for 35 km to protect the city from invasion. Each year on the 10th May pilgrims walk the fence line.

"Twisting back down the mountain, we stop at the Ptuj Castle, built in the mid 12th century, to defend the against the Hungarian Hordes. There is just so much history and I feel as if I'm in another age."

We ride on to the Adriatic Sea to beautiful Piran, the snow-capped Dolomites in the distance. Energised, we climb the many steps to the Church of St George, built in the 7th century and we stop for coffee in the square of violin virtuoso Giuseppe Tertini. His priceless violin is in the memorial museum. The City is said to have been built from salt. We go to the mines, and see the "white gold" which they are still producing through medieval method and tradition.

Suddenly, we are in Trieste, Italy for the day. There was no border, no signs or no passport stamps. I'm just in Italy. May is the month for great celebrations in Europe and I see a large mass of people gathering, men in uniforms and carrying flags. Is this a protest or a rally?

It's a rally from Sardinia, celebrating again the war. There are so many wars to celebrate. We have coffee and listen to a local band play in the square, then waddle off to the castle Di Miramere, perched on rocks overlooking the Adriatic, and gaze out to sea.

Feeling equestrian, we head for the Lipica Stud farm, back in Slovenia and the birthplace of the famous Lipizzaner horse. The breeding programme has been going on since 1580. They seem to have it right now, and the horses are beautiful.

On to Zagreb, the capital of Croatia including a wonderful private guide to this city, strolling the main street called Strossmayer Promenade. It has 16 sets of traffic lights, and at each set the name changes; 16 names on one street. We walk the steep incline to the Zagreb Cathedral where the walls have stood since the 15th century and to St Marks with its beautiful coloured tiles always featured on the post cards. Zagreb is a vibrant and interesting city.

Our mood changes as we ride through Malaigrad, which still has the remnants of the past war. Bombed out homes and bullet holes everywhere makes for a very depressing town.

Past the Bosnian border passport control, the Wow! factor comes in, with 100 kilometres of twisties. This is unbelievable and you have to watch out for other drivers as many may not have licences. Rožle is a skilled, experienced rider and I have no fear as we dodge and weave through the chaos. There is no road rage; just a few Slovenian "boy" words. We climb high into the Vlasic mountains, 1260 metres above sea level to the ski resort of Blancia, nestled amongst the snow capped peaks. Wow! I feel like one lucky Wandering Widow. I could be home knitting?

Leaving the mountains, we ride the ever-present twisties through lush green pastures to Sarajevo, and contemplate the start of WWI and some of the most savage episodes of the Balkans war. We park the bike and walk the now peaceful little cobblestone streets and the fulsome fruit and veggie markets. What was then, and what is now!

Leaving Sarajevo, we took a magical mountain road off the beaten track which weaved its way up and down through a wonderful hidden valley. The views were again spectacular and you could see the snow capped mountains, this time of Montenegro.

We're going to Serbia but first we stop at the Drina River Bridge, built by the Ottomans in 1577. It and is now UNESCO protected, with its 11 arches along its 180 meters length. We also stop at Andrićgrad, a new stone village which opened in 2014 especially built for the film "The Bridge over the River Drina" by Ivo Andric. It's all very impressive and houses a university, shopping, bars, restaurants and accommodation.

Again high into the mountains, flip flopping around the twisties we arrive at a fairy-tale village called Mecavnik Kustendorf, a timber town built in the traditional Serbian style for the film "Life is a Miracle " by Emir Kusturica. The town is quaint and comfortable, and reminds us there is much more than Hollywood out there!

Belgrade is the capital of Serbia, and on arrival we had lunch in the Novak Djokovic restaurant, and proceeded to our Hotel. It really was a palace, within walking distance to all the sights of Belgrade. Many remnants of the bombings by NATO in 1999 are still present, and act as a reminder of the atrocities from the Kosovo conflict. Sights include the House of Flowers, which was Marshall Tito's palace and now his resting place, the grand St Savas Temple which has been under construction for 15 years and still a shell on the inside, and the Fortress Kalemegdan, which overlooks this huge city. Belgrade was once the capital of Yugoslavia. We've had another wonderful sightseeing day.

We're still in Serbia, and back on the bike to ride more great twisties including through a little village called Cuča that has an annual brass band festival, which about 600,000 visitors attend from Serbia and overseas. Moving up the mountains and the glorious scenery we stop for a unique photo opportunity of the kilns which

still burn charcoal as they did in ancient times.

More twists and bends, until we come across an Orthodox monastery called Studenich, with its frescos undergoing restoration after the Ottoman invasion. “Valentino Rožle”, complete with Go Pro, pilots us with pace up this picturesque mountain. The temperature dips to a chilly 11 degrees as we arrive at the Hotel Kopaonik Ski Resort for the night.

Heading to Kosovo, Rožle's friends tell him of a “great road”, so we set off, Go Pro in readiness. It’s fantastic; sweepers, no traffic - we passed two dogs and one tractor in 44 kilometres. Suddenly, though, it’s a motocross track. We feel lucky we are on a GS. The road was to be flooded in 1970 for a hydroelectric system, but as yet nothing has happened, other than 45 years of deteriorating road.

Shaken and stirred, we arrive at our next destination called Devil's Town, a geomorphology phenomenon with rock formations like the ones in Cappadocia in Turkey, and yet more photo opportunities. Lunch is a sandwich of half a loaf of bread filled with ham and goat’s cheese. Rustic country this!

Through the border to Kosovo, Rožle buys compulsory un-claimable insurance for the bike for €15.00. The countryside is now flat and bustling with trucks, and the homes have noticeably different architecture. Our destination is the historic city of Prizren. Our hotel is right in the middle of this bustling city, and it is easy walking along the cobblestone streets and watching the passing parade, whilst having a few beers from our prime position overlooking the fast flowing Bistriea River.

Being called to prayer in Prizren marks our time to move on, through the inevitable twisties and up the hair pin bends and over the snow-capped mountains to the border to Macedonia. The customs officer tells Rožle that there is going to be a mass rally at 2pm on the main square in the capital Skopje. The week before 22 people were shot and killed during a protest. I Spoke to Rožle. I don't want to be there. New plans and routes are made. We arrive early in the morning, but most of the streets were already closed off. Hundreds of police in their riot gear were patrolling the street. Despite this, we undertook a quick tour to the Old Bazaar Quarter from the 15th-16th century, which provided many photo opportunities as the present President has filled the square with giant monuments and statues; always an ominous sign. Mother Theresa came from Macedonia.

Leaving Skopje as it was preparing for riots, we take an old road that was the main road before the highway was built. I don't think anybody had been on this road since Marshall Tito's time. It was rugged, with blue metal stones, soft in places, and giant potholes that would swallow a bus. We pass one scooter, a push bike and a very quick turtle!

Lucky, again, we are on a GS. With the addition of skill and daring we made it through without mishap. President Tito named many towns after himself; the one we are near is Tintov Veles.

Today our ride takes us to Ohrid. With the Go Pro mounted, I am in for a thrill with 50 km of corners; it’s like being on a roller coaster. The roads over the mountain are just magic; no traffic, just a smooth and enjoyable ride. Our hotel is on Lake Ohrid which was known to have had 365 churches, but alas there are only three left after the Ottoman invasion. Again we walked the cobblestone steps and alley ways, exploring this wonderful city by the lake, even taking a boat ride to get better photo opportunities. It is a UNESCO world heritage site.

Go Pro in readiness, we head off to Albania. Through passport

control and we see bunkers. Albania was shut off during the communist dictatorship of Ever Hoxa. He built 700,000 bunkers for something to do and closed the borders to all in and all out, to make the state self sufficient. People were prisoners in their own country. When Hoxa died, the borders were opened again, but it still feels as if it is 30 years behind the rest of the world. We take the old road which weaves itself over the Albanian Alps - yet another motorcycling paradise as we flip-flop on the Elbasan Tirana Highway. Stopping at the top we see the worst pollution in Eastern Europe, nearly as bad as China.

Now Montenegro, and our passport is stamped again. We stop for lunch in a special hideaway on the Bojana River, about 500 metres from the Adriatic Sea, where we feast on fresh fish and calamari. Fishing nets from poles dot the shoreline and we ride to the island called Ada, which is a nudist colony. Alas, Wandering Widows are rejected.

Our next destination, Budva, is a medieval walled city. It is over 2,500 years old and one of the oldest settlements on the Adriatic coast. A huge thunderstorm erupts, preventing us from exploring this city. The storm knocks out electrical power, and we are in darkness.

We're back in Croatia, and the custom guy says "welcome back" and provides another stamp as we head for Vela Luka, stopping first in Dubrovnik. Seeing the old city and the wall again brought back memories of when Vic and I were here about 8 years ago. Not wanting to walk the wall this time, we just rode past. Dubrovnik was just so busy, with its tourist buses and masses of pedestrians. Two huge cruise ships were in port.

We had coffee and rode on to catch the ferry, which was only 15 minutes to this beautiful island. On the island, the roads are fast and smooth with little traffic, Rožle is in his element. It took no time at all to ride the 40 kilometres. Magical!

Heading for Split, storm clouds have broken and it is raining hard, so on goes the wet weather gear. Moving up the mountains, the rain has stopped but heavy fog is now hampering our ride. I thought Rožle was going to ask me to walk in front of the bike so he could see the road, but good manners prevailed. We missed the Split ferry due to the slow going, but took a detour to Korcula old town, where it is reputed that Marco Polo was born in 1254. Polo is a common name - it could have been anybody, but a business opportunity is a business opportunity?

Raining again, we had a quick ride around, seeing all the sights and being flogged Marco Polo souvenirs. Off to the ferry from Koróula –Orebić, the roads are very slippery and the white lines are deadly as salt residue runs off. Then a one hour ferry to the mainland, following this beautiful coast road. The rain has eased, we pick up a little speed and the road is smooth. I even get to have a little snooze!

Our gear is still soaking wet, but we have just about finished our tour. Only two more days of fine riding, we thought. The weather has now closed in as we head to the Old Town in Split and see the Palace of Diocletian, built between the 3rd and 4th centuries. It is just a magnificent structure. Split is called the Riviera of Croatia, with all its little cafés and bars.

Leaving Split we hit the highway doing 130 km (that's the speed limit). We are cold and wet, so take a detour and stop at a little restaurant and warm ourselves with fish soup.

Back on the coast road, the wind has picked up and we have 120 km headwind. White caps litter the roiling Adriatic Sea, and the wind keeps blowing us over the white line onto approaching cars. This does not constitute the joys of motorcycling. It is not pleasant. Rožle looks in the rear vision mirror and sees blue lights flashing. We are not speeding (as if, with this wind!). The cop states that this road is closed for motorcyclists, and being on this road you are fined 260 krone - about €35...more Slovenian boy words!

We then face a detour of 60km back to the highway and our destination for the evening is 198km away. It is hard to be happy; wet, cold, and shivering as the temperature dropped to 6 degrees. We're miserable.

Arriving in Opatija at 8pm after riding over 500km, Rožle was physically and mentally exhausted. I was merely exhausted, teeth chattering and cold to the bone. Rožle moaned, with reason, it was the worst riding conditions he had encountered in his years as a tour guide.

I opted out on riding back to Ljubljana as my gear was still soaking wet, and it gave Rožle the freedom of riding the last few hundred kilometres on his own, unburdened, in the rain and chill.

However, this has been the best tour imaginable. I have travelled so many roads, been around so many bends, seen so many things, met so many people, ate so much, drank so much, found pure enjoyment, faced the challenge and understood once more I am really alive!

I am in debt to Rožle, for being a gentleman and for giving me a great insight of the history, the geography, the culture and the drama of South Eastern Europe - on a motorcycle. I thoroughly enjoyed it and thoroughly recommend his firm.

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Lyn Lesslie #16174
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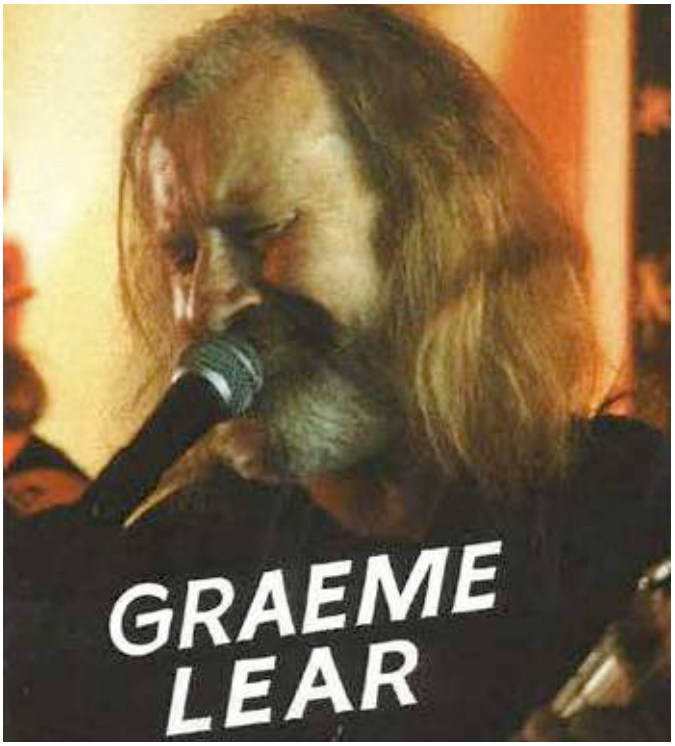


Graeme "Leary" Lear #35954

25.1.1947 – 10.3.2015 aged 68 years

"Leary" as he was known to one and all joined the Geelong Branch on 25.3.2004. He was a very likeable fellow and always had a smile. He had certainly travelled life's highways and had numerous stories to share. "Leary" was a carpenter by trade and learnt his skills on the tools the hard way – no power tools that is, and achieved a lot, building many structures up to homes etc. He was a man of many talents including being a handy bricklaying through to teaching pottery and Lead lighting. He also built his own sound studio at home. He was a very keen surfer and was one of the first to experience the freedom of surfing at Bells Beach in the early days. "Leary" like many of us, was called up for National Service and had an interesting career there. As I recall it wasn't the best part of his early years, but he did make the best of it.

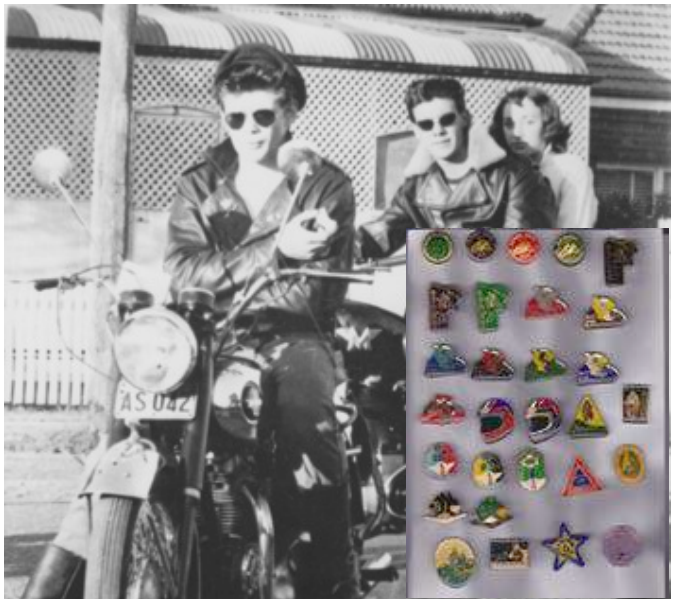
"Leary" was a fine muso and was the headline act at the first Geelong Branch rally. Well did he pack them in, he was very capable on his guitar and would belt out many tune from Red Wing to Living next door to Alice which was one of his favourites. His current bike was a "Yama–Harley" 1600 which he enjoyed riding. He was recently recognised with his 10 years membership badge. "Leary" enjoyed a beer and was the life of the party. He could get them all up dancing and a grand time was had by all. "Leary" will be recognised and remembered for his long term involvement in the Geelong music scene, playing in various bands and as a solo artist. He was the lead vocalist, guitarist and saxophone player in the popular Backstreet Blues Band which played at the first Bluestone festival 20 years ago in his home town of Inverleigh. "Leary" had many strings to his bow, being well known in his beloved community of Inverleigh.

He was a keen camper and love camping at Stevenson's Falls and Boundary Bend on the Murray. "Leary" had a great love for the water, he was a keen sailor having owned 5 different sailing boats and still has one moored at the Lagoon Boat club, North Shore. Only days before his passing "Leary" was out on the water with his partner Connie, catching 17 flatheads and then going to the aid of another boatie who was in trouble.

"Leary" was a larger than life personality, a great musician, and a good mate who added to the lives of those he mixed with. He will be missed by everyone that knew him and we will remember his last song of any gig with 'Always look on the Bright Side of Life'.

Vale "Leary"

John Howie
#23517



David Anthony (Dave) Mitchell # 4991

24 November 1941 – 28 December 2014

Firstly, Dave was very proud to have been an early Ulysses Club member.

His passion for motorcycles began as a teenager growing up in Mascot, Sydney. He used to swing and race motorcycle outfits with his best friend Brian (Storky) Holmes, shown together in this classic photo, Storky on the BSA and Dave on the Matchless with the girl.

Dave through the years, enjoyed motorcycle touring on his Kawasaki SR650, to rallies such as Karuah River, Ellenborough Falls, Roo River Rally, and of course many years of camping at Bathurst for the motorcycle racing each year. Dave loved collecting the badges associated with all the touring and I have shown some in a scanned picture. Then came the Ulysses Club, first riding with the Redlands Branch, and with the Sunshine Coast Branch having moved up from Brisbane. He also loved watching Rugby League, following the Rabbitos and the Roosters for many years and of course a NSW Blues origin fan.

Sadly, Dave was diagnosed in 2007 with Acute Myeloid Leukemia (AML) and although he had a bone marrow transplant with his sister as the donor, the disease returned three years later. He fought the AML with the most courageous and positive approach, even though it slowly took from him the things he enjoyed the most, like riding his bike and pistol target shooting.

Dave left his imprint on this world, and he will always be loved and so greatly missed, most of all, by his wife Sarah (Sam), children Luke, Belinda and grandchildren Jordan and Dion.

Laurie Erskine - #55465

It is with a heavy heart that I write this in memory of one of our members, Laurie Erskine who left us after a long battle with cancer, he put up a good fight and was positive about life even up to the end.

Going for a ride was one of his passions and even when he was too ill to ride he was still known to go out and sit on his bike, a VFR750 that he repainted only a couple of years ago to showroom condition.

Laurie was a talented craftsman and as a teacher at TAFE NSW he was respected by his peers and his students alike.

On our regular rides he did love the stops for refreshments with the dessert bar his favourite section and we were envious of his ability to consume large cakes and sweets and not put on any weight.

He was a quietly spoken gentleman who was always there to help out with any of our functions, designing the flyer for Coffs Capers for the last several years and at our fundraisers that require costumes he was always one of the best dressed with an imaginative eye for detail, last year a sorcerer previously a pirate and a rock'n'roller.

Laurie is still with us even though we can't talk to him he is in our hearts and we still talk about him as if he were still here.

RIP Laurie from us all on the Coffs Coast.

Regards,
Graeme Herbert #30623
President
Coffs Coast Branch

Trevor Taylor #21453

When it began I'm not sure but it ended suddenly on 7th July 2015, Trevor was only 71 years old.

However I do know that when we took Trev for his last ride to his resting place it left a great gap in the motorcycling world. I'm sure he has entered the Pearly Gates and signed on with the "Rides Captain".

Trev was my big cuddly man and a very popular but humble man.

One of the most memorable events with the Ulysses Club was the Odyssey at Mansfield, where we met many interesting and friendly people, some of whom we still share friendship.

I know Trev will always remain deep in the hearts of his family and many friends and I am sure having ridden off into the sunset he will be saying "keep the rubber side down guys (and girls) and enjoy, wish I was there too".

I feel cheated as only having known Trev for 15 short years, but together we shared many happy times.

Ride on mate, I love you forever and miss you unmeasurably.

P M Easter, wife of TGT.

Danny Morrison #44356

30/12/1952 – 17/6/2015

If you came to Saturday's brunch for the Yarra Ranges Branch in recent years, you most likely would have found Danny sitting outside the front door talking to any and everybody who came along and selling tickets for a Branch raffle; until a couple of weeks before cancer finally won.

Danny joined the Ulysses Club on 1 August 2006 and settled in as a member of the Yarra Ranges Branch. He became a popular member of the branch very quickly due to his friendly and outgoing nature. He went on day and weekend rides on his gold Deauville whenever he could.

Danny was on the Yarra Ranges Branch committee during 2008 and 2009 as Ride Coordinator, and he was very pro-active, not only rounding up ride leaders but leading quite a number of rides himself. He spent a lot of time keeping the ride calendars up to date and collecting ride reports. He loved to take photos, proudly documenting rides and riders for the Branch website.

He was known to stop in at the homes or work places of various members during the day for a cup of coffee which sometimes extended through from morning tea, to lunch and even afternoon tea. A man who enjoyed a practical joke, Danny sometimes found the tables were turned and on more than one occasion found his top box full of gum nuts or other odd objects.

Over the last couple of years, Danny tried a variety of bikes to see if he could find one that was comfortable to ride and didn't aggravate his back. Bikes gradually succumbed to cars as the cancer resisted treatment.

Danny was farewelled with an escort of over 80 bikes from the Brunch café to the funeral. His passing leaves a big hole in the branch and Danny will be sorely missed.

Henry Rokx
#28636 DM#45

Stephen Ray Brewer #14193

Stephen Ray Brewer, born 27 May 1954, taken from this life 10th February, 2015 by cancer (Melanoma).

Steve said it was a consequence of being a Red Head who enjoyed life in the sun, motor bikes, fishing, speedboats and skiing. Steve and his wife Joanne achieved a lot in their life together, two beautiful beautiful kids, Luke and Rebecca, Both married, in the Navy and doing very well, also two beautiful grandchildren.

Steve and Jo worked hard in their Electrical Contracting Business, and over time moved their business into installing Security Systems which they maintained and monitored. They had a vision of easing up a bit, but Cancer got in the way.

Steve has ridden bikes all his life, and was a member of the 39ers in Broken Hill.

In the last ten years Steve had a love affair with his Goldwings. He also was our Research Man for all of us "Wingnuts" in Broken Hill.

Steve was a quiet man who always gave good advice and he will be sadly missed by all in the Broken Hill Branch,

R.I.P. Steve: Member No: 14193

Chicken Man

James (Jim) Henry Willis – #22534

04/12/1933 – 22/05/2015

It's been a sad year for the Nepean Branch. In March this year we lost the first of two of our members. Jim or as he was fondly called "Father Jim" joined the Nepean Branch in 2001 and was quick to embrace the club, especially the long away rides.

Jim was one of our characters, best described as "a man that marched to his own tune". One that when we are reminiscing about the good old days there are plenty of tales of Jim.

Jim always found someone to get up to mischief with and to keep the rest of us amused.

A very intelligent and very interesting man if you took the time, he did like to get into a debate with anyone on any subject.

In the beginning Jim caused a great deal of angst with ride leaders. If we went one way Jim went another. After a while we just left him to his own. He always turned up and quite often before the rest of us. I think he knew every road in NSW. He never got lost.

In May this year Jim lost his long battle with illness. He is survived by his son Jeffery.

It was a privilege to have known Jim for the last 14 years and to call him a friend.

Laraine & the Members of the Nepean Branch.

Kenneth (Ken) James Graham – #13994

15 Oct 1946 – 6 July 2015

In July we lost the second of our much loved members, again one of our larger than life characters.

Ken was always a very active member of our branch, having joined in 1997, and served many years on the Committee as Vice President and as a ride leader. Ken was a very generous man with his time, organising us at the St Marys street parade and the Penrith parade. He offered his time for the Penrith Triathlon donating his payment to UCARF. Ken was one of those that is always first to put their hand up, MC'ing many of our Xmas parties.

Ken was also a keen golfer but mostly he was a keen family man and husband to June (who was always behind her man on their bike.)

Ken passed away suddenly at his home and is survived by his wife June and their three children and grandchildren.

Ken had a great sense of humour and a cheeky grin that will be greatly missed.

It was also a privilege to have known Ken and to call him a friend.

The Members of the Nepean Branch

Trevor Ansell #49548

Ridden On, Not Forgotten.

Our gutsy friend Trevor Ansell (Trev) simply kept on turning up and trying new things, grabbing more and more hugs along the way. He would ride along with us, forever optimistic despite a bloody brain tumor which had been hanging around for a while and which he was determined to push back at all costs.

Some long-distance ride plans never came off, partly because he simply would add-on more and more – you could call it greed but really it was optimism.

Other plans did work, including riding in Europe a few years ago, with his gorgeous wife Susan at the back – woohoo!

Trev also proved to be a very fine barista, turning up on rides in his very welcome coffee-van.

His passion and pride for wife Susan and their kids Lauren, Jesse, and Bree, for his parents and brother and sister, were deep and loud and infectious such that we are all proud of them.

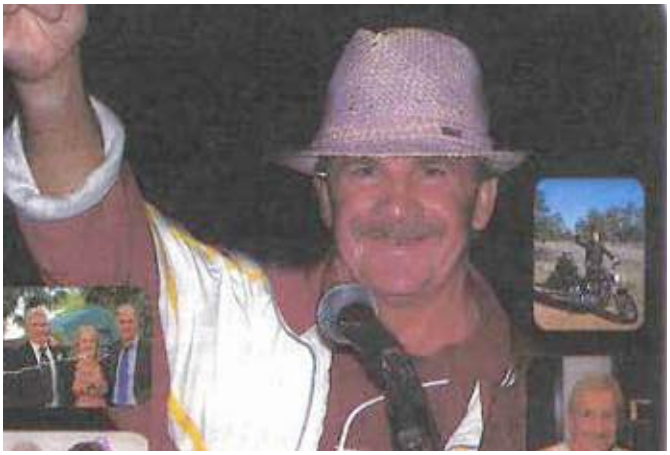
Everybody was invited to every birthday party– every birthday another reason to celebrate, as will his upcoming 60th in October this year – we'd better be there, just as he will be, in true Trev spirit.

His most recent vehicle, a four-wheel "Harley" mobility scooter, decorated with Manly footy flag ensured that we could always find Trev at any of his Northern Beaches coffee haunts in the latter months, guzzling coffee and grabbing hugs.

We proudly formed a Ulysses mounted "Guard of Honour" outside his farewell service, in tribute to the Ultimate Optimist.

Ride On, Trev.

By Ulysses #9797 Margaret the Colourful (Margaret Hogge), God's Own Northern Beaches, Sydney



Trevor Daryl Eckel #51653

2nd October 1953 – 21st June 2015

Trevor Eckel was a keen Ulysses Club member. Unless you knew Trevor you wouldn't know he was there at the event as he was a no fuss person. At the same time he was good company.

He was born in Charleville in western Queensland and spent a big part of his life in shearing sheds. He and his brother John were shearing contractors around Morven, Quilpie, Cunnamulla and Charleville. Later in life he started a passenger bus service. He was a Councillor and attended meetings up until the end when he could hardly get about, just in case there was a small chance he could help someone.

Trev bought his first bike when he was seventeen and owned many over the years, most of them customised. During his time with us he learned to sing and play the guitar as most of his mates in Charleville did.

I personally enjoyed many a good night listening to the Charleville Boys. The last bike Trev owned was a Harley Davidson and his good wife rode a Honda Goldwing trike.

His last ride was to Nindi Gully, so we are going to endeavour to make a yearly event in his memory. Trev is survived by his lovely wife and his equally lovely three daughters.

Col Beck #47916

EPIC MOTORCYCLE ADVENTURES AROUND THE WORLD, INCLUDING EARTH'S HIGHEST ROADS IN THE HIMALAYAS

EXTREME BIKE TOURS

www.extremebiketours.com

"AN ADVENTURE IS WHAT I WANTED AND AN ADVENTURE IS WHAT I GOT" – Extreme Bike Tours customer

EXTREME BIKE TOURS GROUP APPROACHING EVEREST BASE CAMP.

Members Classifieds

FOR SALE: MOTORCYCLE TRAILER

This "Gra-Will" trailer is the best aerodynamic trailer of the road. It has a capacity of about 600 litres, is fully lined with carpet and is lockable.

It has independent suspension and runs on 155R13 car tyres. It is fitted with a 7 pin flat electric plug for connection to you bike or car.

It has been towed around Australia fully laden behind a BMW K1100 LTSE and its effect on fuel economy when compared to that of the bike without the trailer, was a reduction of 1.0 to 1.5 Kl/ litre.

Range was still better than 320 Kilometres per tank full of fuel. The trailer has a VIN number and is ready for registration if required.

I have sold my bike and hence have no further need for this great trailer.

Sale price is $2500

Contact Alan on 0412411802 or (03) 850 4972

FOR SALE: FAIRING OFF A BMW

R100LTExcellent condition,
(never dropped) red in colour instruments, radio/cassette player and speakers.
Price: $375
Phone Ian 0438 268 437
Member: 11146

FOR SALE

1995 BMW R 1100 RT MOTORCYCLE
Only 136,228 km
registration number 1FV812
Recently fitted with new tyres and new battery
price $5,400 or ono.
Phone (08) 94178657 or mobile no 0466721600

FOR SALE

The motorcycle is a 2007 Kawasaki VN900 - Classic
90,000 Klm , new rear tyre , registered till January 2016
Givi top box , soft panniers , windscreen , highway bars , passenger foot boards
price is $4,000.00
Phone 041 998 6290
Robert Bain
Member # 41780

FOR SALE

Classic, reliable '85 SUZY GS 850 shafty, Top end o/haul prior to COFF's AGM which cost me over $3,200 and has done only 5 K since, has never let me down, as you would expect from an almost bullet-proof SUZY. White/silver and comes with factory fairing/panniers (ex-Honda 750 Police bikes)/ quick release top box/tank bag and my home-built crash-bars which can be used as highway pegs.

Also has a weather cover, a full workshop manual, and a daggy, woolly, sheep- skin seat cover too.

Has a chain and padlock for security, toolkit, and jumper leads (to get Goldwing›s started when they leave their 4 speaker stereo on 'accessories' o/night! Even a light tow-rope if needed. Come and have a look before I whack on two new tyres and a new Yuasa battery soon for A.C.T rego and summer use . Asking $2,800 ono with the new tyres/ battery and ACT rego for 3 months only 93000ks on the clock urgent sales as I have an option on a step –through Suzy Bergman 600 which is more suitable for us elderly old farts. This bike runs very well since the rebuild a few years ago.

Contact me LLEW ROBB #2042

Email: llewrobb@hotmail.com

FOR SALE

2011 Kawasaki W 800
Genuine 6,500 Kms In absolute showroom condition
Fitted with $800 of extras.
Registered until March 2016
Reluctant sale due to ill health
Only $9900…
Contact John 02 46841404
Mob: 0408 214 985

Yarra Ranges Branch
2015 Twin Spurs Rally
13-15 November, 2015
Marysville

✶Friday night BBQ get together and drinks at Marysville Holiday Park.
✶TWO organised rides of "Twin Spurs" local area.
✶Saturday night dinner at nearby Marysville Community Centre with Christy's Spit Roast Dinner and BYO drinks.
Music and dancing with DJ.
✶Raffles with great prizes—drawn Saturday night.
✶Saturday and Sunday morning BBQ breakfast at Marysville Holiday Park.

Registration: $15 per person
includes badge and entry to Saturday night dinner (meals extra).

Registrations from 4.00pm on Friday 8 November at the Marysville Caravan Park.

Marysville Holiday Park options:
Ph. 5963 3247 (www.marysvillecaravanpark.com.au): Powered site $38/couple, $10 extra person; cabins from $95/couple, $15 extra person to $160/couple, $20 extra person. Linen and towels not included with all cabins.

Persons under the age of 18 not permitted at this event.

2015 Twin Spurs Rally Registration Form	Number	Cost	Total
Name/s		@ $15.00	$
Saturday night dinner		@ $30.00	$
Additional badges		@ $6.00	$
(Please make cheques payable to Yarra Ranges Ulysses)		**TOTAL**	$
Number attending Friday night BBQ ($5 per head payable on entry)			
Number attending Saturday morning breakfast ($5 per head payable on entry)			
Number attending Sunday morning breakfast ($5 per head payable on entry)			

Contact phone no. _____ Email address _____

✶ Registration includes badge and entry to Saturday night dance. Saturday night meal is extra charge. Please forward registration form and payment to Liz Phillips, Treasurer, Yarra Ranges Ulysses, PO Box 771, Lilydale 3140.
Further enquiries contact Liz Phillips, 0418 990 033

MELBOURNE BRANCH CHRISTMAS PARTY

Saturday 12 December 2015

Where: Donvale Sports Club, Noonan Way, Donvale (Melway 48 F3)

Time: From 7pm

Cost: $35.00 per head, includes dinner & live entertainment

Drinks available at bar prices.

You are invited to join us for our Christmas celebration. Come and chat with us and exchange stories on your ride experiences, put on your dancing shoes and enjoy the live music whilst enjoying Christmas fare freshly prepared on the premises. See our website www.ulyssesmelb.com for more information. We will hold a raffle and there will be prizes to be won! Please email Pat Ryan at helpat8@bigpond.com to register your attendance and make a direct deposit to Westpac BSB 033 371 Account No. 231845 Account Name – Ulysses Club Inc Melbourne Branch, (please use "Xmas" and "your name" as the reference).

Alternatively, cheques can be made payable to "Ulysses Club Inc Melbourne Branch" and posted to Pat Ryan at PO Box 1057, Surrey Hills Vic 3127 with your name and phone number.

Closing date for bookings is 9th December 2015.

Riding On

COPY WANTED!!!!

CAN YOU HELP TO PROVIDE ARTICLES FOR THE RIDING ON MAGAZINE?

If you have information available for the sections Existing Member Profile and Women of Ulysses please send details to the Editor

email: ridingon@ulysses.org.au

Training Rebates

Ulysses Club Inc. offers rebates for Rider Training and First Aid Courses that are completed with an Approved Training Organisation. (Conditions apply).

1. Both rebates can be claimed only once within the three year membership period, to financial members only (not to those in the "grace period").

2. Rebates are up to 50% of the amount paid for the course, up to a maximum of $80 for Rider Training and $60 for First Aid course. If the 50% rebate is less than $80 or $60, the difference remains a credit until the member's next renewal date, when it is reset at $80 or $60. Credits do not accumulate.

3. The Rider Training Rebates are only available to licenced riders attending a road safety and/or skills based advanced training course. They are not available for training required to obtain a motorcycle licence.

4. The First Aid rebates are available on completion of a Senior First Aid certificate or Motorcycle First Responder endorsement.

5. The rebates are only available to members who successfully complete the course, not just for the booking. We are requiring a copy of the certificate of completion issued by the training provider, plus evidence of payment by the member (receipt).

6. In the case of block bookings (by groups or Branches), we are requiring individual copies of completion certificates or a formal listing on Company letterhead with confirmation of completion. We will pay each member directly.

7. All courses must be paid for by the member to be able to claim the rebate. (If a branch subsidises the course the member cannot claim the rebate. A Branch and the Club is one and the same therefore voiding the member from claiming twice).

8. These policies will be reviewed in the light of member response and the financial health of the club.

Rebate claim forms are available on the National website under 'Documents' once logged in.

Rebates will only be issued if the criterion is met. It is the members' responsibility to provide all information required to the Administration Office. At time of booking your course, please advise your training organisation that you require a certificate or letter of completion in order to claim your rebate from Ulysses Club Inc.

Age and Membership Badges

60 Age / 10, 15 Year Length of Membership Badges

These badges are available from Club Administration for $5 each plus postage by phoning 1300 134 123 or email: administration@ulysses.org.au

Members can purchase these badges upon attaining the appropriate status and subject to confirmation of records held.

70 & 80 Age / 20, 25 & 30 Year Length of Membership Badges

These badges are complimentary upon individual application and subject to confirmation of records held.

Club Constitution and Guidebook for Members

Download a copy of the Club's Constitution from the footer of the National Website www.ulyssesclub.org. The Guidebook for Members is available to view and order online or contact the National Administration Office for either document.

Spring **gear shop**

FOR MORE INFORMATION
Call the Administration Office 1300 134 123
or email: administration@ulysses.org.au

NEW ARRIVALS

NEW LADIES MAGENTA SLEEVELESS SHIRTS
$32.50
Ladies V Neck sleeveless polo shirt. Magenta with embroidered Old Man Logo. Sizes 8-20

NEW SOFT SHELL BLACK JACKETS LADIES
$95.00
Soft Shell Charcoal Jacket. 100% Bonded Polyester Outer. Knit fabric bonded with micro fleece lining. Wind flap, chin guard and stand up collar.
Ladies 8-10, 12-14, 16-18, 20-22, 24-26

NEW SOFT SHELL BLACK JACKETS MENS
$95.00
Soft Shell Charcoal Jacket. 100% Bonded Polyester Outer. Knit fabric bonded with micro fleece lining. Wind flap, chin guard and stand up collar.
Mens S, M, L, XL, 2XL, 3XL, 5XL.

NEW FOLD AWAY LEATHER HAT - BLACK & BROWN
$56.00
Leather Hat with white Old Man Logo. Fold it up and carry it in a pannier. Size S(55cm) – 2XL(63cm)

NEW BUCKET HAT $10.00
Black Bucket hat with white piping and Old Man Logo. Size S (56cm), M(58cm) L(60cm)

NECK WRAPS- Black **$13.00.**
With Old Man Logo
At front. One Size.

BRACES - REG & LARGE $32.00
Braces, black with Old Man Logo. Reg 85cm stretch to 143cm, Large 101cm stretch to 173cm. Strap width 3.5cm

BUCKLE - SMALL $19.00
3D Antique, Brass or Pewter plated buckle.
62mm x 48mm. Fits Ulysses belt.

BUCKLE - PEWTER - LARGE $39.50
PEWTER Belt Buckle with Old Man Logo in 2D. 80mm x 65mm. Fits Ulysses belt.

TO ORDER
Use the form on the back of your Riding On mailing sheet or place your order on the club website at www.ulyssesclub.org

FRAME-TOP DISPLAY-CHROME & BLACK.
WAS $9.00
Number Plate Frame - Plastic / Chrome. The 'Grow Old Disgracefully' banner is displayed at the top.(As per NSW,ACT,QLD,TAS. RTA plate measurements). 185mm wide x 100mm high.

FRAME ACRYLIC $10.50
Acrylic Plate Cover with clips. (As per NSW, ACT, SA, QLD, TAS, RTA plate measurements). Please specify state when ordering

FRAME CHROME & BLACK- BOTTOM DISPLAY
$9.00
Number Plate Frame - Plastic / Chrome. The 'Grow Old Disgracefully' banner is displayed at the bottom.

BOTTLE HOLDER – BLACK $7.00
with base, removable neck strap, belt loop & velcro bottle neck seal to keep your bottle secure. Fits stubbies and most bottles up to approx. 600mls depending on neck size. 14.5cm high, base diameter 7cm, neck holder opening 3.5cm. Fits stubbies and most bottles up to 600ml

CANVAS BAG $27.00
Black Canvas Tote bag. Clip down at front with velcro & zip pockets, compartments inside and out. Long Strap. 300mm wide x 300mm high.

FRAME TRAILER / CAR $9.00
Number Plate Frame - Car & Car Trailer - Black Plastic. The 'Grow Old Disgracefully' banner is displayed at the top. 375mm wide x 135mm high.

FRAME - CHROME LONG $10.00
Number Plate Frame - Chrome Plastic - SA - The 'Grow Old Disgracefully' banner is displayed at the bottom. 220mm wide x 100mm high.

HIP FLASK $25.00
Stainless Steel Hip flask with Laser etched Old Man Logo.

FRIDGE MAGNET $2.00
Fridge Magnets, Black with Old Man Logo 70mm round.

Spring **gear shop**

FOR MORE INFORMATION
Call the Administration Office 1300 134 123
or email: administration@ulysses.org.au

TOURING PATCH, STICKER & BADGE COMBO DEAL! GET ALL THREE FOR JUST $10.00

PATCH TOURING $6.00
Members travelling overseas will be recognised as an Australian Ulysses member when wearing this logo. 10cm X 9.5cm.

STICKER TOURING $4.00
Touring Logo - Be recognised as an Australian Ulysses member overseas! Square sticker 10.5cm x 10.5cm.

TOURING BADGE $5.50
Members travelling overseas will be recognised as an Australian Ulysses member when wearing this logo. 28mm x 28mm x 3mm thick.

BACKPACK $29.00
Ulysses black back pack with front strap to prevent slipping when riding. Comes with weather proof cover. One Size. Black.

BALLOONS $6.50
Mixed Pack of 10 with Black & white balloons with the Old Man Logo printed on them. Available in AIR or HELIUM packs.

NECK COOLER $17.00
Neck Cooler to aid against heat discomfort. Place neck cooler in clean water for approx 30 mins. Produces an evaporative cooling system when worn. One size.

STUBBY HOLDER - BLACK OR PINK $7.50
Stubby holder with Old Man Logo and bike artwork.

GLASSES CASE $4.00
Glasses Case - Black gloss, hard plastic with Old Man Logo on lid.

SUNGLASSES - REG OR SLIM $54.00
Ugly Fish Glide Sunglasses with Riding goggle attachments. Glide Regular or Slim.

TO ORDER
Use the form on the back of your Riding On mailing sheet or place your order on the club website at www.ulyssesclub.org

SPECIAL PRICE! NOW ONLY $22.00

TEDDY BEAR - Cream
WAS $35.00
Teddy has black t-shirt with Old Man Logo. Denim shorts and leather look jacket with club bandana. Size 45cm from head to toe, 20cm across the stomach, arm span of 39cm.

TOILETRY BAG - Black **$25.50**
Ulysses black wet pack toiletry bag. Compact with lots of compartments and a hook to hang on the shower door.

SPECIAL PRICE! NOW ONLY $10.00

ULYSSES MUG - Black or Pink
WAS $15.00
Ulysses Mug with Old Man Logo that appears when you add hot water.

NECK WARMER **$15.00**
Black Polar Fleece with Old Man Logo.

WALLET - Black **$7.50**
Ulysses black wallet with the Old Man Logo. Velcro fasteners, lots of card sections. Stronger stitching and larger licence holder.

UTILITY ROLL - Black
$7.00
Black wet pack, travel pack, sewing kit, accessory holder or carry your smaller bike tools & bits & pieces. Fits in pannier or top box when travelling on the bike. 4 separate zippered internal compartments, 1 large external pocket. Rolled out 67cm x 28cm. Folded 18cmx 28cm x 2cm thick.

SPECIAL PRICE! NOW ONLY $2.00

RIDE ON #1 BADGE **$5.00**
Stephen Dearnley Memorial Lapel .
All proceeds from sales go to UCARF.

BIKE BADGE - Brass or Pewter **$15.50**
3D Brass - Bike Badge Metal.
60mm, Round, Light weight.

KEYRING **$5.00**
Rubber Keyring with Old Man Logo.
65mm.

Spring **gear shop**

FOR MORE INFORMATION
Call the Administration Office 1300 134 123
or email: administration@ulysses.org.au

RIDING SHIRT **$22.00**
Black high neck long sleeve Unisex
Sizes XS – 4XL

BELT - Black & Brown Leather **$42.00**
Leather Belt with Old Man Logo and Ulysses printed along belt. Fits all Ulysses Buckles.
Sizes: Black Sm 34" – King 54"
Brown Sm 34" – 3XL 44"

30th ANNIVERSARY CLOTHING
WAS $40.00
30th Anniversary Ladies ¾ Sleeve and Mens Long Sleeve Shirt with pearl Old Man Logo. Men's sizes-Sm, Med, 2XL, 4XL, 5XL only, Ladies sizes 8-24

SLOPPY JOE **$38.00**
Fleecy lined with small or large Old Man Logo

APRON - One Size **$21.50**
Black & White Striped Apron with pocket, Ulysses Logo & Word "Disgraceful".

HEADSOX - Black **$19.00**
Headsox Flexible Headwear. One Size.

LADIES POLO SHIRT - Black with White Panels
$29.50
Ladies V-Neck Polo Shirt Black With White Panels Cool Dry Polyester.
Sizes 8 - 26

LADIES POLO SHIRT - Black Pink Piping
$29.50
Ladies V-Neck Polo Shirt Black With Pink Piping Cool Dry Polyester.
Sizes 8 – 22

MENS POLO SHIRT - Black with Ash Panels
$28.00
Mens Black & Ash Polo Shirt Cool Dry Polyester Pocket On Left Chest. Sizes S - 4XL.

TO ORDER
Use the form on the back of your Riding On mailing sheet or place your order on the club website at www.ulyssesclub.org

SINGLET - Black **$20.00**
Black cotton with Small Old Man Logo on left chest. Sizes S - 4XL.

SOCKS - Black With Red Writing **$15.00**
Ulysses Black Socks. 80% Wool / 20% Nylon. Pure Wool Inner Cushion and Nylon Outer. Aust made/Aust Wool. Word 'Ulysses' In Red.
Regular (6-10) & Large (11-14)

SHORT SLEEVE T-SHIRT - Black **$18.00**
Black SHORT Sleeved Tshirt. Small or Large Logo Size S - 4XL.

LONG SLEEVE T-SHIRT - Black **$22.00**
Black LONG Sleeved Tshirt.
Small or Large Logo Size S - 4XL. Black with white writing on right sleeve.

REVERSABLE POLAR FLEECE VEST
$40.50
Black reversable vest with Old Man Logo on polyester side only. 100% Polar Fleece inner, Polyester outer. Sizes Sml – 3XL

BANDANA - Black **$8.00**
Ulysses Club Black Bandana,. Ulysses Embroidered On Front And Old Man Logo Embroidered On The Back. 62cm One size fits most.

BEANIE - Black **$12.00**
Beanie Black Knitted With Ulysses Logo. One Size.

CAP - Black with white piping **$10.00**
Black Cap Heavy Brushed Cotton. One Size.

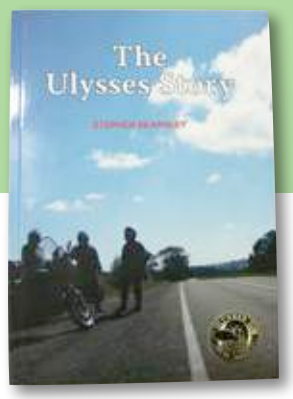
LADIES CAP - Black/Pink **$10.00**
Black Cap with Pink Piping. Ulysses written in a slant across the front and "Life Begins at 40" in pink embroidery on back. One Size.

Spring **gear shop**

FOR MORE INFORMATION
Call the Administration Office 1300 134 123
or email: administration@ulysses.org.au

LAPEL BADGE - Gold or Silver **$5.00**
Badge Lapel - Silver for ages 40 - 49 and Gold for age 50+

HELMET LINER
Black, Pink, Red **$7.50**
Light weight washable cotton helmet liner with Old Man Logo on each ear.
One Size



ULYSSES BOOK - The Ulysses Story
$20.00
Ulysses Story - Book 3 Published 2010 with Addendum.

FLAGS - Designed for decoration only
Mini aerial flag. 280mm x 215mm
$5.00
Small flag. 720mm x 390mm
$13.00
Large flag. 1800mm x 900mm
$64.00

PATCH ROUND - Leather Look Embroidered
Small. 70mm **$2.00**
Medium. 100mm **$10.00**

PATCH SQUARE - Black or Blue Denim
$12.00
Back Patch. Denim with Old Man Logo 300mm x 300mm square.

STICKER STRIP **$2.00**
Sticker Reflective. 5 x 35mm round stickers.

PATCH ROUND CANVAS - Black **$20.00**
Back Patch Round. 250mm

PATCH REFLECTIVE **$20.00**
Back Patch. Round Reflective. 250mm

TO ORDER
Use the form on the back of your Riding On mailing sheet or place your order on the club website at www.ulyssesclub.org

30TH PATCH LARGE $6.00
30th Anniversary Old Man Logo Patch. Black with Pearl embroidery. Rectangle 125mm x 90mm

STICKER REFLECTIVE
Old Man Logo Sticker Round Reflective
70mm **$2.00**
190mm **$12.00**
290mm **$13.00**
390mm **$15.00**

STICKER 3D - Glow $9.00
Ulysses Club Round 70mm Iridescent Vinyl Sticker with domed top. Glows in the Dark!

LUGGAGE TAG $2.00
Ulysses Luggage Tag with Old Man Logo.
105mm x 64mm.

STICKER - MC AWARE $2.00
Motorcycle Aware Driver.

STICKER - Windscreen - Inside or Outside
$2.00
Sticker Round Windscreen Transparent Inside and Outside. 100mm.

PAST AGM EVENT BADGE COMBO DEAL!!

$2.50 each or all 8 Badges for just $4.00

Other Past AGM Merchandise available. For enquiries email the National Administration office administration@ulysses.org.au

We have many other items available from our gear shop including discounted, discontinued lines. For availability please contact your local Branch or go to our website www.ulyssesclub.org.au or Email-administration@ulysses.org.au

ED'S FUNNY FUNNIES PAGE

>>LIGHT HEARTED JOKES COLLECTED BY THE ***RIDING ON*** EDITOR!

HOW TO CALL THE POLICE WHEN YOU'RE AN OLD BIKER

Biker George was going up to bed when his wife told him that he'd left the light on in the garden shed, which she could see from the bedroom window. George opened the back door to go turn off the light but saw that there were people in the shed stealing things. He phoned the police, who asked "Is someone in your house?" and he said "no". Then they said that all patrols were busy, and that he should simply lock his door and an officer would be along when available. George said, "Okay," hung up, counted to 30, and phoned the police again. "Hello, I just called you a few seconds ago because there were people in my shed. Well, you don't have to worry about them now because I've just shot them all." Then he hung up. Within five minutes three police cars, an Armed Response unit, and an ambulance showed up at the Phillips' residence and caught the burglars red-handed. One of the Policemen said to George: "I thought you said that you'd shot them!" George said, "I thought you said there was nobody available!"

TOP TEN REASONS WHY BMW RIDERS DON'T WAVE BACK.

10. New Aerostich suit too stiff to raise arm.

9. Removing a hand from the bars is considered "bad form."

8. Shoulder too stiff from camping on the ground the night before.

7. Too sore from an 800-mile day on a stock "comfort" seat.

6. Too busy programming the GPS, monitoring radar, listening to ipod, XM, or talking on the cell phone.

5. He's an Iron Butt rider and you're not!.

4. Wires from Gerbings is too short.

3. You're not riding the "right kind" of BMW.

2. You haven't been properly introduced.

And the number one reason...

1. Afraid it will be misinterpreted as a friendly gesture.

A police officer pulled over two nuns riding on a motorcycle, and said to the rider, 'Ma'am, you're driving much too slowly, could you please drive faster?" And the nun says, 'Oh, I saw the sign with the "21" and assumed the speed limit was 21 km/h" The officer explains: 'No ma'am, the speed limit is 80. The highway number is Interstate 21."

Then the police officer looked at the passenger and sees the other nun shaking like a leaf. "Excuse me sister, but what's wrong with your passenger?"

"Oh, that's probably because we just got off Highway 205

Ollie the Icelander saves up for a few years and finally buys the bike of his dreams, He goes out for many long rides and enjoys himself fully. One horrible day his bike breaks down. The bike is taken to the shop and a mechanic looks it over. He walks over to an expectant Ollie and says. Looks Like you blew a seal, Ollie says "No; No way that's Just Ice in My Beard.!"

BOOTS

There's the sad story of the poor guy who was in a terrible motorcycle accident. When he came out from under the anaesthetic, the doctor was leaning over him anxiously.

"Son," he said, "I've got some good news and some bad news.

"The bad news is that you were in a very serious accident, and I'm afraid we had to amputate both your feet just above the ankle."

"Jesus," gasped the patient.

"What's the good news?"

"The fellow in the next bed over will give you a good price for your boots."

GOT SOME FUNNY JOKES YOU THINK WE WOULD ALL ENJOY?? SEND THEM IN TO RIDINGON@ULYSSES.ORG.AU

The Kookaburra Rally
Flies Again!

Hosted by a couple of Independent Ulyssians from Central Victoria

At Mitchell Road, AVOCA
(Approx. 2 kms South of Town)

Gates open at 2:00 pm on Friday 20th November and close Sunday 22nd November 2015

This can be a bit more comfortable than a "Back to Basics" rally, but there is NO "hardbed" accommodation available on site, but caravans, campers, tents or swags are very welcome.

BBQs and a Pizza oven will be available on site for your cooking pleasure.
Flush toilets, a Camp Shelter and a large fire pit are also available.

Cost will be $15 per head for "pre paid bookings" or $20 at the gate.

Your entry fee will get you Free Tea/ Coffee all weekend.

- **Free basic Breakfast cereals and toast**
- **Entry into the "Door Prize" raffles**

BBQ packs :
(2 sausages,1 hamburger, 1 BBQ Steak , 1 egg and onion) will be sold for $5 each.
Available all weekend.

For all queries contact Stumpy 0438 614 175 or stumpy1950@gmail.com
Gentle 0427 440 887 or rhowell24@gmail.com

.....

Pre Paid Booking slip
Please send to Kookaburra Rally , 116 Mitchell Rd, Avoca. 3467

Rider ..... Pillion .....

Address .....

BBQ packs x ..... Amount Paid .....

For Direct Bank Transfer
Account Name Kookaburra Rally
BSB 633-000
Account No. 154 875 959

Cheques are to be made payable to
K. Benson & S. Donaldson

POEMS BY ULYSSIANS

Rewarding Times

(My tribute to 8 yrs of good times with very special people following the big get off)

It's a beautiful Sunday morning as I woke content but yawning
Last night was good food and wine but certainly not boring

Under southern clear skies & stars so bright
We sat sipping smooth liquid with log fire alight
Those burning coals so warm and bright
Away from the stress of everyday life

A delicious roast with accompanying treats was enjoyed by all there
It was prepared with care OH yes what wonderful fare
Good company and laughter the magic sound
The background music very good
Lyrics that we all understood
Smiling faces were the order of the night
So wonderful and so very very bright

Firm handshakes and very nice hugs
Ladies placed sweet gentle kisses on my weathered mug
The message was saying welcome back and made clear
It's certainly nice to see you again with us here
Yes it is great to be part of this beaut lot
Just being your self and worrying not

We ride iron steeds and respect the gravel
Many roads we ride but on different machines we travel
Those motorbikes glisten so shiny and primed
There are Italian masterpieces, Rice Burners and Milwaukee Iron
Such wonderful machines these road rockets of our time
So ride we will and enjoy that magic thrill
With vibrating engines and hopefully no spills
But if the latter happens this magic lot will be there
Giving assistance to make the pain much easier to bear

Riding with our northern cousins and the big smoke mob
It is always good to hear those beaut engines throb
Yes riding the tarmac is always great
In fact touring SA or even interstate

So back to southern skies I will go
To be part of that Fleurieu show
Having ridden again with my mates
Its such good fun and always great
And yes I am a grey haired old bastard both proud and true
But just listen a minute and I'll tell you
We share many good times and a few bad
Yes I am a ULYSSIAN and BLOODY GLAD!

Paul 'Vespa Boy' Hancock
2006

The Real Ode To Joy

(forget Beethoven)

On the eighth day God had "owt to do
And recognised he'd missed a few
And so created what we like
The Pleasure giving motor bike
'tis to converted these lines preach
But blind tin-toppers I should reach
Whose favourite words when I, prostrate
Hear only, "didn't see you mate"
Those whose vision, wheels of four
Regard all us as cousins poor
They'll never know the endless joy
Of throttle twist on favourite toy
The fun of wind in blowing faceful
The love of "growing old disgraceful"
Adrenalin in bend we lean
Trepidation on the scene
The throb of passion twixt our knees
Its engines folks, not birds and bees
The comradeship on wheels of two
As best we try to youth renew
Forget your biased Murdoch views
Read only Motorcycle News
Cast senile signs to place absentia
'cos biking staves off age dementia
Here endeth Ulyssean ode
I'm off to hit the two wheeled road

Syd Leach #58677

Ulysses Friends

I'm old, I'm fat, got half my teeth
I'm not too steady on my feet
My hair is grey, my back is bent
Each day to me is heaven sent
But when I sit upon my bike
The change in me, is pure delight
Then I'm riding with my mates
And we're fanging down the straights
All at once I'm young again
The years retreat with each bend
We stop for coffee and a chat
Hop on our bikes and head back
The days rides over, I'm home again

Another great day, with Ulysses friends

John Robinson #19449
Aka…Ratbag Robbo

POEMS BY ULYSSIANS

Ode To Learner Ted

Young Ted was an age of but two score and eight
And desired a two wheeler ere it was too late,
He prayed that his riding would not show a failure
In spite of his buying some brand new regalia.
Although a tyro at motor bike riding
A particular subject he'd need some advising.
The problem was, lack of his balance to keep;
Each time he leaned over he feel in a heap!
His instructors all tried with their main and their might
To help learner Ted keep his balance upright.
"Keep your eyes up". "Look ahead". "Counter-steer".
But, whenever he leaned, he would fall on his ear.
Then he said, "I've twigged to this cornering thing,
Just stand aside folks and I'll give it a fling."
So, then Ted dropped the clutch and took off with a roar
Bit the dirt with a thud and lay bruised, stiff and sore.
Poor Ted lay there looking all pale and forlorn
And murmured a wish that he'd never been born.
His problem was no lack of spirit or nerve,
'Twas just that he fell off on every curve!
Then somebody grinned and started to snigger,
Another one laughed at the comatose figure.
They agreed he'd tried to give of his best
But, most could not cover their pented up jest.
Another instructor called Cuthbertson Crisp
Who walked a bit funny and spoke with a lisp
Said, "Alright you chapths, now don't be tho mean
Help poor old Ted to remount hith mathine."
Then someone suggested, "I have an idea.
'Cause the helmet's enclosed, his head is unclear."
So, then Ted trundled off with a full open visor,
Fell down once again and was still non the wiser.
They stood in a group to discuss Ted's dilemma,
A lady instructor spoke up, it was Emma.
"Deep inside your head, where I read in a book,
It could be a fact that your balance is crook."
Then, Ted shuffled off to old Doctor Byes
A wise man of letters, buck teeth and crossed eyes.
"Now Ted, pay attention 'cause it's very clear,
The problem my son, is your old inner ear!"
"There's a hammer and anvil set deep in your lug.
They may need a twist or a squeeze or a tug.
With my needle nosed pliers I'll give them a tweak.
Just rest a few days, you'll be fine in a week."
Then, later that month it was Ted as before,
Riding tight circles and begging for more.
He could round any bend with his knee on the deck,
His instructors concerned for the risk of his neck!

The moral I guess, if your balance is out
You ride like a drunkard and wobble about,
Don't curse motorcycles or shed a quiet tear,
It may be the fault of your old inner ear!

Peter Newman #18674

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Still the best,
The tradition
continues...

Only $15 prepaid,
($20 at the gate)

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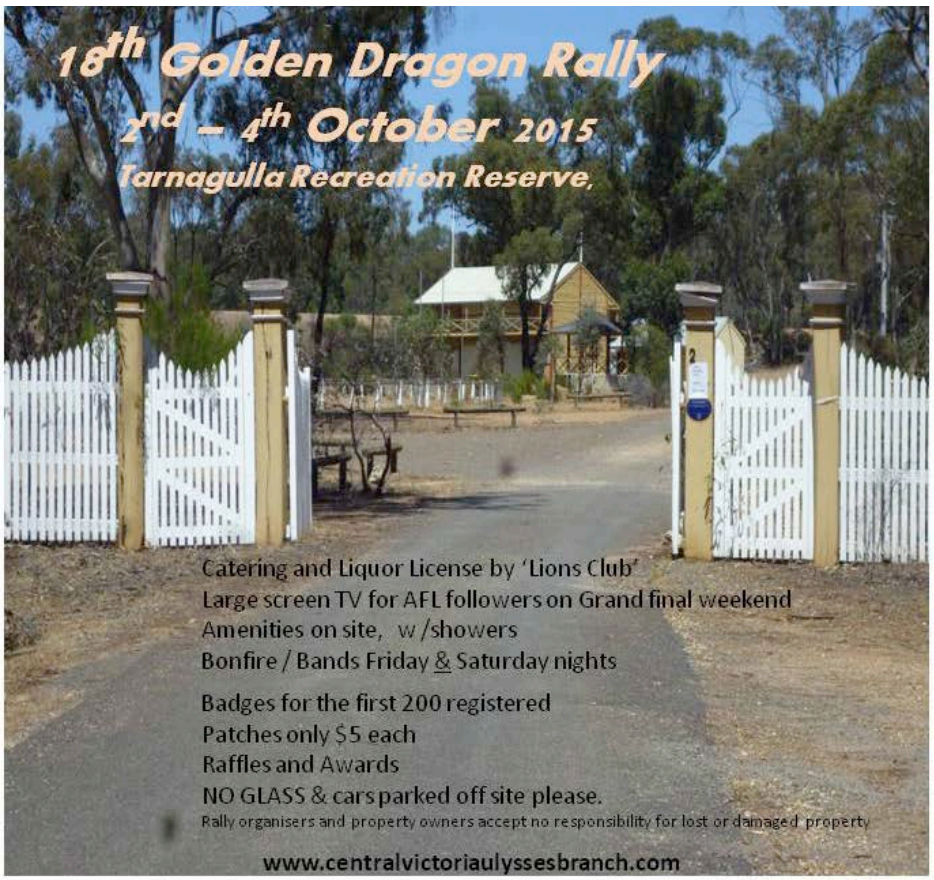


Ulysses Club Annual Home Brew Competition

New things are happening with the home brew competition for Launceston in 2016.

There will be articles in the 'Riding On' for the budding brewer, tips for all your brewing needs. We have another sponsor joining the fun, welcome 'National Home Brew' home of your every on line home brew needs.

We will have a MC to keep the spectators amused while the "serious stuff" takes place ☺

I wonder if we will have a competitor to rival the Tasmania Breweries.

Who's up for the challenge?

There will be prizes for 'Best Pale beer', 'Best Dark beer' and the major prize for best overall beer.

So, have a read through the links, and have a go at making a brew and join the members who compete, have fun, and meet like minded members.

To show how to get started and also information for the more experienced brewer check out these websites.

http://www.nationalhomebrew.com.au/articles-library

For our Tasmanian members wanting to start out:

http://www.northernhomebrewing.com

http://pint.com.au/links/homebrewshops/tasmania/

See you all In Tassie,

As always,

Ride safe and have fun.

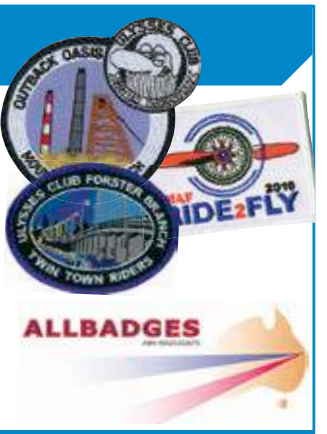
Sandy *waves* #16531

Sandy-c@optusnet.com.au

Mobile 0412 778 067

I will be pleased to answer any questions you may have about the Contest.☺

There's no match for an ALLBADGES patch



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Club Contact Listing

Please call your local Branch contact for details on local rides, meetings and events or visit www.ulyssesclub.org

ACT

CANBERRA BRANCH	MICHAEL WINTERS	02 6238 1049	0412 13 4376

NEW SOUTH WALES

BATHURST BRANCH	GRAHAM REA	02 6337 3351	0427 58 9983
BLUE MOUNTAINS BRANCH	BRIAN CROWTHER	02 4573 2005	0419 60 5422
BORDER RANGES BRANCH	LES TARRAN	02 6632 1350	0402 27 9260
BROKEN HILL BRANCH	DEAN SCHMIDT	08 8087 7665	0428 35 7378
CENTRAL COAST RIDERS BRANCH	TONY SINCLAIR	02 4359 1237	0408 68 5722
CLARENCE VALLEY BRANCH	SUE HOPKINS	02 6643 4167	0431 71 3502
COBB HIGHWAY BRANCH, DENILIQUIN	PETER NANKIVELL	03 5881 4098	0427 82 6399
COFFS COAST BRANCH	ANDREW WRIGHT	02 6656 9128	0400 70 6602
COOTAMUNDRA BRANCH	BILL TEALE	02 6942 3134	
COTTON COUNTRY CRUISERS, MOREE BRANCH	ROS ROSE	02 6752 1479	
COWRA BRANCH	BRIAN NAIRNE	02 6342 4704	0407 45 3829
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EUROBODALLA BRANCH	GRAHAM WELLS	02 4473 8866	0414 07 9857
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GLOUCESTER BRANCH	WALLY SPENCER		0417 19 9926
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HAWKESBURY BRANCH	PETER SMITH	02 4588 5339	0447 19 7983
HILLS BRANCH	JOHN GAWTHORNE	0412 01 6189	
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MIA BRANCH	NOEL BUCHAN	02 6953 2558	0427 53 2558
MUDGEE BRANCH	CHERYL AURISCH	02 6372 1419	0427 72 1419
MYALL LAKES BRANCH	TONY MITCHELL	02 4997 2301	0417 47 4528
NAMBUCCA VALLEY BRANCH	TODD VERCOE	02 6564 7908	0438 22 5390
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NEWCASTLE LOWER HUNTER BRANCH	MARGY HINKSMAN		0412 60 0664
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SALE & DISTRICT BRANCH	STEPHEN WALSH	03 5144 3395	0467 84 7060
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GREAT SOUTHERN BRANCH	RAY PRIOR	08 9844 7326	0417 86 6903
JOONDALUP BRANCH	KEN EATON	08 9301 2727	0418 92 5081
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Three basic principles of the Ulysses Club Inc are:-

a) To provide ways in which older motorcyclists can get together for companionship and mutual support;

b) To show by example that motorcycling can be an enjoyable and practical activity for riders of all ages;

c) To draw the attention of public and private institutions to the needs and views of older riders.

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1. Don't Fall Off the Motorcycle.
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