

Riding is all about the Journey



Riding On

ULYSSES CLUB INC.

NO. 141 SUMMER 2018



WELCOME TO
Mornington Peninsula

MORE INFO INSIDE >>



“NO ONE KNOWS YOUR PASSION LIKE SHANNONS.”



Shannons insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer
- Agreed value
- Multi-Vehicle & Multi-Policy discounts
- Special low usage rates
- Riding gear cover
- Cover for modifications
- Flexible coverage for bikes that are laid up, being restored, or at club events
- Home Contents Insurance including \$10,000 enthusiast cover for your collectables & tools
- Pay by the month premiums at no extra cost

Call Shannons on **13 46 46** for a quote on your **special bike, special car, daily drive, or your home**, and speak with a genuine enthusiast.



Join the Shannons Club today! Get connected and share your passion - shannons.com.au/club

SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

HONDA
The Power of Dreams

Discover what lies beyond.



GOLDWING



EXPERIENCE THE ENTIRELY-NEW 2018 GOLDWING.

Stylish. Advanced. Sophisticated. The new Goldwing® has been rebuilt from the wheels up, nearly 41kg lighter than before. It features a smoother, more powerful horizontally-opposed six-cylinder engine. All-new double wishbone front suspension. Optional 7-speed Automatic Dual-Clutch Transmission (DCT) plus reverse and a first featured on a motorcycling is an Apple CarPlay™ system. This is a true performance tourer, ready to ride and go beyond anything that has come before.

www.honda.com.au



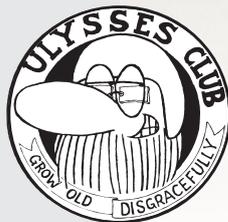
*Overseas models shown.

HW231825

Riding On

THE JOURNAL OF THE ULYSSES CLUB INC.

Issue 141 Summer 2018



OUR COVER

Ride the peninsula:
25th February 2019 - 3rd March 2019

ADMINISTRATION OFFICE:

Ph: 1300 134 123
02 4647 7772
Fax: 02 4647 7740
Email: administration@ulysses.org.au
Post: PO Box 3242 Narellan NSW 2567
NATIONAL WEBSITE
www.ulyssesclub.org

NATIONAL COMMITTEE

National President – Jen Woods

Email: president@ulysses.org.au
Mobile 0448 336 111

Webmaster

webmaster@ulysses.org.au

National Vice President – Peter Baulch

Email: vicepresident@ulysses.org.au
Mobile: 0428 246 175

Sponsorship Liaison

Email: sponsorship@ulysses.org.au

Motorcycle Liaison Officer

Email: mcliaison@ulysses.org.au

National Secretary – Henry Rokx

Email: secretary@ulysses.org.au
Mobile 0418 329 617

National Treasurer – John Osborne

Email: treasurer@ulysses.org.au
Mobile 0429 002 411

International Liaison – Allan Pratt

Ulysses Club Plate Scheme
Facilitator QLD Motorcycle Expos
Email: international@ulysses.org.au
Mobile 0408 807 579

National Purchasing & Advertising Officer

Dave Wright

Email: purchasing@ulysses.org.au

Email: advertising@ulysses.org.au

Mobile: 0418 954 424

Membership Liaison

Email: membership@ulysses.org.au

Chair, Road Safety

roadsafety@ulysses.org.au

National Rally Organiser

Blue Knowles

Email: nro@ulysses.org.au

Mobile: 0427 669 903

Ulysses Club Arthritis Research Fund Coordinator

Kim Kennerson

Email: ucarf@ulysses.org.au

Mobile 0429 040 027

MAOTY - Peter Baulch

Email: vicepresident@ulysses.org.au

Mobile: 0418 246 175

Contents

Editorial.....	5
National Committee Reports.....	6
UCARF Report.....	12
Letters to the Editor	13
Ulysses Club Rally Section.....	22-26
Ridden On	40-42

Features

TAC Report.....	20
Candidates National Committee 2019.....	27
Honda Goldwing Road Test Review.....	32
Ladies of Ulysses.....	35
Triumph Tiger Report.....	36



EDITORIAL SUBMISSIONS TO:

Email: editor@ulysses.org.au

or mail to PO BOX 3242 Narellan NSW 2567

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. Proof-readers: Colin Hook and Bryan Fricker.

CLOSING DATES FOR EDITORIAL SUBMISSIONS:

31st January for Autumn (March) issue

30th April for Winter (June) issue

31st July for Spring (September) issue

31st October for Summer (Dec) issue

CLOSING DATES FOR ADVERTISING SUBMISSIONS:

16th February for Autumn (March) issue

16th May for Winter (June) issue

16th August for Spring (September) issue

16th November for Summer (Dec) issue

"Ulysses Club Incorporated accepts no responsibility for the accuracy of any information contained in Riding On and readers should satisfy themselves independently if acquiring any items advertised or described in Riding On. Except as permitted under the Copyright Act 1968 (Cth.) no part of Riding On can be reproduced without the written permission of the Ulysses Club Incorporated. The views and opinion expressed by the contributors to the Riding On are not necessarily those of the National Committee of the Ulysses Club, and may not reflect its policy or position.



Summer is almost upon us and I look back at the AGM in Barmera and wonder where on earth the year has gone. It's only nine months from that AGM to the one in Mornington, and the National Committee members have had to double down and work through the same amount of work in less time. The National Administration Office has done an amazing job of implementing new processes for the registration of the National

Rally as well as all their other work in a compressed time frame. A challenge indeed! I thank the National Committee members and the office staff for their dedication and efforts this year.

Challenging has been the upgrade of the iMIS database to a cloud-based version. Whilst a lot of work was generated from the update, especially for the amazing staff at the National Administration Office, the move meant that we could use the built-in Registration portal to register members for the 2019 National Rally. It also means that we shouldn't have any large upgrades to the database in future as the cloud version is kept updated by the software owner. This includes security updates to protect our member data. Due to a complex incompatibility between the website and the database, the authorisation module which worked seamlessly for six years, broke. I thank members for their patience through what was a trying time, and the Admin staff for their hard work and good humour.

The 2019 National Rally team has been really working hard on preparing for what will be a fantastic National Rally. I was recently at the venue; the Mornington Racecourse, and it is a beautiful place. The 2019 National Rally team has had to leap through a lot of hoops in the lead-up to this event. They have handled those with professionalism befitting of the Ulysses Club. I really am looking forward to being there and I hope you all will be as well.

We sometimes hear that members don't know what NatCom does. If you'd like to know more, please download and read the Minutes of the National Committee meetings, available on the website. If something in the minutes makes you want to know more, please send an email to ask for more information.

National Vice President, Peter Baulch, has decided that it is time to step down from the National Committee at the AGM in 2019. The National Committee appreciates all the work in a diverse set of portfolios that Peter has completed, including the very challenging Sponsorship portfolio. Peter has, of course, offered to ensure a complete handover, with a professionalism that we have come to expect.

By the time you receive this, the bikes will be hung with tinsel once more and the Branch Christmas parties will be happening. Enjoy the Christmas break, especially those of you who still work. You'll have some time to be with your families and also have some time riding. Enjoy, have a happy Christmas, and we'll look forward to 2019.

Jen Woods

#21395
National President

Administration closed for Christmas

The National Administration Office will be closed for the Christmas break from Friday 21st December 2018 to Monday 7th January 2019. Wishing all our members a Happy and Safe Christmas and New Year.

Postie Bike CHALLENGE



Brisbane - Adelaide via Birdsville Track

Sweaty palms .. uncertainty about the day ahead .. 285km of dirt ... no telephone signal .. remote roads .. 450km tomorrow and water crossings! Oops, soft sand! .. a joke with a new friend .. small towns .. the road less travelled .. giving to those in need .. tall stories at dinner time .. memories and friendships for a lifetime.

SAVE \$500 before 31/12/18 \$4950(AUD): Incl bike, accom, meals, mechanics, spares, support vehicles and the very special feeling from having conquered a challenge and helped those in the community less fortunate through your donation.

7 - 17 September 2019

www.postiebikechallenge.org Ph. 0411 090 891



The festive season is almost upon us and within a blink we will be enjoying our first ever "National Rally" on the beautiful Mornington Peninsula in Victoria.

As time seems to fly by faster than ever, is it because we have had a very short "NatCom year", of just 9 months from Riverlands in May 2018 to Mornington in Feb 2019?

I, along with your entire National Committee, have been extremely busy this year managing a range of issues, all of which have been reported on or are in the minutes of our NatCom meetings.

Our motorcycle Test Ride reports are as popular as ever, due no doubt to the diligence and commitment of our enthusiastic test riders, including Paul Cheetham, Alyn Vincent, John Baker, Peter Maguire, John Eacott and Dr Ian Kirkwood. I'm sure a huge thank you is in order for these guys, whose efforts bring so much pleasure to our thousands of members..

Our Motorcycle Apprentice of the Year (MAOTY) has, this year, attracted a slightly reduced number of very high quality candidates. Elsewhere in this edition of Riding On you will read the announcement of the MAOTY Zone winners, one of whom will be announced as our National Winner at the Mornington National Rally.

Sponsorship of our Ulysses Club is a vital element contributing to the ongoing success of our Club. This year I can report that our sponsorship is running at an all-time record high, with significant contributions from QBE Insurance, Suzuki Australia, Maurice Blackburn Lawyers, as our major sponsors, along with

Shannons, Supercheap Auto, Polaris Industries and TAC (Vic). I'm sure we all recognise the importance of these sponsors with our continued support for the products and services they provide for our benefit.

Motorcycle EXPO's are always popular with all motorcycling enthusiasts including our members. This was again the case with the recent Troy Bayliss Moto Expo in Melbourne, where we hosted a Ulysses Club display stand. Thanks to Perry Stephens, our display attracted plenty of interest where membership applications were freely available and UCARF raffle tickets were again sold to those wishing to win a Suzuki motorcycle.

One of the undoubted highlights of our annual get-togethers – National Rallies – is the displays of the very latest models of motorcycles, some of which are available for test rides by our members. Traditionally these bikes have been provided by the various Manufacturers, to whom we are most appreciative. The evolution of industry has provided an opportunity of major Dealers to become involved, and this year we welcome the participation of Team Moto and the Peter Stevens organisations, who combined, will be providing a huge range of brands and latest models for us to appreciate.

This is my last report as a National Committee member, as I will be stepping down at our AGM after 5 challenging, but rewarding years. My sincere thanks to the NatCom members who I have had the pleasure of working with in a united and cooperative team.

Best wishes to all for a Merry Christmas, Happy, Healthy and Safe new Year in 2019.

Peter Baulch

#27672
National Vice President

15 years
Adriatic ride roads less travelled
moto tours
adriaticmototours.com

Beautiful Balkans Adventure

COUNTRIES
Slovenia, Croatia, Bosnia and Herzegovina, Montenegro

DURATION
15 days / 13 riding days

HIGHLIGHTS
Sarajevo, Mostar, Adriatic coastal road, Hvar Island, 5 UNESCO World Heritage Sights: Plitvice National Park, Durmitor National Park, Kotor, Dubrovnik, Split.

NEXT TOUR DATE
MAY 22 - JUNE 5

OTHER TOUR DATE
AUGUST 22 - SEPTEMBER 5
SEPTEMBER 6 - 20



Well... Summer is here and the Toy Run and Christmas Party season is upon us. The bikes have been well and truly dusted off and we're all getting some road time (I hope). It's a wonderful time of year, but we must all be careful and be mindful of other road users and the poor state of many roads after a long winter.

For the Toy Runs, many branches have asked for a copy of our public liability certificate. That is great and we are happy to provide one but please, check with the 'relevant authorities' to see if you need to get an 'interested party' listed on the certificate before requesting a copy. If we have an 'interested party' then I need to contact the insurers and have a special copy sent. I do acknowledge that sometimes the rules change and what applied last year may be different today. It is much easier and saves a lot of time if the PLI certificate request specifies your 'interested party' in the first place.

It is also good to see that we are getting quite a few Telemachus Medal nominations coming through. It is great that branch members, who have put in the hard work are being

recognised by their fellow branch members. After all, without some of these hard-working individuals, many branches would not survive, or at least not very well.

I trust that those members needing National Rally Event merchandise got their orders in, ready for the Mornington event next year. Preparations are well underway. There are lots of activities available on the Mornington Peninsula and beyond, including great roads, museums, breweries, wineries, Arthurs Seat chair lift and the Queenscliff ferry. There is even a ride planned to go and visit Phillip Island, and another to the Great Ocean Road. I will be looking forward to meeting as many members as I can at Mornington.

I want to wish all our members a very Merry Christmas and a Happy and above all a Safe New Year. We want all of you back next year. It's tough when you lose a friend or branch member. It's not the sort of memory you want to carry into next year, but unfortunately it does sometimes happen. So, take care.

Henry Rokx

National Secretary

#28636 DM#45

PROCEDURE FOR ATTENDANCE AT ULYSSES CLUB AGM 2 MARCH 2019

The 36th Annual General Meeting of the Ulysses Club Inc is to be held on Saturday 2nd of March 2019 and will commence at 1pm sharp, after which time the doors will close.

The AGM venue address is The New Peninsula Centre, 370 Craigie Road, Mount Martha, Victoria, 3934

Financial members, who are not registered for the AGM Event, can still attend the meeting.

If attending, please ensure an arrival that allows for adequate time to be registered and be seated in readiness for a prompt start. Members must present their current membership card. No card, no access.

Henry Rokx
National Secretary



At the risk of appearing repetitive I shall open this report with some observations on membership and member numbers. Our budget for member numbers up to end October 2018 was estimated to be 14,346; our actual financial member numbers was 14,823 or some 477 more members than January estimates. It is pleasing to

note that the number of new members joining this year to date was 741 compared to 660 for the same period last year. This has a positive effect on our member subscription revenue and provides an ongoing boost to our numbers down the track.

Our search for operational savings is ongoing as we constantly review our 'way of doing things whilst maintaining the services members expect. As mentioned in the Spring Edition of Riding On the format of the magazine has changed with significant cost savings. We have recently upgraded our iMIS system to a fully maintained 'cloud platform'. iMIS is the IT system which keeps our members' register, gear shop stock and sales records and this year in the new format we have moved the

2019 Rally registrations to iMIS. These changes should provide savings in the order of \$30,000. Further, the National Admin. Office processes have been changed significantly in the area of transactional accounts with the implementation of our in-house MYOB now complete. This has allowed us to save in the order of \$20,000 annually on outside accounting services.

It may seem that with these savings there should be huge surpluses accruing from the Club's operation. We wish that was so. At time of writing there is a project underway to review insurances which now cost \$70,000 (approx.) and review audit services. On a somewhat negative note, the Quartermaster Sales (Gear Shop) revenue is down and margins on products have fallen significantly. There is a modest surplus (\$25K) showing in our accounts at end October 2018. This level of surplus should be maintained to the end of this financial year. Given the fall in member numbers this outcome would be most satisfactory.

John Osborne

**#41785
National Treasurer**

TOUR AMERICA WITH HEAVY DUTY MAGAZINE!

HEAVY DUTY MOTORCYCLE TOURS

AUTHORIZED HARLEY-DAVIDSON TOURS

RIDE AMERICA
WITH AUSTRALIA'S ONLY HARLEY-DAVIDSON® AUTHORIZED TOUR OPERATOR

17 DAY & 28 DAY TOURS
Prices starting from \$8990 per person rider/pillion

BOOK NOW FOR USA 2019 & 2020
HEAVYDUTY.COM.AU

Yellowstone National Park
Beartooth Pass
Mount Rushmore
The Badlands
Bryce Canyon
Needles Highway
Main Street, Sturgis

HEAVY DUTY AUSTRALIA'S #1 BIKER MAGAZINE
FOR MORE INFORMATION
CALL US NOW 03 9317 5004
HEAVY DUTY MOTORCYCLE TOURS



Our National Rally in Mornington is just around the corner now and I am so looking forward to the trip over the Nullarbor to catch up with some of you.

Now that the Gear Shop is no longer printed in our magazine (Riding On) I would encourage you to visit our website and the online Gear Shop to order you Ulysses Club clothing and accessories.

The Gear Shop E-newsletters are now starting to flow on a more regular basis and I hope

that you check out our monthly and Christmas specials for you and your family.

I have been chasing a number of possible new advertisers, including The Best Exotic Motorcycle Adventure, Johnny Be Good Jackets and Motorcycle Tours in Russia.

Going back over the past 18 months, the number of businesses advertising in our Riding On Magazine has declined from 31 advertisers in March 2017 to 24 in our September edition. This, of course, impacts on the income and cost to produce the Riding On magazine for members, and we would love more advertisers to use our magazine to promote their products, however many business are finding it increasingly difficult to budget for advertising in today's market.

It would be a great help if our members considered having the Riding On magazine delivered to them digitally by email as a pdf file, as this would be huge saving to your club and you would get your copy a couple of weeks earlier than if it was sent by post, not to mention the environmental saving in paper, print and fuel for delivery costs.

Recent concerns have been raised regarding out of date information on many of the Ulysses Club branch websites, as this was seen as the first point of contact for new prospective members. Many of the branches now use Facebook for information to their members, and it has been suggested that, if branches do not update their branch website, then they need to at the very least, put a link to their Facebook page for new members to contact someone from the branch and look at the activities of that branch to decide if it is for them. We need new members to keep our great club, so please make your branch accessible to prospective new members. Our new membership banners and posters are now available to all branches through our Ulysses Dropbox.

As you may have heard, the long-awaited star rating for protective motorcycle clothing was released in October, and although still in its infancy, is a great start to knowing just what we are buying and if it will do what we expect from it. The link to the website is <https://www.motocap.com.au>

Dave Wright

#51871

Advertising Liaison , Purchasing Officer and Chair, Ulysses Club Road Safety Committee



Off to a great start with...



JUMP STARTERS

A jump starter pack will give you power anywhere, anytime. It is one of the most important pieces of emergency kit you can carry with you. Whether you're on an outback track or heading home late at night, a jumper starter will protect you if you're stranded with a flat battery.

Our jump starters will start motorcycles, watercraft, ATV/UTV, snowmobiles and petrol car engines up to 4.0L (300A Jump Starter) and up to a 6.0L AND 3.0L Diesel automotive engines (400A Jump Starter)

They will also charge your phone or tablet through the USB outlets and all have a built in LED light.

The jump starter pack comes in a carry case with a 220v wall charger, a 12v accessory plug for on bike charging, battery leads and a combination micro USB/lightening charging cable.

For further information on these and all our products, please check our website for details.

www.rockycreekdesigns.com.au

02 6689 5703



Welcome to the summer edition of Riding On. I thought it timely considering the rapidly approaching National Rally in Mornington that I take this opportunity to clarify a few myths about NatCom (National Committee), National Rally Committees and the perceived financial gain that these two groups of people receive as volunteers of this fine Ulysses Club of ours.

It's not unusual for members to comment to me that they believe that NatCom Members are paid to travel to the Rally, and have their registration and dinners also paid for by the Club.

My First point is NatCom meetings, as mandated in paragraph 57 of the Ulysses Club Inc. constitution; -

"The National Committee shall meet at least 6 times in each period of 12 months"

Paragraph 58 of the constitution then goes on to say: -

"The Club shall pay all reasonable travel expenses and accommodation costs to any elected members of the National Committee attending any National Committee meeting other than the Extended National Committee Meeting held in conjunction with the Annual General Meeting or to attend the Annual General Meeting of the Club."

My Second point is National Rally organising teams. Again, as the director of the 2015 AGM Event, I was continually dogged by comments from members that suggested that the AGM Event

team of Director, Secretary, Treasurer and Coordinators did not pay for their registration at the AGM Event, and they didn't pay for their meals at the two dinners conducted at the AGM Event.

This is not the case. Every member of the Ulysses Club from the newest member to the President pay for their registration and for all meals at the National Rally.

The 2019 Ulysses Club National Rally – Mornington is approaching fast. It is not too late to register and share the fun and comradery of the National Rally. The Rally is being held at the Mornington Race Course, which is a great facility that will bring a different dimension to the event. The dining and entertainment facilities will have a touch of luxury that we have not experienced in recent AGM Events. The Motorcycle Manufacturer participation is also shaping up to be the biggest we have seen since Launceston.

See you in Mornington.

2022 Ulysses Club National Rally - ? I am looking forward to submissions for the 2022 National Rally. If you are thinking of running a National Rally, please contact me and I can assist with the submission.

Blue Knowles

**#33140
National AGM Event Coordinator
& Minutes Secretary**

IMTBIKE
PASSION FOR MOTORCYCLING

Mar 16 — 24, 2019 Apr 27 — May 05, 2019

**SOUTHERN SPAIN
ANDALUCIA
TOUR**

The Spirit of Andalusia
Spain | Gibraltar

Official Partner of BMW Motorrad

tours@IMTBIKE.com www.IMTBIKE.com

Riding is not an activity, it's a lifestyle!

22 YEARS



The last few months have been very busy on the International scene.

The revamped and newly signed Affiliation documents have been received from most of the International Clubs and after signing by our President and Secretary, have been posted back to the respective International Clubs.

Ulysses Club

Thailand has a new committee with their new president being Jimmy Pinner; Michael Richardson is now the international Liaison.

Ulysses Club Cuba tells me that all visiting members of any Ulysses Club automatically become a one year member of Cuba. Their Lama/Ulysses Rally is building steam for March 2019.

Ulysses Club France: Will host the 2019 European Ulysses-Clubs meeting in the Vosges, France from the 13th to the 16th of September 2019.

Ulysses Clubs Great Britain and South Africa are querying attendance, accommodation and car hire at Mornington, I have assisted where I could and have asked each of these Clubs to keep in touch regarding names of those who may be attending.

I have had several email conversations with Tiny from New Zealand, including looking for a New Zealand Ulyssian over here and discussion as to whether an Aussie Ulyssian moving to New Zealand would have full status there – she does.

Ulysses in the USA: I now have a list of 7 Ulyssians that live in the USA and who are happy to assist fellow Ulyssians with information regarding visiting America.

There has also been a request from Aussies travellers wanting rally information and dates in SE Asia and South Africa in 2019. I am waiting for this information from Thailand, South Africa and Zimbabwe.

I am happy to provide more detail on International travel and Club enquiries, please feel free to contact me.

Club Plate Scheme

The Ulysses Club and consequently the Club Plate Scheme suffered a great loss with the passing of Kevin White – Victoria Scrutineer. His loss means we had a role to be filled.

Thank you to Paul Butler from Victoria who has agreed to take on this role. To contact Paul, please call on 0438 551 450 or email on pbutler8@hotmail.com.

The Club Plate Scheme has been quite busy these last few months with an increase of interest in the scheme. Several riders – not Ulyssians – have made enquiries. After being informed that they would need to be Ulyssians to take advantage of the offer, they have been happy to go ahead and ask for joining forms.

Thanks to Phil Whitton from New South Wales for his assistance during this time.

Merry Christmas to all and a Safe Happy New Year.

Allan Pratt

#9186 DM #21
International Liaison

SLOW CRUZE TOURS
www.slowcruzetours.com
20 years experience travelling in Vietnam
Australian, Vietnamese and Burmese tour guides

Vietnam 2019
APRIL 2019 - 26 days annual SOUTH to NORTH ride from the mountains to the sea and up into the spectacular landscapes of the north \$6,500
AUGUST 2019- 14 days Central Explorer- from the central highlands to Ke Bang National Park \$5,000
OCTOBER 2019 - 21 days riding the mountains of the northern frontier \$6,000.

Myanmar 2019
September 2019- Highlights of Myanmar - 14 days Bagan, Pindaya, Taunggyi, Inle Lake and Mandalay \$7,000

phone: Colin Leahy 0264935123
email : slowcruzetours@aapt.net.au
* Airfares included

Recent activities include the submission of three sponsorship proposals from two institutions for consideration of future funding.

I am most pleased to announce that the national committee has approved a special additional sponsorship funding proposal of \$50,000.00 for 2018. The recipient is RA researcher Dr. Nadia Deen of Monash University. This special sponsorship was possible due to a bequest from a member who left in excess of \$64,000 (after a settlement) for UCARF in his will. We wish to honour and dedicate the sponsorship to the late Mr Erwin Schmidt.

Past National President and life member, Rick Bedford, has written six science fiction books known as the Kuscan Heritage series. Rick has kindly offered to donate 75% from sales royalties to UCARF. Details and the sales page are available by a search at amazon.com.au or a hard copy can be ordered from Angus and Robertson.

Recently, I created a UCARF newsletter designed to bolster moderate national biennial raffle ticket sales. There was an appeal in the newsletter to the 68 branches who had not requested tickets at that time. We had an immediate response from Hills Branch in Sydney, who wanted 20 books to help promote the sales. Ipswich Branch also responded quickly with a request for two books and there have been eight individual ticket sales. How good is that?

Approximately 4,000 tickets have been sold or distributed and approximately \$4,200.00 is held in the account at the time of writing. Thanks to president Jen Woods for a quick response distributing a colourful newsletter. Also, thanks to past national treasurer Mike Abberfield who is doing a lot of background support.

I have composed and submitted a full page UCARF report for the Mornington Peninsular Rally 2019 booklet. I am yet to supply a high-resolution photograph as requested.

Does anyone know a skilled photograph portrait enhancer as I feel I need it? Also, but not directly UCARF-related, I wish to provide a little feedback from once again attending the recent Melbourne Branch Odyssey. The event was very good, as usual, at the fabulous location of Nagambie, Victoria. John Cook deserves many accolades for organisation, and he was very busy selling UCARF raffle tickets on the Friday evening.

The VBC (Victorian Breakfast Club) turned up on Saturday at the local bakery. The VBC attendance was impressive and is an obvious success story.

Sunday (21/10/2018) I attended the "Two Wheels to Wellington" event, which is conducted under the Motorcycle Awareness Month - NSW Motorcycle Council.

Ulysses members, Peter Ogden, Phil Melhuish and John Jannus do the bulk of the work with some extra assistance. You should be familiar with these names as they have been huge supporters of UCARF. They won the most recent Jo Dearnley Memorial Award 2017 and have donated in excess of \$20,000.00. over the last few years.

The event was very successful, with good numbers of attendees and beautiful weather. At the end of the event, I was presented with a \$3,000.00 cheque for UCARF, being sourced from various fund-raising activities. Once again, how good is that?

The following list of donations that have been received from various branches and groups since the last published recognition in the spring edition of Riding On. This generosity and support of our great club cause is something we can all be very proud of.

In no particular order – Lions Club Wodonga \$2,000.00, Dubbo and Western Plains Branch – Wellington members \$3,000.00, Tamar Tourers Branch \$500.00, Bunbury Branch \$3,000.00, Shearwaters Branch \$1,500.00, Lithgow and Districts Branch \$500.00, SE Queensland Presidents Group \$327.50,

Mildura Branch \$1,000.00, MIA Branch \$250.00, 2019 National Rally team \$72.00, Broken Hill Branch \$1,000.00. A delighted national president, Jen Woods, accepted the UCARF donation from Broken Hill branch whilst attending a recent social meeting.

Very nice to receive some support from the Ulysses RV Group. Gordon Crosswell #45081 and Blip Hendriks, Queensland RV Group Coordinators, have deposited \$63.00 into the UCARF account. The money was raised from two minor activities at the recent RV Group AGM at Boonah, which saw attendance by 80 RVs and 150 members.

Most of us in our age category would well remember the great voice of English singer Cilla Black. How many would know that, before her death in 2015, she had suffered much pain for many years from rheumatoid arthritis? Cilla was in fact in considerable agony towards the end of her life from RA.

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



Alps ADRIATIC Adventure

15 years
Adriatic moto tours *ride roads less travelled*
adriaticmototours.com

HIGHLIGHTS
 Riding Dolomites, Adriatic coast, Julian Alps, Otocec castle, Skocjan caves, wine growing B&B's, Bovec, Bled Lake, Bohinj Lake.

NEXT TOUR DATE
SEPTEMBER 07 - 19

COUNTRIES
 Slovenia, Croatia, Italy

DURATION
 13 days / 11 riding days



Letters To The Editor

Dear Editor

At the South Australian AGM, I entered a competition for a motorcycle adventure with SAMA Tours, a South African family owned company. I was bowled over when I received a call from Nicole, the company representative to say that I had won their prize. The trip went for 17 days, starting in Pretoria and finishing in Capetown. It was written up as The Best Motorcycle Tour of South Africa.

I would like to say that his trip lived up to its name. The riding, scenery, accommodation and meals were fantastic. There were several wonderful wild life tours to enjoy. Our tour guides, Jonathan and Julian, were great fonts of knowledge and the

company went above and beyond the call, helping fellow riders with various issues.

I would like to recommend this company to anyone thinking of an overseas experience. My wife Noelle, decided to travel in the back up truck for the duration of the trip, and thoroughly enjoyed the experience. Thank you SAMA Tours.

**Ken Cox
#48254**

I feel compelled to put "pen to paper" briefly to say how much Joanne and I enjoyed the 2018 Odyssey in Robe. It was my first Odyssey since 2010 and Jo's first Odyssey and long ride; she very much enjoyed herself, so we are already looking forward to the 2019 Odyssey.

I was looking forward to Jo experiencing firsthand the usual wonderful Ulyssean friendliness, camaraderie, and support, all of which were as always, present "in spades".

We enjoyed meeting and riding with you all. The standout moment of the weekend occurred when we arrived at the clubrooms for the ride on Sunday morning, began talking to Ray and Terry about how I thought my bike felt a little odd and that I'd had trouble finding an air pressure gauge at a service station that could access my valves as they were all the older style, with the gauge/meter on the end of the hose with the long metal connector, that I just could not get to access my valves.

Ray immediately offered to check and pump my tyres with his "you beaut" and fancy electric pump that he carries. I said to him that I don't want to mess up his day by making

him miss the ride and he simply said, "you won't mess up my day". Terry examined my rear tyre and spotted the embedded 1.5" nail, got out his tool kit, removed the nail, got out his shiny new puncture repair kit that he had never used before and with Terry's knowledge, assistance & guidance the three of us worked though a perfect puncture repair and re-inflation of the tyre. I do carry a can of "Motul P3 Tyre Repair", but had Ray & Terry not come to our aid with their superior resources and I'd had to use it, I do wonder how well it would have worked, and if it would have gotten us through Sunday and all the way home safely on Monday as Terry's kit did. Terry & Ray's attitude and actions typified the Ulyssean "no man left behind" attitude. Thanks guys!

Thanks again to everyone for a great weekend.

Phil Salter #33675 (for Phil & Jo).

Helmet Saved My Life

I have just returned to Australia from a 3-week trip to the USA with Eagle Tours, who were brilliant. Highly recommend them on a trip down Route 66 across America; 4,643 KMS, on a Harley Davidson. Four days into the ride, I was involved in an unavoidable motorbike accident where the bike was a write-off. Wearing a helmet, which is not compulsory in the US, saved my life as my head skidded on the road I sustained an elbow and wrist fracture in my left arm and an elbow fracture in my right arm, along with two damaged knees.

This possibly could have been avoided if I had left the armour in the leather jacket and was wearing my Kevlar pants. I had removed the armour from the jacket because it was 40° and was just wearing my normal jeans for the same reason. So always wear your protective clothing and make sure you have good insurance cover on yourself and your hire bike.

**Darryl Partridge
#45851**

Blackall Range – 10th Anniversary – 15th September 2018

On Saturday the 15th September 2018, Blackall Range Nambour Branch celebrated its 10th Anniversary, with a good roll-up of current and past members. The night was great success, with previous Presidents and former Nat Com Committee member, Pete Williams, all giving speeches on the history of the branch. The Numbers who attended the dinner was sign of how the branch has started to progress back to a reasonable membership after a few years of dwindling numbers.

The branch now has over 30 regular riders and also

numerous non-riders. The theme for the Branch is We are a Very Social group who love our Bikes. Special thanks go out to all who assisted in making the night a success.

Steve Thornhill #62862
President
Blackall Range Nambour Branch



Broken Hill Visit

I was delighted to be invited to present badges to members aligned with the Broken Hill Branch in September. Apart from the importance of recognising members who have spent a long time in the Ulysses Club, the chance to leave a cold Canberra winter was itself a compelling reason to go to this amazing part of Australia. Many of you have visited Broken Hill on your way to AGM Events, as had I, and from previous visits I knew I wanted to go back.

The drought has hit hard out there and the road to Broken Hill from Mildura was liberally littered with road kill, and the live kangaroos I saw were not in good condition. Groups of feral goats along the way eat the ground cover, competing with the native animals.

I was warmly welcomed by Rickie Cooper, who had urged me to drop into his shop once I arrived. The next day, Broken Hill Branch President, Dean Schmidt, and his wife, Gail, spent time taking me on a tour of Broken Hill and

surrounds, including a trip to Silverton. The beautiful and stark country past Silverton is the inspiration for many artists and filmmakers – well... we've all seen Mad Max!

The gathering on Saturday evening included a social get-together, dinner, presentation of the badges and the monthly social meeting – a relaxed evening with due attention paid to the members who were presented with their badges.

I was delighted to also be asked to accept a cheque for \$1000 on behalf of UCARF Coordinator, Kim Kennerson, with money raised by Broken Hill Branch for UCARF.

The Broken Hill Branch had recently held their Ghost Town Rally at Menindee Lakes, which once again had been very successful. We have to wonder, would another National Rally in the Broken Hill area be held some year in the future?

Jen Woods
#21395
National President



20th Melbourne Branch Odyssey

We had great weather to celebrate the Odyssey at Nagambie from 12 - 14 October 2018.

A small group met at Lilydale on Friday morning for a relaxed ride up. We enjoyed criss-crossing some Yarra Valley back roads with views across vineyards, apple orchards and more. I couldn't help but notice the aroma of sprouts in the fields at Yering, which proves there is actually quite a variety of farming in the valley. After crossing "The Divide" and enjoying the view from atop Murchison Gap, we had a coffee/rest break at Broadford. We then rode north via Sugarloaf Creek to Seymour, and then more back roads beside the Goulburn River and past Mitchelton before arriving at Nagambie. Kris and I settled into our riverside cabin and then popped around greeting others and exchanging some disgraceful lies.

As evening approached, a large group of attendees assembled outside the convention centre and enjoyed a relaxed BBQ, meeting each other. The evening passed quickly.

Saturday morning provided a great mixture of experiences. Some of us attended the Victorian Breakfast Club meeting in town; some later went on a river cruise from the resort, which included visits to two wineries. Some did their own thing and more joined in for a ride through the hills. We rode across the flats to Longwood, crossed the Hume Freeway and then enjoyed some lovely roads and views as we climbed into the

Great Divide up to the Ruffy area. We then descended some bumpy and more challenging roads before some open farmland to Yarck, where we enjoyed lunch. It was quite a surprise to meet a largish group of riders from Whittlesea Branch out on their Saturday ride. The café coped well, despite about 40 unexpected motorcyclists. We then rode north before using one of my very favourite roads across the Merton Gap. Then we rode a bumpier (but scenic) route via Polly McQuinn's Weir and Strathbogie before stopping briefly to enjoy the vista from Kelvin View. A descent to Euroa was followed by a run to Murchison, where we used the old girder bridge to cross the Goulburn River. Once I had overcome my geographical challenges, we rode beside irrigation channels down to the wooden Kirwans Bridge, which provides its own challenges for bikes. Then it was back to the park and a relaxed drink and chat before the Saturday night dinner. After dinner, Gary and June provided us with some great entertainment and the night passed all too quickly.

In summary, we had over 50 people attend from places as far afield as Adelaide, the Blue Mountains, Wollondilly Wanderers plus many locations in Victoria, including Ballarat, a number of Gippsland Branches, Mildura and a variety of locations around Melbourne.

Once again, it was great to catch up with and meet such a great variety of Ulyssians. Thank you to all who came along and made it a success.

John Cook #5048

Tasmanian All-Branch Memorial Ride 9th September 2018.

With the weather forecast saying possible showers, windy, maximum temperature 16 state wide (they say almost every day in Tassie at this time of the year) the turnout was moderate this year.

Anyway, a few hardy souls from our North West Coast branch rode to Longford, meeting up with a few more hardy souls from the Launceston Tamar Tourers.

After coffee and snacks, we all headed down to Campbelltown for a leg-stretch. Then it was over Lake Leake road, which is made for motorbikes, to meet up with the Hobart Branch members at Swansea Bark Mill bakery. After lunch and a short service to remember fellow Ulyssians who have ridden on, we then gathered together for a group photo.

Numbers were down this year due to the inclement weather, so thanks to all who made the effort and did attend.

Greg Elson 41612



Foot note: Greg is the Ride Coordinator for our NW Coast branch, he was ride leader on the day and also conducted the service although he was too modest to say so in his report.

Ian Grant #43027.
President
NW Coast Tasmania



Mount Barker Odyssey 2018

They gathered through the day at the home of the Grapes and Gallops, Frost Oval in Mt Barker, Western Australia on a foggy morning in September, 2018. Over 120 Ulysses members from all over WA attended this years Odyssey hosted by the Great Southern branch; a hardy, yet small bunch of motorcycle enthusiasts that call the region home.

Camping grounds and the race course was their home for the next 3 days. Saturday started with a ride to Walpole via Denmark. The Denmark Men's Shed putting on a grand morning tea which made lunch at the Walpole Hotel very difficult to fit in later in the day. The afternoon then soon led to a roast dinner feast that night by our local caterer and now Ulysses member Jason and his crew from Happy's Country Diner. The band, Tre Amici then had us all up dancing with some amazing music.

Sunday saw the Grand Parade wind through the Mt Barker town site, the Porongurup and Stirling ranges (both shrouded in fog) and a return to the Race Course. A quick change of clothes and it was off on a wine tour for some and a ride down to Whale World in Albany for others. The day ended

with a magnificent BBQ diner at Central. All went to bed happy and full.

With Monday now dawning, it was pack up your tents, final breakfast by the Great Southern crew and clean-up of the venue which had served the event so well.

So a massive thank you to all who attended and to the fantastic crew of the Great Southern. Also thanks goes to the support from other branches to pull off what some have described as one of the best Odyssey's held for a long time.

We proudly sent a cheque to the Royal Flying Doctor Service which was the proceeds of our raffles which was greatly supported by the members who attended and by the fantastic businesses of the region.

Ride safe and we hope to see you all in Bridgetown at the 2019 Odyssey.

Regards
Steve Morrow President
Ulysses Club, Great Southern Branch



Ulysses Club W.A. Branches Memorial Ride 2018

Nice to see a great turnout to honour those who have ridden on, and all the branches riding together for the service.

Thanks to Joondalup branch for organising the day and providing lunch.

Chris Glover #25012



Ulysses Club Cowra Branch 20th Birthday

Cowra Ulysses Club Branch initially came to life in December 1993 when Alan Bryant, #6284, whose family ran an old school service station (you know check your oil, water and battery) joined the club. In early 1994, wife Pat bought him a brand-new motorcycle (as any good wife would do) for his 45th birthday.

Alan started putting notices in the servo window advertising that any riders who wanted to join him in a ride would be welcome. He was soon joined by Brian Nairne (our current secretary), Les Howarth (Bozo) (Dec.), David McColl, Ray Forrest and Earl Hayes (Dec.).

Alan then attended the 1994 Rally in Alice Springs, returning to inspire the riding group further. Numbers soon grew as we added Neville Cusick, Robyn Forrest, Craig Sinclair, Alan Hudson (Dec.), Tim Holt, Phil Ellis and others including myself (Peter Hollier) and Sonia by 1997.

In 1998, we took part in the local Cowra Festival parade, which is held each year. Afterwards, we gathered for refreshments at the Aussie Hotel. There it was suggested that perhaps we should contact Natcom (as it was known then) about becoming an official group. Ray Forrest did this and so, on the 19th April



1998, we did our first group ride to the now much-more-famous Rabbit Trap Hotel in Albert; a place to which we have returned every year since. The pub didn't normally do lunches, but the publican's wife felt sorry for us and made us all a hamburger (of sorts).

Before much longer, we had a dozen or so regular riders, eventually having seven female riders as well.

Over the years since then, we've travelled thousands of kilometres to all parts of Australia; made many friends; been lost many times; seen some incredible things with our wonderful branch (Sonia and I had our first Rally (AGM) in 2000 - our honeymoon in a dome tent in Nuriootpa SA) What was I thinking!?! We had four people at Riverland and all I can say is "Thank you Natcom and the organising committee for all your effort."

We had 18 attend our 20th Anniversary BBQ (preceded of course by our annual visit to the Rabbit Trap). Even though our numbers are down, we still have a core of six or seven enthusiastic riders, who attend bike shows, speedway events, plain old lunch rides and sometimes linking with Orange Branch for their renowned breakfast rides. Several members have also become involved with historic motorcycles (antique bikes for old antiques) including the Ulysses Historic section.

Old age has taken its toll and it seems difficult to recruit new members, especially younger ones. I believe this is due to the loss of secure jobs and casualisation of the workforce, as well as weird hours etc... Gen X and Y are not so interested, and families are being started later in life. However, our small branch in Cowra, now 20 years old, is determined to carry on the wonderful tradition of comradery, riding and social enjoyment begun by early local members and in the spirit of Stephan Dearnly and partners.

Regards

Peter Hollier #16111

UPCOMING EVENTS

GRAMPIANS "Ride to Remember" 2019 ... Sunday, February 3rd ... Registrations Open!

Registrations are now being taken for our 11th annual Ride ... check out <https://www.trybooking.com/YQYN> which has all information for booking in. Google the map of the 195km route that will travel the fringes of the Grampians National Park and some spectacular scenery in the rural countryside including the Chalicum Hills and Ararat Wind Farms before heading back to Ararat for a relaxing BBQ at the Alexandra Gardens.

Registration is \$30 per rider and \$30 per pillion passenger, and you can also pre-order and pay for the 2019 Merchandising (T/Shirts & Caps), plus buy a raffle ticket or two.

Also, due to the success of our Saturday night Dinner last year, we will be again welcoming early arrivals to the "Ride

Together ... Arrive Together" Dinner at the Ararat RSL – you only have to pre-book your seat and pay your way on the night.

Don't forget to share this information with fellow Motorcycle Enthusiasts, your Clubs, Newsletters and Social Media – much appreciated.

Importantly, we encourage you to register early, as due to the popularity of the Ride we may need to limit participation.

PS: If you don't wish to register online, fill in the attached registration form and email or send via post.

Regards

Dianne Radford OAM

Grampians "Ride to Remember" 2019

Victoria Police Blue Ribbon Foundation – Ararat Branch 60 Main St., Great Western Vic 3374

Dianneradford6@bigpond.com

Mobile: 0419 316 920

DEVILWIPES VISOR CLEANER WIPES

- ✓ RID DEVILISH BUGS FROM HELMET VISORS
- ✓ TASSIE TOUGH MOIST VISOR WIPES
- ✓ SAFE FOR HELMET VISORS
- ✓ POCKET SIZE PACK

ASK FOR DEVIL WIPES AT
YOUR LOCAL BIKE SHOP



Devil Wipe Donates 10 cents of each pack sold to the "Save the Tasmanian Devil Appeal" www.tassiedevil.com.au

VISIT: WWW.DEVILWIPES.COM
info@devilwipes.com



Specialising in custom made
sheepskin motorcycle seat covers

WWW.GOODWOOL.COM.AU

BERRY, NSW



RIDE FOR
LONGER

NATURAL
COMFORT

HAND-MADE
IN AUSTRALIA

- ✓ Custom-fit Guaranteed
- ✓ Prompt Mail Order Service
- ✓ Warm In Winter, Cool In Summer
- ✓ Water-proof Covers Available

49 Queen Street Berry NSW 2535
PH: 02 4464 2081 Fax: 02 4464 3344
info@goodwool.com.au

MEMBER DISCOUNTS AVAILABLE



Hello fellow members and fellow RVers...

The 11th Ulysses Members RV Group AGM Rally was held at Boonah in the South East Queensland Scenic Rim in the 3rd week of October. Over 170 members in 85 RVs attended at the Boonah Showgrounds to enjoy a week of festivities and activities that were organised by our Queensland RV Group Coordinators. So far, all those I have spoken to who attended had a great time and are looking forward to our 12th AGM to be held from October 14th to 20th at the Lake Albert Caravan Park in Meningie, South Australia.

Although I was unable to attend the event due to some health problems, thanks to the know-how of Richard Flinders, ably assisted by Michael Barbeler and Ken Tacon, a hookup was provided to a large TV screen in the meeting hall through Skype that allowed me to take part in the meeting and greet all the members. Our National coordinators and State coordinators were all returned to their positions unchanged, so thank you to those willing members who put their hands up each year to help run the club and organise rallies and events.

So, you haven't yet taken the plunge to RV membership, but you would like to find out a bit more of what we are about. The Ulysses Members RV Group is a separate club from the Ulysses Club Inc., but to join the RV Group you need to be a member or former member of the Ulysses Club and able to provide your membership number of Ulysses. You then fill out the form on our website at <http://ulyssesrv.org/registration.html>. That's it; no subs, no fees; just fill in the form and be added to our mailing list. Now, you are in a position to come along and join us on our rallies. On our website go to http://ulyssesrv.org/rallies_master.html to get the lowdown on where we are going and what we are doing in each state. Don't have an RV yet? No problems. If the rally is at a caravan park there are usually cabins available for hire. Or better still, you have the trailer and camping setup that you tow to Ulysses Club AGM Rallies. Hook up, helmets on, jump on the bike or bikes and come along and join in. You will be made most welcome, and I think you will find that you will thoroughly enjoy the experience of camping with fellow members, enjoying happy hour and having a great time. A word of warning though, once you have attended one of our rallies you might find that you have the urge (or your travelling companion of note does) to upgrade to an RV, so plan to go on an ocean cruise next time the Caravan and Camping Show visits the capital city or regional centre near you.

I hope to put this bickering to bed regarding RVs attending an AGM. RV Group members who attend at a Ulysses AGM are Ulysses members, and are entitled to attend the event. We are motorcyclists who, on the whole, still enjoy going on branch rides and going to branch social events. Jeff is right in his assumption that the costs of running an AGM have nothing to do with bikes. Hire of venues, setting up for camping, portable shower and toilet units, provision of meals, entertainment and various other fees make up a large part of the cost of running an AGM, and have done so for the last thirty odd years. When we formed the RV Group, we did not at any stage envisage inclusion of RVs in the camping area, as we were and still are quite happy staying in nearby caravan parks, which already have the facilities. The push to include RVs in the camping areas came from within the host committees and the Ulysses Club itself, not from within the RV Group. In fact, I think that the first push to include RVs in the camping and staging area came in 2013, at Maryborough when the caravan park in the centre of the showgrounds, which already had the infrastructure in place was utilised. I am sure that RV Group members are quite happy to stay offsite in a caravan park which has all the necessary facilities in place.

Until next time,

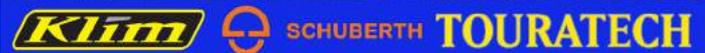
Rick Bedford,
National Co-coordinator, Ulysses Members RV Group.
Ulysses Club Life Member #12, Past National President.



ALL Motorcycles Accessories



Professional BMW Workshop



5 Heatherdale Road, Ringwood, 3134

Phone: 03 9870 3807

info@ringwoodmotorcycles.com.au

www.bmmotorcycles.com.au

REPORT
31 OCTOBER 2018



As the mercury rises, so too does the number of motorcyclists on the roads, making it crucial that all road users share the road.

Motorcyclists have started to increase in numbers across Victorian roads and the Transport Accident Commission is urging all road-users to be mindful of each other.

Motorcyclists are some of Victoria's most vulnerable road users, making up 15 per cent of people who lost their lives on the state's roads last year.

“BEFORE RIDERS TAKE THEIR MOTORCYCLE OUT OF THE GARAGE AND HIT THE ROAD, IT'S CRUCIAL THEY ENSURE THE BIKE IS IN GOOD WORKING ORDER AND CHECK THEIR PROTECTIVE GEAR,”

TAC Road Safety Lead Director, Samantha Cockfield, said road safety was a shared responsibility, and motorcyclists along with drivers had a role to play to make the roads safe for riders.

“We all like getting out and about as the weather improves and that's particularly true for motorcyclists,” Ms Cockfield said.

“Before riders take their motorcycle out of the garage and hit the road, it's crucial they ensure the bike is in good working order and check their protective gear,” she said.

“When the unexpected happens, riders wearing the correct protective gear have a better chance of avoiding serious injuries, and motorcycles with safety technologies like ABS braking have a better chance of avoiding a crash altogether.”

Before heading off on a ride check the following on your bike:

- Tyre pressure and tread when tyres are cold.

- Brakes, clutch and throttle.
- Lights, horn and mirrors – as well as checking each light and indicator is working - give them a wipe-over to clean them.
- Chain, oil and fuel
- Controls and personal adjustments, making sure everything is comfortable.

Ms Cockfield said wearing good-quality protective gear could also be the difference between life and death.

“Motorcycle riders have very little protection other than their helmet and their clothing when involved in a crash,” she said.

“There are plenty of options out there for safe and affordable protective clothing.

“Don't let the hot weather make you relax your attitude towards wearing protective gear that can save your life or reduce the severity of your injuries in the event of a crash.”

The recently-launched Motorcycle Clothing Assessment Program (MotoCAP) is making it easier for motorcyclists to find the best protective gear for them by providing a star rating for safety items.

The safety rating considers abrasion resistance, seam strength and impact protection, while a comfort rating shows how comfortable the clothing is when worn in the Australian climate.

Riders can head to www.motocap.com.au to check out the safety rating of their gear.

Ms Cockfield said while motorcyclists played an important role in keeping themselves safe on the roads, it was equally important for drivers to be aware of riders.

“Every road user deserves to return safely from every trip, so this is not about singling out drivers or riders,” she said.

“Drivers should be aware that there's a range of road users on our roads all the time and make sure they're looking out for everyone.”

“Make sure you always complete head checks and check mirrors before changing lanes and look both ways when driving through intersections.”

For more information on ensuring every ride is a safe ride visit:
www.spokes.com.au



You have the right to ride **SAFE.**

**If your life has been affected by something
that has happened on the road, call us.**

Maurice Blackburn is Australia's number
one law firm for motorcyclists. We've
helped thousands of riders and we'll fight
to get you everything you're entitled to.

Because we believe you're worth fighting for.

 **1800 810 812**

 **mauriceblackburn.com.au**

SMIDSY
“SORRY MATE I DIDN'T SEE YOU”

Maurice
Blackburn
Lawyers
Since 1919

**WE
FIGHT
FOR
FAIR®**

**2019 ULYSSES CLUB INC. NATIONAL RALLY
MONDAY 25TH FEBRUARY TO SUNDAY 3RD MARCH 2019**

MORNINGTON, VICTORIA

WELCOME TO *Mornington Peninsula*

**2019 THE ULYSSES
CLUB NATIONAL RALLY
MORNINGTON, VIC**

The Mornington Peninsula Community in Victoria is thrilled to welcome all Ulysses Club members and their guests to the 2019 Ulysses Club National Rally (2019UCNR). The Mornington Peninsula is located approx. 75kms from Melbourne CBD, on the south east point of Port Phillip Bay, comprising of towns and villages including Mornington, Rosebud, Sorrento and Rye, all within close distance from each other. Your hosts are members from various branches located throughout Victoria. The Ulysses Club National Rally will take place from Monday, 25th February to Sunday, 3rd March 2019 at Mornington Racecourse which is approximately 3km from the Mornington township. The Mornington Racecourse comprises modern facilities within a fully fenced secure area. All campers, including RVs will be accommodated in the one area with plenty of space on offer.

For all the information about registration and the 2019 Ulysses Club National Rally in general, visit the official 2019 Ulysses Club National Rally website at <http://agm2019.ulyssesclub.org/>

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



REGISTRATION FORM

2019 Ulysses Club National Rally – Mornington
 Monday 25th February to Sunday 3rd March 2019
 \$30 per person cancellation fee applies after 5pm Friday,
 25th January 2019
 Refund applications close 5pm Tuesday 2nd April 2019 and
 are subject to Refund Policy

EVENT REGISTRATION	PRICE	QTY.	TOTALS
EARLY BIRD 7 Day REGISTRATION (Received Online or at NAO before 5PM, Monday 11 th January 2019) Includes unlimited entry to Trade show & marquees, event welcome bag & lapel badge. Entries received on or before 11 th January 2019 will be entered into the draw for an Early Bird Registration prize.	\$120		\$
EARLY BIRD 3 Day REGISTRATION Same conditions as Early Bird 7-day registration. Entry period is Thursday, Friday and Saturday only. You will still be eligible for the Early Bird Prize.	\$100		\$
LATE REGISTRATION 7 Day (Received Online or at NAO after 5PM, Monday 11 th January 2019) Includes unlimited entry to Trade show & marquees, event welcome bag & lapel badge.	\$140		\$
LATE REGISTRATION 3 Day (Received Online or at NAO after 5PM, Monday 11 th January 2019) Includes unlimited entry to Trade show & marquees, event welcome bag & lapel badge. Same conditions as Late 7-day registration. Entry period is Thursday, Friday and Saturday only.	\$120		\$
COMPANION ANIMAL REGISTRATION (Please read 'ANIMALS' section) Animals Name/s:	\$30		\$
CAMPGROUND REGISTRATION	PRICE	QTY.	TOTALS
Please reserve 1 (one) UNPOWERED Campsite for one person for 7 Days .	\$140		\$
My registered GUEST/ADDITIONAL MEMBER camping on my UNPOWERED Campsite for 7 days site with me.	\$95		\$
Please reserve 1 (one) UNPOWERED Campsite for one person for 3 Days . (Thursday, Friday, and Saturday only)	\$115		\$
My registered GUEST/ADDITIONAL MEMBER camping on my UNPOWERED Campsite for 3 Days (Thursday, Friday, and Saturday only).	\$75		\$
Please reserve 1 (one) MEDICAL POWER Campsite for one person. I have attached a current certificate issued by a medical practitioner, detailing the reasons why I require electrical power at my campsite.	\$160		\$
My registered GUEST/ADDITIONAL MEMBER camping on my MEDICAL POWER Campsite site.	\$95		\$
Please reserve 1 (one) RV Campsite for one person. All RVs are required to be self-sufficient for a week period. (Mon 25 th Feb to Sun 3 rd Mar 19) Additional persons staying in reserved RV Campsite, are required to camp as a GUEST (see below).	\$195		\$
My registered GUEST/ADDITIONAL MEMBER is camping on my RV Campsite site.	\$95		\$
Please reserve 1 (one) RV Campsite with <u>Medical Power</u> for one person. Additional persons staying in reserved RV Campsite, are required to camp as a GUEST (see below).	\$215		\$
My registered GUEST/ADDITIONAL MEMBER is camping on my RV <u>Medical</u> Campsite site.	\$95		\$
Please reserve 1 (one) TENT CITY Campsite for one person. (Bookings close 5pm 25th of January 2019) A TENT CITY campsite includes the hire of a pre-erected tent equipped with two single beds, mattresses, a LED light and 2 chairs. The additional person for TENT CITY Campsite are required to camp as a GUEST (see below).	\$395		\$
My registered GUEST/ADDITIONAL MEMBER is camping on my TENT CITY site.	\$95		\$
I/We require access to a disabled toilet or shower in the campground	YES		NO
IF YES I/We hold a current Disability Parking Permit issued by a government authority Please attach proof to this form if a disabled vehicle permit is required.	YES		NO

2019 ULYSSES CLUB INC. NATIONAL RALLY MONDAY 25TH FEBRUARY TO SUNDAY 3RD MARCH 2019

MORNINGTON, VICTORIA

DINING (See Website for menu)		PRICE	QTY.	
I will be attending the Tuesday night 'Meet and Greet' social night. See Rally Information for details about Self-Catering meal. Please circle YES or NO in quantity column.		\$0	YES NO	\$0
My registered Guest/additional member will be attending the Tuesday night 'Meet and Greet' social night. Please circle YES or NO in quantity column.		\$0	YES NO	\$0
I will require Bus pickup to the Tuesday night social evening (Price per person)		\$10		\$
My registered Guest/Additional Member will require Bus pickup to the Tuesday night social evening (Price per person)		\$10		\$
I will be dining at the Saturday night dinner (Price per person) (Bookings close 5pm 15TH of February 2019)		\$37		\$
My registered Guest/Additional Member will be dining at the Saturday night dinner (Price per person) (Bookings close 5pm 15TH of February 2019)		\$37		\$
I will require Bus pickup to the Saturday night dinner (Price per person)		\$10		\$
My registered Guest/Additional Member will require Bus pickup to the Saturday night dinner (Price per person)		\$10		\$
Special Dietary Requirements – Circle applicable requirement:				
Coeliac	Diabetic	No Dairy	Nut Allergy	Vegetarian
Please indicate the following if you have ticked the Special Dietary Requirement				
For Registrant	For Guest/Additional Member		For Both	
<p>NOTE: Accommodation details are required to help us plan bus routes to the social evening and dinner. Unfortunately, buses cannot pick up from all accommodation addresses. (Please read DINNER SHUTTLE BUSES section). Campground registrants WILL NOT need this service.</p> <p>My Accommodation name/address is:</p>				
Name of Accommodation:				
Street Number:		Street/Road:		
Suburb/Town:		Postcode:		



REGISTRATION FORM

2019 Ulysses Club National Rally – Mornington
Monday 25th February to Sunday 3rd March 2019
\$30 per person cancellation fee applies after 5pm Friday,
25th January 2019
Refund applications close 5pm Tuesday 2nd April 2019 and
are subject to Refund Policy

CREDIT CARD DETAILS: MASTER CARD / VISA

Note: No other credit cards accepted

CARD NO: ____ / ____ / ____ / ____ EXPIRY DATE ____ / ____

CVS: _____ (Last 3 digits on back of card)

Name on card: _____

Signature: _____

Post or Email all forms and payments to:

National Administration Office, PO Box 3242, Narellan NSW 2567 or Fax: 02 4647 7740 or Email: info@ulysses.org.au

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

Direct Deposit Payments description MUST include the word **RALLY, Member's Surname & Membership Number**

BSB: 062 813 ACC Number: 1020 1995 Account Name: Ulysses Club Inc.

Refunds Policy

Due to the financial commitments by Ulysses Club Inc. towards the 2019 National Rally, the refund policy is as follows:

- \$30 per person cancellation fee applies after 5pm Friday, 25th January 2019
- Applications for refunds for non-attendance must be submitted to National Administration Office by 5pm Tuesday 2nd April 2019.
- No refunds will be provided for Tent City bookings if submitted after 5pm 25th January 2019.
- No refunds will be provided for Dinner bookings if submitted after 5pm 15th February 2019.

2019 ULYSSES CLUB INC. NATIONAL RALLY MONDAY 25TH FEBRUARY TO SUNDAY 3RD MARCH 2019

MORNINGTON, VICTORIA

NATIONAL RALLY AWARDS

The 1st National Rally will continue with the tradition of awarding special awards to attendees. Our awards are framed beautiful images of the Mornington Peninsula area. Don't worry about getting your award home, we will post the award to you. So how to you get nominated?

To nominate for an award

All attendees are encouraged to nominate themselves. Nominations Forms will be available from the Rally Information Stand located at the end of Betting Ring. This Rally Information Stand will open from 8.30am to 5.00pm Monday to Friday. Nominations need to be submitted by 10.00am Friday 1st March 2019.

Awards will be presented to the following criterion:

Longest Distance Rider up to 250cc Motorcycle
– The winner of this award will have ridden the longest distance to the National Rally location on a motorcycle up to 250cc, the distance will be measured by the most direct route from place of journey start point to the National Rally location.

Longest Distance Pillion – this is awarded to the nominated person who has travelled the longest distance as a pillion, distance will be measured by direct route from place of journey start to National Rally location.

Oldest Rider – are you the oldest rider attending the National Rally? This award is given to the nominated person who is the Oldest rider who has travelled to the National Rally location. Oldest rider must have exceeded 200 km by direct route from place of journey start to National Rally location. The age of the rider will be verified using the member's register.

Longest Distance – presented to the nominated person who has ridden the Longest Distance by the most direct route from the place of starting the journey to the National Rally location.

Oldest Rider and Motorcycle Combination - presented to the nominated person who is the combined oldest rider and motorcycle. This award is determined by calculating the age of the motorcycle and the age of the rider, in years only, then adding them together to arrive at a figure.

All awards are decided jointly by Rally Secretary and National Rally Organiser/National Secretary. Prior to any decision, all nominations distances are checked using Google Earth and member's birth dates are

confirmed using the Member's register.

Jack Lewin Award – this award is decided and presented by the National President. This award honours the late Jack Lewin, member #3 (Life Member #2), who was the first elected Secretary of the Ulysses Club. The award winner is decided by the National President, who choose the best presented registrant's motorcycle at the National Rally. There is no nomination for this award, it is a decision by the National President alone and the winner can be chosen any time throughout the National Rally.

Presentation of Awards

The awards will be presented to the winners during the Closing Ceremony on Sunday 3rd March 2019. The Closing Ceremony will be held in the Silver Bounty Lounge, Level 1 Grandstand, commencing at 10.30am.

Don't forget to place your nomination to be in the running for these beautiful awards!



Candidates National Committee 2019

The National Committee of the Ulysses Club Inc. advises members that Nominations for all positions on the National Committee for 2019 have been received and are as follows:

President - Jen Woods #21395

Vice President - Allan Pratt #9186

Secretary - Henry Rokx #28636

Treasurer - John Osborne #41785

Committee - Blue Knowles #33140, David Wright #51871, Sharryn Nankervis # 36204

Blue Knowles #33140

Position Sought: National Committee Member

I have been a member of this great club now for a little over 15 years during that time I have served on the Albury Wodonga Branch committee for 13 of those years, I have been an AGM Event Secretary, AGM Event Director, Co-Trader Coordinator for 2 AGM Events. I was then appointed National AGM Event Coordinator (NAGMEC) in 2017 subsequently changing the name of that position to National Rally Organiser (NRO) with effect June 2018. I currently fill that position as well as a member of NatCom.

I was appointed to the National Committee (NatCom), in Aug 2017 and elected to NatCom in May 2018. I now seek your endorsement of my nomination for one of Three ordinary committee members on NatCom.

I am seeking a second elected term on the NatCom as I have found the experience extremely rewarding, the support from and interaction with other members of this great Club has been fantastic exposing me to the complexities

I believe I have effectively contributed to the management of this Great Club and would like your endorsement to continue in this role to implement changes to further improve the management and functioning of the Ulysses Club, making it a better Club for its members.

Blue Knowles #33140



Sharryn Nankervis #36204 Telemachus medal #70 Position Sought: National Committee Member

I have had the honour of being the Ulysses Club Branch President for Central Highlands (Ballarat) for the last 12 years. I have thoroughly enjoyed this and accept the nomination for Ulysses Club National general committee member.

I joined Ulysses Club in 2003 not long after getting my license and my first motorcycle. At my first Ulysses Club meeting I volunteered to be Branch Treasurer and have been on committee ever since. At times I have held multiple committee positions including President, Treasurer and Newsletter Editor. For the last 6 years I have been the coordinator for the Ballarat motorcycle toy run where we even get our local mayor along for the ride.

My current bike is a Honda VFR800. I enjoy riding with the club and our camping and social trips. Our branch is very active with members meeting regularly for rides and get togethers.

For the last twelve months I have been the Chairperson for the Victorian Ulysses Club Branch Presidents and Secretaries meetings. I have also been the editor for the Victorian Information Bulletin (VIB) which is sent monthly to all Victorian

Ulysses Club members. It lists upcoming events and rallies and has information for members around Victoria and over the borders.

I firmly believe in helping other branches. Our branch rides regularly with Grampians branch and I monitor their webpage along with my local branch's. Inter-branch activities are a good way to foster friendships.

In 2017 I was awarded the Telemachus award for services to my local branch, which was indeed a great honour.

I have been married for 37 years and my husband and I both enjoy motorcycling. We have three adult children.

I am passionate about the future of our club. I feel that there is work to be done to retain the members we have and to make our club more enticing to potential new members. I feel that on the National Committee I will be able to work on these issues which have become important for the vitality of our club.

I have excellent communication skills and believe that I can make a worthwhile contribution to the development of the club's social media channels. I believe that good communications between members, branches and the National Committee is extremely important.

If my nomination is successful, I believe I can help energise the committee and to support our membership. I want to help our members continue to enjoy their association with the club.

Sharryn Nankervis #36204 Telemachus medal #70

Candidates National Committee 2019



John Osborne #41785
Position Sought: National Treasurer

After several years as a NatCom member my view is that I still have plenty to offer the Club and its operations so I again present myself for election to NatCom in the role of National Treasurer; a role I have occupied (on and off) since 2016. As an ordinary

committee member in 2015 I occupied the role of Advertising Co-ordinator focussing on the issues concerning advertising for the Riding On magazine. Notwithstanding my work involvement with the printing industry at that time, this role gave me a real insight into the difficulties of gaining and retaining dedicated advertisers for the Riding On magazine.

When I was elected National Treasurer in 2016 the experience with advertising gave me a good starting point for the analysis of the trading situation of the Club. We needed to

understand the ongoing pressures on the financial viability of the Club with steadily declining financial member numbers and advertng revenue. After reporting a significant deficit for 2016 we stabilised operations to produce a marginal increase in members' equity for 2017. I have spent considerable time this year working on some major changes in the way we do things so that member services are retained along with a modest surplus in our operations. All members would have noticed the changes in publication of Riding On; we made changes to the size of the magazine, cut out repetitive, redundant information (which was already available on our website) and saved \$70,000 per year.

I have identified other areas in our operations which can be streamlined saving significant operation costs which will compensate for decline in members subscriptions. To continue with these changes I need to continue as National Treasurer; hence I offer myself for election again in 2019 and ask for your support.

John Osborne #41785

Allan Pratt #9186 DM 22
Position Sought: Vice President

Hello fellow Ulyssians,

Having just completed my third year as a member of the Ulysses Club National Committee, I find that my passion for our Club remains unshakeable. Yes the Ulysses Club Inc., like any organisation, faces challenges, but I feel that this committee is rising to those challenges and although it is proving to be a long process, we are being proactive and positive in our attempts to improve the longevity of the Ulysses Club by listening to and where possible, acting upon your concerns and recommendations.

During 2018 I have continued in my role as the Ulysses Club Australia's International Liaison, I have helped form new International Clubs, updated International Affiliation paperwork and as the Club Plate Scheme Officer, I've enjoyed sharing the information that I receive from the terrific state coordinators with you. The scheme continues to grow.

I have been an active participant in meetings, discussions and decisions about our Club's future.

I continue to enjoy chairing the South East Queensland Branch Presidents and Secretaries meetings and providing those Branches with information and support for their events.

Having spent 3 productive years on the National Committee, I am very aware of the amount of work, effort and yes, passion that is required to keep the Ulysses Club Inc. viable and

relevant.

To that end, I am nominating for the position of National Vice President for the 2019 National Committee.

Having been a Ulyssian since 1995, President of the Redlands Branch for 14 years, web master of the Redlands Branch for 2 years, and a member of the National Committee for 3, I believe I now have the time, knowledge and experience to take on this role.

I feel that I still have a lot to give and that I can continue to contribute positively as a member of the Ulysses Club National Committee, I welcome the opportunity to do so if elected in 2019. I also welcome the chance to work on any portfolio assigned to me.

I am a proud Ulyssian and pleased to have made so many great friends because of the Ulysses Club. I hope that you, the members, will honour me with another term on the Ulysses Club National Committee in 2019.

Thank you

Allan Pratt #9186 DM 22



Candidates National Committee 2019



Henry Rokx
#28636 DM#45
Position Sought: National Secretary

My second year as National Secretary is coming to a close and I am honoured to have the opportunity to nominate for that position for a third year. My time as Secretary has been at times challenging, learning more

and more about the Ulysses Club and its members. In this role I have had many opportunities to correspond with members, to listen to the highs and lows of life in the Club and often having the opportunity to offer advice. A lot of the job is processing requests from members via "contact us" but it is a real pleasure to assist members who need help solving a problem or when a prospective member is seeking information about joining the Ulysses Club. It has also been a pleasure to assist

some new branches to get up and running and advise new committee members on the correct procedures to follow. It is also rewarding being involved in the overall management of the Club, hopefully helping to steer the Club in the right direction for the future. The Ulysses Club faces the same challenges as every other club and volunteer organisation in Australia and by reaching out to the members we may find some of the answers we are looking for. As a committee we have implemented a number of small changes to make the Ulysses Club more appealing to both new members and to help retain existing ones. But at this point I look forward to the challenge of another year as National Secretary and I hope that I have the support of the members.

Henry Rokx
#28636 DM#45

Jen Woods #21395
Position Sought: National President

I have been privileged to have been National President for the past two terms, first elected as National President at the 2017 AGM in Wauchope. I have accepted a nomination to stand again as President and I seek your continued trust and support to fulfil that role. I believe that the National Committee team elected by the members last year have had a successful year and delivered positive results for the club's future.

In what has been an extremely busy and at times challenging year, we have managed to tackle some major projects, one being the removal of information from Riding On already provided via the website, saving costs while keeping the essence and honouring the magazine's importance. Working together as a team continues to deliver positive results for the club.

My long experience on the National Committee and this role has provided a key perspective to draw as I listen to and engage with members. As a member of this social club I, like most of you, value the friendships made within the club and I believe this is the beauty of our community – that we can connect with others through a common love of motorcycles.

As part of the National Committee, I will continue the long established and proven ethos of the Club founders who treated

members with respect and courtesy, and I will ensure that the Committee represents the members' wishes and aspirations.

Continuing to support the Branches is a focus, as is supporting the many members who work to raise funds for charities as well as our important and preferred charity, UCARF. I will ensure that the National Committee continues to support all those members who volunteer in so many varied ways and who are the lifeblood of the club.

I believe I can make a difference and assist you, the members to continue to keep the Ulysses Club as a strong and relevant organisation into the future. I will continue striving to ensure that our club and the principles of the club are safeguarded and preserved.

I firmly believe that any position on the National Committee should always be considered an honour and an opportunity to serve the Club members, and I look forward to another year on the committee.

Jen Woods #21395



Candidates National Committee 2019



Dave Wright #51871
Position Sought:
National Committee
Member

My second year on the Ulysses Club Inc. National Committee will be coming to a close at our 2019 National Rally in Mornington and I hope to catch up with many of you at that event.

I have thoroughly enjoyed my time working directly with members of our club on issues that arise from time to time and with my fellow NatCom Members on behalf of you, our members and hope to continue to do so into the future with your support.

During the past year on your National Committee I have held the positions of Advertising, Purchasing, Membership and Community Engagement and Chair of the Ulysses Club Road Safety Committee. Although sometimes mixing my responsibilities to the club with a family life can be challenging, I hope that I have performed my duties on NatCom to your satisfaction.

As you know we are primarily a social club, with your National

Committee responsible for the business side of our club, including keeping our club financially sound and relevant to our current and new members to ensure the future of this great club.

Two of the biggest challenges that I have faced in my time on NatCom has been attempting to encourage advertisers to us, at a time when many businesses are turning away from traditional paper advertising, I do however believe we can halt the decline by looking further afield for new prospects. The other area of concern is the declining number of members that has been a trend for some time now, this does however seem to have flattened out now. We all now need to encourage new member to our club and this I believe will be achieved through our branches. NatCom will support our branches to work to this end, and we now have new banners and posters that branches can use to encourage new members.

I believe that we have a great team of dedicated individuals on your National Committee who have made some necessary improvements to the affairs of the club during my time on your NatCom and it has been both a pleasure and a privilege to work with this group of people on behalf the you and our club.

If re-elected I will endeavour to continue to work to the best of my ability to improve all of our members experience at your branch level and at our National Rallies.

Dave Wright #51871

WOW!
www.WorldOnWheels.tours

25th year!
Industry Leader

Beautiful Baltics
Royal Rajasthan Inspiring Iceland
Yaks & Yetis Himalayan Heights
Five Fingers of S.E. Asia Dalmatian Delights
Turkish Treasures MORROCCAN MAGIC
Awesome Andes SPECTACULAR SOUTH AFRICA

Life is a DARING ADVENTURE or nothing at all!

Aiming At The Ageing

The Lower Murray (SA) branch invited itself to participate in a free community expo titled Engaging in Ageing in early October. Sub-titled Thriving in the Murraylands, it was held in the Taillem Bend Town Hall, organised by The Rural City of Murray Bridge and Coorong District Council. By the way, if the name Taillem Bend sounds familiar, it is where Australia's newest motor racing circuit, The Bend Motorsport Park, is located.

Local branch secretary, Terry Wilksch (82), said the first he knew of the upcoming expo was when a flyer landed in his letterbox, listing more than 30 information displays, which would be set up on the day.

"But there was no mention of what I consider the most enjoyable activity for older and ageing people – motorcycling," he said. "Coming from a long line of over-reactors, I complained to my partner, Ann, about people not knowing what Ulysses Club is all about.

"So, instead of chucking a tanty, I decided to do something positive about it and phoned the contact person, Lee Prestwood, whose name appeared on the flyer. When I explained what Ulysses is (a social club for people over 40 interested in motorcycle cruising) and the nature and size of our club, Lee invited us to take part."

So, Terry decided to push his luck a little further. Thanking her, he also asked if a motorcycle or two or three could be included in our "display". Lee said that, because the expo would be indoors (in the Town Hall), there would be space for only one bike, and that would be fine. It was a done deal, but no-one else in the branch knew anything about it (yet).

Next job: Phone the branch president, David Pitt, and tell him what had been done and hope he agreed. Yes, that was fine with him, and Terry arranged to get the club and branch flags from David to put in the "display".

Next job: Try and convince some other members to be on the display. Treasurer, Barry Grace, agreed, and his approval sort of made it an executive committee decision. Hopefully no members would disagree with a decision made by the Branch President, Secretary and Treasurer. Two

other members, Lindsay Watkins and Rodney Thoman, also "came aboard". Barry's almost new Triumph 1700 twin was used as the centre-piece and proved a great conversation-starter.

Terry said all agreed it had been a worthwhile exercise. "We didn't sign up any new members, but that wasn't the aim," he said. "All we wanted to do was put the Ulysses name before the public and give anyone interested details of where we meet, what we do and where and when we do it.

"I'd prefer prospective new members to come to a couple of meetings and go on a couple of rides with us, and only then become members once they're happy joining us in what we do," he said.

"Even if we don't get any new members from being at the expo, at least more people out there are now aware of who we are and what we do. We have occasionally entered the Murray Bridge Christmas Pageant, but that can give the impression we are just another motorcycle club, and we don't get a chance to speak to people.

"Maybe we should all look at taking advantage of other opportunities to put ourselves more in front of the public, such as country shows and farm fairs and things like that."

Terry Wilksch #62181

Regards

Rodney Thoman (67564)



Photo details: L to R: Lindsay Watkins (Watto), Barry Grace (Dusty), Terry Wilksch.



Pure Gold

Road Test Review of the 2018
HONDA GOLDWING

(Dual Clutch Transmission
DCT top of the range
premium model tested).

With many thanks to Sam at Honda Australia and the great Scott the GM at Bike Biz, Granville NSW. Bike Biz has now just commenced selling Honda GoldWings and Scott was very helpful showing me the ins & outs on how to operate this fine machine.

The "Goldie" has been on a diet and lost 48kg so the days of "that old heavy thing" are over, especially as the weight is at the bottom half and so evenly distributed. The balance of this machine is amazing enough that it leans and sways through the twisties with very minimum effort and very maximum comfort for rider and pillion. Other changes for the better include the wishbone suspension, an upgraded motor, electronic tyre pressure checking, traction control and electronic suspension adjustment plus self-cancelling indicators plus the large digital info screen & controls.

SOME SPECS:-

Wheels 18" front and 16" rear

Max. Power Output – 93KW/5500rpm

Max. Torque -170Nm/4500rpm

Fuel Tank 21.1 litres

Consumption between 4.5 and 5.6 litres/100km.

Transmission (this DCT model) 7 speed auto OR sequential button PLUS Parking forward/reverse gears.

Kerb weight 383 kg (as a comparison Yamaha FJR 2007 is 269kg)

Driving modes - 4 choices Touring, Rain, Econo & Sports.

Heated hand grips and heated seats with separate control for pillion seat.

Following a run-through of the operation and controls of this fine machine, I was pleased that it was quite easy and light to lift off the side stand and cruise out into busy peak hour traffic. The 'Wing' sure did attract lookers at Bike Biz and many were very interested to test ride one, but I was first.

Riding, or rather cruising, through the motorway peak hour traffic on a very unfamiliar bike for me was so easy, so controllable and so comfortable. Moving through the seven auto gears is no effort at all and the changes are smoother than a bike salesman's tongue. If you have the urge to change gears then flick the button and it's done with a minimum of fuss and so quiet

The engine, all 1822 cc with six pumping pistons, just hums along quietly and quickly, with a more small truck hum sound under acceleration. It is the same size as my new Honda Civic car engine and has similar fine traits in the technology department.

COMFORT

This bike is a tourer/cruiser/commuter all in one and built for comfort and for speed if necessary. The seats are soft and both heated with individual controls for each bum. Small armrests for the pillion and stereo speakers will keep them relaxed.

RIDING

Of the many test machines I have ridden, this is one of the very few bikes that was so easy to jump on and just go, whether in auto gearbox mode or sequential push button gear changes, it is just so easy and quiet.

PARKING

A parking push button function has separate gears for walking pace forward and reverse through the DCT gearbox also. Just push the button and hold it in to slowly manoeuvre into your garage, in/out parking spaces, your driveway, service stations and more tight places.

RIDING MODES

There are four separate riding modes selected at the push of a button, even when riding at very low revs.

SPORTS, RAIN, ECONO, TOURING.

I spent time on Touring and changed to Sports mode. The first time in Sports mode was scary, the second time it was still scary but the third time yihaaaaa! Let's go and catch me if you can! The engine revs around minimum 3000 or more, so a sports bike it almost becomes. Understandably a higher fuel consumption figure arose whilst the seventh top gear kicks in around 120kmh. Econo mode is just that, with slow revs, and Rain mode was not tested as there has not been any. After a stint in the peak hour traffic I would be comfortable using Goldie as a commuter bike. With the auto gearbox, lane splitting would work. Low fuel consumption keeps costs down and music through the four speakers will entertain you, or some braking and storage for your big lunch all combine for happy traffic times.

Fuel consumption was down to as low as 4.5 but generally around 5.5 litres/100km, so with the 21 litre tank I would imagine 400km would be the norm.

Riding through the hills and valleys to south coast NSW and then the Blue Mountains was a pleasure and a dream on the Wing, which is just so simple to ride as it does almost everything for you at the touch of a button. To glide through the twisties is so easy and so comfy, with that seat and suspension that absorbs many bumps, which I had on the lowest setting. Not having to change gears is awesome and touching either brake will ensure a reasonably smooth auto downshift. The brakes were sensitive and as I like them this way that suited me fine.

The technology with this Honda is partly along the lines of my new Honda Civic car with Car Play for mobile phone/music connections and setup. Just plug your mobile phone inside the top box and setup is ready to go. The large screen dash shows info on many things like fuel consumption, music, options such as blinker auto shut off and many more to customise just for you. The analogue speedo & tacho are either side of the info screen, although I found myself looking directly down to the centre to check my speed on occasions.

As well as a built-in top box which would fit two helmets, mostly there are sporty looking panniers for more storage plus a 'glove box' up front for personal items.

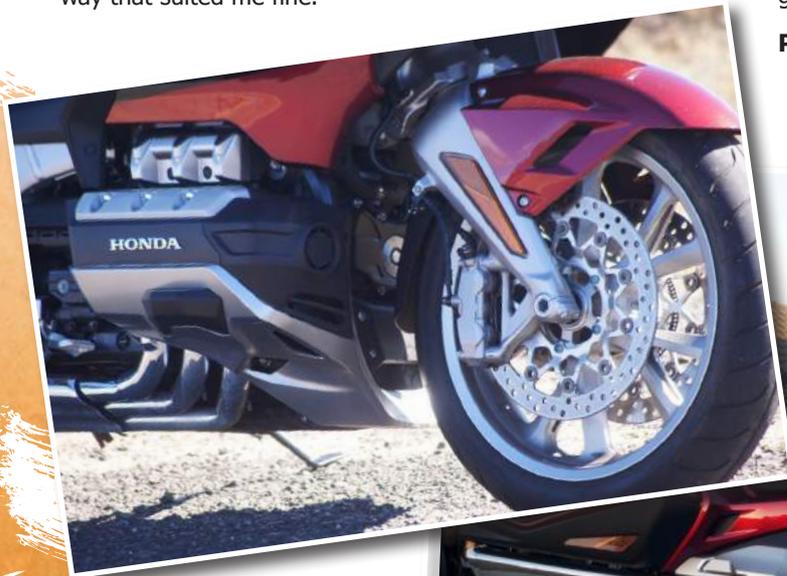
Weather shield is one of the best size and shape I have ever seen, and is adjustable with the push of a button. The 'wing' remembers last position of the screen and puts it back there when the bike is turned on after a stoppage.

Pillion is well looked after, with soft heated control seat that they can control, stereo speakers, and armrests. Bob and Sandra from our club have very recently purchased this bike and are so very happy with the cruising comfort and the terrific touring time on it that they just keep on riding. Also, Albert and Coz have the older, 2003 model, and as a pillion, Coz says the large back rest helps dispel the discomfort from her compressed disc issue. The seat is firm without being hard like a board. Sitting on it for three hours in an eight-hour travel day to AGMs (rallys) is a treat for her. The quiet exhaust sound means the rear speakers do not have to work hard. Coz prefers the Wing to their other machine and Albert is hopeful of upgrading soonest.

Well, everybody is asking "How much does it cost"? But how much is it worth, I say. For something that is as valuable as gold, for something that is a lifetime investment, a machine that will give you and yours comfort, luxury, modern conveniences, modern electronics and a multipurpose two-wheeler, I say not what does it cost, but what is it worth to you and yours? Price starts from around \$35,000.

If you do an internet bike sales search on a similar price range, the main competing models are those noisy vibrating American machines which are not in the same class as this latest and greatest Honda GoldWing.

Paul Cheetham #46164





Goldwings Fly

Have now done a fantastic 19,876 Km on the Goldwing. After bouncing around on the South Australian and NSW roads, I decided to soften the suspension, so a mate helped by turning the knob while I shone the torch. Checking tyre pressures was a drama, so decided to get a centre stand, which was fitted during the service the day before leaving for the NT.

Instantly more handlebar buzz. Oh well. Off we go. We were warned at the Barkley Homestead by a guy with a Goldwing and trailer that the road to Heartbreak Hotel was pretty iffy for first half. It was certainly bitumen, but re-shaped by trucks depressing their wheel paths, and expanding the rest. And bouncy. Was it bouncy!? Not concerned with BMW GS and Suzuki VStrom passing me, but a Honda 1300? That is so sad! So, when I got a chance, I checked my suspension settings a day or so later. My "mate" had wound it the wrong way (he blamed the digital watches as could not remember which was anti-clock-wise) and so after winding it the correct way the suspension was much improved.

So now to find a road where we could try out **sports** mode. Riding to Elliot Springs, north of Katherine proved nice and smooth. Best pies ever at ES. So, on the way back, put it into "sports" and hung on. Speed limit is 130 Km/h, and it seemed to want to go way past that to change into top gear. Being a law-abiding rider, I have no idea what speed it would go up to before changing into top. The slowest it will go into top is 110km/hr, and it will sit there down to 105Km/h. So, other than the

NT, I have no idea where you can legally make use of it in Australia. But was it fun.

However, sitting around 100 (we had one trailer with us), we found that not many vehicles passed us in the NT, unlike Qld.

In Darwin, we went out to meet a friend of one of the riders; Crocodile Mick, who used to live in QLD. He has a hobby of catching feral crocs.

In Darwin, we went out to meet a friend of one of the riders; Crocodile Mick, who used to live in Qld. He has a hobby of catching feral crocs. Worth looking him up on the internet – he is the real deal.

So, having had two weeks of cabin/motel living, my next trip was the Southern X Rally. As front tyre was nearly down to the wear mark and had started to scallop, I changed both tyres at just under 17,000. The rear tyre still had 3mm left. Now camping every night. Had to use my Coleman 2-man tent, as I still have not heard from Blackwolf about my bent tent poles from the AGM (their equipment is supposed to be guaranteed for life) so having to slum it a bit. Glad I had after-market steel tent pegs, as some ground was so hard even the short pegs could only get in four inches. Some campers had that learning experience where they found some pegs are not camping pegs.

I had bought a bike trailer, but as no one seems to have a hitch for the new Goldwing, have had to tent it. Have got to the age where this is becoming hard work. Hopefully, when I get back from holidays, someone in Australia will have one. (Can get one fitted in Brisbane, but two days' ride both ways to get there).

So, this time the Dinosaur Park near Winton has a nice bitumen road in, so I got to see it. Great three hours spent there. On the last morning, my tyre-pressure warning light came on. Having got used to this ever since I have had the bike on colder mornings, I thought this a bit strange as it was already 23° and I had new tyres fitted before this trip. So, into Honda for them to check the tyre pressures. Pressure OK, so there definitely was a problem with the pressure warning system. After riding for five minutes or so it goes off. Waiting on new bits. Getting used to the Buzz, but interested in any suggestions of how to cut it down.

For those who like to ride around parts of Qld, I would recommend the week long Southern Cross Association ride in September. Many are also Ulysses riders.

Other than the bike conking out at an intersection and not wanting to restart for a few minutes, the bike has gone well, and is very enjoyable to ride. Average fuel usage is 4.8 litres per 100Km.

John Gray
Member 19422

Ladies of Ulysses

The first date with my now husband Noel (Ulysses Club number 8678) some 45 years ago was on a bike. He came to pick me up on it, much to the displeasure of my Dad. My first trip was as a pillion behind my husband on our Suzuki GSX1100 to Lightning Ridge and said to him if I didn't like it can I get a lift home in a car? Who would have thought that now I am a member of the Ulysses Club and have had four road bikes with two scooters (one of which I still ride daily; a 250 Yamaha Majesty). I joined the Ulysses Club some years ago. My hubby, Noel, has been a member for a lot of years and when I decided to start riding I joined as well almost 20 years ago!

My first solo ride to an AGM was 2002 Mt Gambier on my Yamaha Virago 535, and since then I have ridden to most AGMs with the remainder as pillion on my husband's Goldwings. I absolutely love riding motorcycles and on my present bike, which is a Honda Hornet 600, I have done almost 50,000 Km in six years, having ridden to Darwin after the Alice Springs AGM and to Tasmania. I have taken advantage of the Ulysses Club sponsored Stay Upright course, which has helped with my confidence and riding skills. Everyone should do it!

I have ridden in rain, dust storms, heavy wind and heat, and while doing this was not pleasant or dangerous it has added to my enjoyment of motorcycling. We always



book for the next AGM/Rally one year ahead and then plan the journey, which is never the most direct route. Our kids cannot understand why we do not just go straight there and home. We live in Coonamble, NSW and to attend the Penrith AGM, we went via The Great Ocean Road!

We only have a small group of Ulysses Club members in our area who we travel with and I believe I am the only lady Ulysses Club rider in Coonamble and at 60 + years old, I am grateful for the opportunity to have travelled most of our country and to have noticed that more people will stop and talk to you than if you were in a car!

Pauline White
#24540

WE WANT TO HEAR
YOUR LADIES OF
ULYSSES STORIES!
SUBMIT THEM TO:
EDITOR@ULYSSES.ORG.AU

WHERE TO ACCESS ONLINE CONTENT:

GEAR SHOP

Gear Shop is accessed from the Members page – a member needs to login to access this page.
<https://www.ulyssesclub.org/Members.aspx>

If they need a login, please contact Administration on administration@ulysses.org.au with name and member number

CLASSIFIEDS

Members Classifieds is accessed from the Members page – a member needs to login to access this page.
<http://www.ulyssesclub.org/Members/Classifieds.aspx>

If they need a login, please contact Administration on administration@ulysses.org.au with name and member number

CLUB CONTACT LISTING

Club Contact Listing. All Branch websites can be accessed from this page, including the updated Google Map which shows the details for every Branch and provides links to each Branch website
<https://www.ulyssesclub.org/Branches.aspx>

INFO ABOUT YOUR CLUB

Info About Your Club. The same information is listed in the FAQs page, under the Members Page – a member needs to login to access this page.
<https://www.ulyssesclub.org/Members/FAQs.aspx>

If they need a login, please contact Administration on administration@ulysses.org.au with name and member number



TIGERS ROAR

REPORT BY PETER MAGUIRE # 9832

For those of us who grew up with British motorcycles, the Triumph Tiger is a name that is very familiar. Triumph adopted the name of the big predatory cat way back in the late 1930's and it is still in use today, although there are a lot of differences between the original Tiger T100 and the modern Tigers!

When I was asked if I was interested to do a test ride on the Tiger 800, I jumped at the chance. The Tiger 800 is an adventure bike with a good reputation that I was eager to ride, but I asked, for a comparison, if I could also ride the 800's big sister, the new Tiger 1200. Triumph Australia were very obliging, so I was able to test ride both bikes in their more Off-road focused XCa models. I had a month of Tigers but what I hadn't expected was that I would fall in love with the big sister!!

Triumph offer several models of the Tiger and the XCa is the top of the range, with the most off-road focus such as spoked wheels with a 21-inch and 19-inch front wheel on the 800 and 1200 respectively and long suspension travel (about 220mm on the 800 and 190mm on the 1200). They both have a 3-cylinder engine and a host of other features, too many to cover all of them here, but their Aussie Web site tells the full story. Just Google "Triumph Tiger" and away you go.

Rider comfort is provided with comfortable heated seats, heated grips, a good upright seating position, an effective height adjustable windshield (electronic on the 1200), wide foot pegs and a fabulous programable TFT display. Both have adjustable suspension and on the 1200 this is electronic and can be adjusted between three modes (comfort-normal-sport) when the bike is moving which is useful when changing from bitumen to dirt roads. This is a great feature which I used a lot on some of our rough Victorian "highways"!

At my request, both the bikes were fitted with "Off-road" tyres and I had the opportunity to do several hundred kilometres in the bush to see how the bikes handled conditions off the bitumen. They performed impressively in all conditions that

were encountered.

First impressions. The 1200 was the first of my test bikes; a really good-looking bike in my opinion, but it is big. Initially it felt heavy and tall (its dry weight is 248kg and seat heights of 835 or 855mm) but once you are moving it feels light and relatively nimble. I preferred the lower seat position and I found the riding position to be very comfortable, particularly as I could adjustable screen height and suspension at the touch of a button. By comparison, when I swapped to the 800 Tiger, it immediately felt lighter (not really a surprise as it is 40kg lighter than the 1200) and even more nimble, again with an upright and comfortable seating position and wide handlebars. Interestingly, on the 800 I preferred the higher seating position (adjustable from 830mm to 860mm) so it is good to have the options.

The impressive "TFT" display is very functional, with 6 optional layouts and back lit to make it easy to read in any light conditions. All functions are clearly displayed either in writing, graphics or with icons. There is a huge amount of information that can be displayed, including a trip computer and many options on the display that can be adjusted to suit the preferences of the rider. A very impressive interface.

What did surprise me was the lack of a GPS on both bikes, but it is coming. Apparently, in 2019, there will be an App (yes, another App!) for your phone available which will link Google Maps and navigation to the TFT display and this will be upgradable to current bikes with the TFT system. This is a clever move from Triumph because the Google Maps are constantly updated and very accurate.

Both bikes had traction control which, like most other things on these bikes, works exceptionally well. With five options of Rain, Road, Sport, Off-Road and Off-Road Pro as well as Rider where you can select your own mix of functions the system caters for all conditions. Changing the Mode adjusts the ABS, engine mapping for throttle response and the Traction Control (TC).

One thing that I did not like is that the bike must be stationary to switch from any of the Road Modes to Off-Road Modes and vice versa. Riding on dirt roads in any of the three Road Modes, the traction control cuts in too early on small bumps, gravel or corrugations and it needs to be changed so you need to stop. Because the TC reverts to Road Mode every time the ignition is switched off, if you are riding on dirt roads you need to remember to reset the TC every time the bike is started! This is a bit of a pain, but Triumph tell me that it must be like this to be ADR compliant! Nevertheless, in Off-Road the TC allow some rear wheel spin and makes the bike fun to ride, but if you are really serious you can turn off both the TC and ABS in Off-Road Pro and take full control!!

The handlebar controls provide a bewildering array of switches to control the multitude of functions on these bikes. Remember when your left fingers and thumb were only used to control the clutch, dip switch, indicators and horn? On the Tiger's you also have buttons for Cruise Control, Daytime Running Lights, Mode, Joystick, Heated Grips, Front Fog Lights, Heated Seats and Passing Flash Switch (which is also the dip switch but this function changes with depending on the Daytime running lights). Your left thumb and fore-finger can be very busy.

The right side of the handlebar is a lot less cluttered with only the Home Button (for TFT display), Start/Run/Stop Switch and Hazard Warning light switch, as well as the Twist Grip of course. The 1200 Tiger has Keyless Ignition, so the right handlebar switch cluster also has a Steering Lock Switch and the Start/Stop button has additional features. It sounds more complicated than it really is. However, the use of the Mode Button and Joystick to change most functions did take me a long time to master. Even after a few thousand kilometres I regularly pushed the Indicator Switch instead of the Joystick so rather than changing a function I turned ON the right indicator! This problem would be even worse if you have a big thumb in winter gloves!

Cruise control is standard on both bikes and should be standard on all motorcycles! The cruise control works really well and is simple to use. Pressing the Set button locks in the speed you are currently doing. You can press the switch to increase or decrease your cruise speed 1km/hr at a time and the set speed is indicated on the TFT display. If you accelerate to pass, the Cruise Control remains active and as you let off the throttle it will resume the set speed. Furthermore, the Cruise Control will be switched off if the rider touches the brakes, clutch or roll off the throttle completely. The last set speed remains in the memory for you to resume Cruise Control later in the ride and it only clears when the ignition is switched off. Very easy to use but only at speeds above 30km/Hr and in 3rd gear or higher but I only used the it in 6th gear!

The 1200 also had the optional Shift Assist allowing clutch-less gear changes both up and down. This feature tends to result in smoother gear changes which are particularly noted when carrying a pillion. If you are standing up, riding off road, the Shift Assist is fantastic because using the clutch can be a bit awkward due to the changed angle of your arm and the need to hold onto the bars!

Another feature exclusive to the 1200 was the optional Hill Hold Control. Initially, I thought that this function was probably a waste of time, but I was wrong! Works a treat, particularly on a steep 4WD track or starting off on a hill with a pillion. So, if you are on a steep hill you can activate the system by simply squeezing the front brake firmly and quickly and then releasing the lever. This puts on the rear brake, so it holds until you release the clutch and start moving. Brilliant!

Incidentally, I only had one ride with a pillion and she commented that the 1200 was one of the most comfortable pillion rides she had ever had but that is another story.

Triumph claim fuel consumption figures of 4.7 and 5.2 l/100km for the 800 and 1200 respectively. I achieved very similar fuel consumption results although on a hard day in the high country on the 1200 the bike was using about 5.9 litres/100km. This means that, depending on riding conditions and load, you can expect a range of around 400 kms on a tank, perhaps a bit less on the 1200. And more good news is that the bikes will run on 91RON fuel

Other features and options. There are a host of other features of the Tigers that include Brembo front brakes with Nissin on the rear, good solid centre stands, Triumph luggage systems, excellent wide forged foot pegs, a 12 volt power socket, a handy USB socket under the rear seat, adequate fuel tanks (19 litre/800 and 20 litre/1200), sump guard, crash bars and a comfortable pillion seat. The list goes on.



Because these Tigers have so many great features, I have tended to focus on these rather than my riding experiences. Nevertheless, I rode over 3000 kms on the Tigers including lane filtering in Melbourne peak hour traffic, highway commuting, twisty mountain roads, Victorian high country 4WD tracks south of Jamieson, the Grand Ridge Road and lots of other dirt roads and tracks in Central Victoria. The extremes on the 1200 on one ride were running with some sports bikes on the Reefton Spur and then riding some single trail near Matlock. The single trail was hard work! On another ride I was pushing into gale force headwinds on the Princes Highway in Gippsland, Cruise Control set at just over 110km/hr wearing my adventure helmet with a peak and I was amazed at the lack of wind buffering and the effectiveness of the Tiger windscreen.

While both bikes are at home on dirt and gravel roads you need to be aware of their size and weight, particularly on the 1200. On some steep descents on gravel the you know that you are on a big bike when you need to slow down or stop. Still, it was easy to feel at home on both bikes in every road situation that I encountered.

These are both very well-equipped and impressive Adventure motorcycles.

What didn't I like? As mentioned previously, I found the Joystick worked well but my thumb kept getting it confused with the indicator switch. Secondly, the need to stop and reset the Mode to Off-Road when changing to a dirt road or after the ignition is switched off is a pain. The only other little bug was the need to remove the rear seat to access the helmet lock. Overall, very little to complain about!

And why did I unexpectedly fall in love with the 1200 Tiger?

Both bikes are comfortable, handle well with good brakes and a great electronics package (ABS and TC) and similar features. They are also very competent off road and are true adventure bikes. For me, the 1200 won my affection due a sweet motor with more power and torque as well as Shift Assist, electronic suspension, electronic screen height adjustment, good headlights with adaptive feature, keyless ignition, shaft drive and its rugged good looks and the Tiger growl of the three-cylinder engine through the Arrow exhaust.

For a ride on twisty sealed mountain road or a ride around Australia two-up, this is the bike for me!

Thanks again to Triumph Australia for their support.



Made in Germany **AUTOSOL** Since 1929

ALL YOU NEED TO TAKE CARE OF YOUR BIKE...

Cleans, Polishes & Protects!



15% OFF

Use code:
Ulysses15

www.autosol.com.au
info@autosol.com.au
Tel: 02 9905 8400



Australia Day Weekend

26th to 28th January 2019

Logan City Ulysses Branch cordially invite you to spend a weekend with us at

REFLECTIONS HOLIDAY PARK - RED ROCK



Cabins & Camping

Powered Sites

Camp Kitchen

Clean amenities

Hot showers

Kayak & Paddle

Board Hire

**This is NOT a fund raising weekend
But a FUN raising weekend.
BYO everything - especially your
Ulyssian spirit of friendship and do
as much or as little as you like.**

On-site Fish n Chip Shop

Short walk to Bowls Club

Courtesy Bus to Hotel

Fun & more Fun

15 mins to Grafton

35 mins to Coffs Harbour

Welcome to Reflections Holiday Park - Red Rock

Located at the mouth of the Corindi River and at the southern end of the Yuraygir National Park, Reflections Holiday Park at Red Rock is the ideal base from which to explore the many beaches, lagoons, heathlands and swamps in the area.

A swim in the Corindi River, directly adjacent to the park, during the incoming or outgoing tide is a great way to cool off and a heap of fun when you have a flotation device. The current is strong so please be careful.

Saturday 26th 5.00pm Meet 'n Greet—Nibbles and drinkies

Sunday 27th 6.00pm Courtesy bus to Amble Inn Tavern for Dinner in Corindi

Monday 28th Say our farewells and depart

Look for the Logan Ulysses Banner. All welcome



*Logan City Ulysses have reserved a **limited** number of prime camping sites. both powered and un-powered..*

To book simply call Red Rock Holiday Park and mention the Logan Ulysses Australia Day Weekend to secure your discounted rate.

For further information contact Lea or Preshus

Email: logancityulysses@gmail.com

Phone: Lea 0416 058 189 Preshus: 0407 021 886



Reflections Holiday Park

1 Lawson Street, Red Rock NSW 2456

Tel: 02 6649 2730

Email: redrock@reflectionsoliday.com.au

We suggest you call and speak with Geoff to secure your site, as certain areas have been set aside for our Members & Guests

THIS WEEKEND IS VERY POPULAR AND GROWING EACH YEAR.

*TO ENSURE YOU DON'T MISS OUT, PLEASE MAKE YOUR BOOKING **NOW***

Prizes for best Australia Day Themed Camp Site...so bring your decorations.



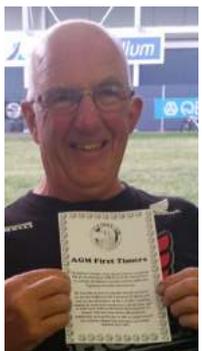
Roger Capener
#58447
31/10/1943-
18/11/2018

On this day we lost a good mate, fellow motorbike rider and an "old school" mechanic. He had his own business in Adelaide and after his wife passed away he closed up and moved to WA to be

with his daughter, son, son-in-law and granddaughter as he was a loving family man. Roger joined the Warnbro Sound Wanderers Branch of the Ulysses Club 18th August 2016 where he met some great friends and travelled to Mildura and Maryborough AGM's and a few WA Rallies with JC and Haydn Carrott. He resided in Mandurah and met many people where he lived and kept in contact with the Mandurah Murray Branch too. He was a very private and well-liked man with a great sense of humour and quick wit! He was always good company.

He sadly passed away quietly on Sunday after losing his battle with an aggressive cancer and we will miss him. Ride on Roger, he was our friend.

JC #8523
Warnbro Sound Wanderers Branch



In Memory of
Charlie "Spokes"
Hartwright.

Ulysses Member #64327 since July 2014. Charlie 'Spokes', passed away on 21st September 2018, after a short illness.

Charlie was a jovial man and always gave those who knew him a good laugh. And that beautiful smile!

Rest in peace Charlie, we will miss you and your great stories. The members of Ulysses Club Fleurieu Branch extend our thoughts to Charlies family and friends.

Rest in Peace Charlie

Sharryn Nunan #38710



Keith Greenland 1945 – 2018

The Ulysses Club lost one of its great stalwarts with the passing of Keith Greenland, member # 1629

Keith joined the Ulysses Club in 1983 and was an active participant over all those subsequent years. Up to the time of his passing, Keith had fulfilled roles on the Sydney Branch Committee acting as our Quartermaster and for some years previously, as both Quartermaster and Ride Co-ordinator. It was Keith's way of giving back to the Club for all the friendships he had achieved over the years.

In 2017, Sydney Branch President John Robertson presented Keith with the "Spirit Of Ulysses" Award at the annual Odyssey held that year in West Wyalong. Keith was awarded the honour in recognition of his unwavering support of Sydney Branch and his resilience in bouncing back despite repeated health issues.

In addition to Sydney Branch, Keith was also an active member of the Hills Branch, joining in on all social events, attending meetings and participating in the many rides with his Hills mates. He was also a regular attendee on the Sydney Mid-weekers rides (Thursday Riders Group) where he was noted always to be in the leading group (aka the Legends).

Keith was a most capable rider, amply displaying his riding skills on his beloved GL 1500 Goldwing. The bike was inscribed "Keith's Toy" and there were few places Keith had not taken his trusty steed. Members recall a particular ride only a couple of years ago on their way to Lightning Ridge. Somehow, they got diverted to a dirt road (taking a shortcut out the back of the Warrumbungles). As it turned out, the road was about 50kms of heavily corrugated bull-dust, several inches deep. Bikes were seen heading for adjacent cow paddocks, trying to avoid the corrugations and endless kilometres of dirt. But Keith had no regard for the inconvenience of dirt, no matter how badly it was corrugated. He simply put the bike into gear and took off at a rate of unseemly knots. Arriving about 30 minutes before anyone else, Keith remarked "bunch of woosies, if you maintain a constant speed, the bike

will only hit every 10th corrugation and pothole!!"

Keith is survived by his wife Linda and 2 sons. He will be sadly missed by his many friends in the Ulysses Club.

John Robertson #30837
President, Sydney Branch
Jon Uidam #37212
President, Hills Branch

Donald William Halpin
#17091
9/3/1939 – 23/10/2018

Don loved all things mechanical. Anything that rode, drove, flew or projected. He was a human treasure trove of mechanical advice, knowledge and help, yet a more quiet and modest man you would not find.

Don and his wife Aileen moved to the Bendigo region in 2009. Previously they lived in Melbourne where Don participated in the Macedon Ranges Ulysses Branch. In his later years, he rode a black/silver BMW 1200GS – his buddy love, and amongst many other previous bikes, he also had a Kawasaki 1400. But he was pretty much interested in anything with an engine.

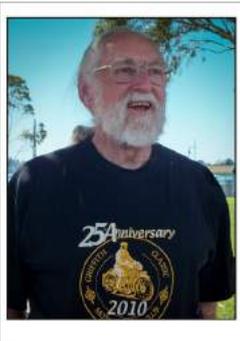
Don was an active social participant in Ulysses and attended every national AGM that he could, no distance was too far to ride and he proudly wore the windcheaters and polo shirts memorabilia at these events. He also rode his bikes to the yearly Phillip Island Moto GP (Grand Prix)

He was a regular attendee at our Golden Dragon Rallies for the past 9 years. Don shied away from the riff-raff and boisterous crowd and enjoyed camping solo and reading. It reflected his style - modest, independent and organised. He had his own cooking equipment and food and would settle down with a good book and a good red wine.

Don was a self-taught mechanic and worked on a national level with Sir Jack Brabham and Repco in designing and building a race winning V8 Formula 1 car. He also had close associations with Bob Jane (of the tyre empire) and Garrie Cooper (Elfin Sports Cars). Don had nearly finished the total restoration of a classic Elfin 620B when he passed away and sadly never realised his dream of giving it a trial run at Calder Park Raceway.

He is survived by his wife of 55 years, Aileen and his children Peter and Jane.

He will be missed on a national, local and personal level.



Nigel McFarlane #31689

A very generous person, a true gentleman and highly regarded member of Bairnsdale and District Ulysses. His one failing was that he was

always late. That's probably being a bit unfair. A better way of putting it is that his arrival at the start of rides was down to Nigel time which always was a bit later than ours.

It was always interesting following Nigel, watching his riding style, which included arm swinging, leg swinging, standing on the pegs and many other positions to assist his ageing bones. Make no mistake though he could really ride, with many years of racing and riding behind him. If you happened to pass him and then slowed for a corner he would be past you in an instant. He loved the twisty alpine roads around Bairnsdale. The ride to Dargo being one of his favourites.

Nigel was interested in bikes, boats and cars. Quite a number of his vehicles were older and at times suffered from reliability problems which Nigel was always endeavouring to repair. There was a shed full of motorcycles. There was always room for another bike. It was like the search for the Holy Grail. He was always looking for THE BIKE. Even though he owned at least four BMWs.

Nigel, like many of us senior riders needed to embrace our limits and look at smaller lighter bikes or go to three wheels. He did get a lot of joy out of his 300 "kwaka". A great little bike that he rode the wheels off.

Nigel lived life to the fullest. A very interesting past as an engineer who had worked on many interesting projects. This made him a great person to be sitting next to at our regular get-togethers. At the dinners he would enjoy a tot in a flask, on occasion assisted with a Guinness.

Myself and many of our members, spent many hours in his company. His passing is great loss to us all, however we are very pleased he did what he loved till the week before he turned 80. Riding a bike at almost 80, what a great achievement. He will be missed now he has ridden on.

John Semple #9760



**Garry Johnston #65508
06/01/1959 - 27/09/2018**

Garry's first ride with Woy Woy Peninsula Branch was the 2015 "Katoomba Whiteout", a wet and foggy (and terrific) experience which would test the resolve of any rider. Garry took it cheerfully in his stride, going on to become a regular participant in club rides and social events. A wonderful, quiet and great guy!

Garry continued to ride his golden Triumph Sprint, never losing his sense of humour, through an extended battle with cancer and taxing treatment programme.

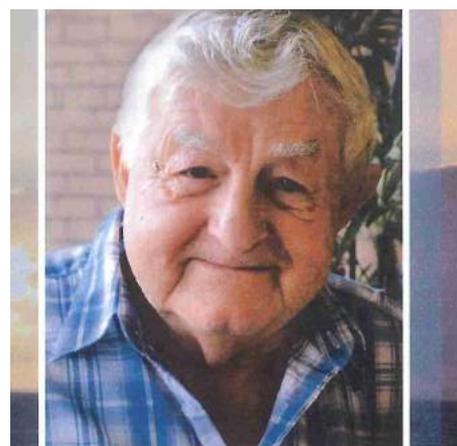
Garry passed away in the early hours of 27 September with family by his side. Garry's brother Robert Johnston relayed this message to the branch:

"Garry is on his last ride to a happy place without pain as of this morning. Many thanks to all of the friends that he has made while at your club. Regards, his twin brother."

Family and friends filled the chapel to overflowing for Garry's service at Palmdale. Words from family and a large collection of slides presented a clear picture of a much loved family man, sportsman and motorcyclist. The service concluded with the song "Always Look on the Bright Side of Life" - very appropriate.

Ride on Garry.... we'll miss you.

Gav Lill #65483



**Ray MacGillivray #6884
4/08/1938 - 5/02/2018**

Ray was a long-time member of "Ulysses" belonging to Sydney Branch, Penrith, Norther Beaches and Hills Branch during his lifetime. He attended many AGMs i.e. Cairns, Townsville, Darwin, Coffs Harbour, Mildura, Penrith and Tasmania many of them with his beloved wife Maureen. He was a most friendly, warm gentleman and they made many friends leading to long term friendships that exist today.

He started work as a wall and floor tiler, later moving on as fireman, postman, truck driver etc. His last job with Australia Post saw him reach the office of Property Manager in his last years he became a much respected bus driver. He certainly was a man of many talents. Ray built his own home early in the piece (of which he was most proud), assisted by a close friend meanwhile carrying on his lifelong love for motorbike riding. He adored his BMW right until the end of his life. Maureen told me that one day he rode and, on his return, said "I don't think I can ride for a while. He was by that time feeling unwell and entered The San Hospital. Shortly after he passed on due to heart failure.

Ray had many other interests in life including collecting Matchbox toys and electric train sets. He had a preference for quality built German Marklin Train sets. His collection was worth a substantial amount built up over a lifetime of enjoyment.

Ray was a widower when I first met him at the Flemington Market meetings. We quickly became good friends and Ray kept us regularly informed of all his activities including Sea Cruises, of which he had many over the years, once again building his collection of good friends. He met Maureen through a social group in 2004.

I recall him saying that he had met

Ridden On

a certain lady "Maureen" and had a particular excitement in his voice. They were married in 2006 and that started the last enjoyable period in his life. Maureen quickly became accustomed to riding pillion from then on enjoying many trips with the new love in her life. My wife and I had the pleasure of attending their wedding at Old Government House Parramatta. A lovely celebration of two very special people.

He leaves behind a lovely family including his much loved granddaughters. Maureen has two sons both of which are keen motorcycle riders. At his funeral many of his Ulyssian friends rode as escort, his son Mark riding his fathers BMW as a mark of respect.

Ray is greatly missed by his wife, family and many many friends including his daughter Belinda and two precious granddaughters.

Ride on safely old mate, there are many roads yet untravelled.

Dave Cole #7235 on behalf of Maureen #36235



Peter James Meiklejohn #37532
16/02/1937 - 4/10/2017

He was nature's gentleman and always had a smile on his face. Peter farmed a bit of dirt at Downside which is a small settlement about 12 kilometres north west of Wagga Wagga, and it was here he raised sheep, wheat and his family of two boys, David and Stuart. Sadly, Peter's beloved wife, Dorothy, passed away about 14 years prior and Pete became a bit of a lost soul.

However, his love of motorcycles kicked in and he joined the Ulysses Club, becoming a very staunch member. In the years since he joined up he never missed an AGM and always rode with a small group of four or five of us on his Honda ST, with the little Ali trailer hanging on behind. We would have been lost without him on a trip, he was as regular as clockwork in his eating habits 6:00am breakfast, 12:00 noon Lunch and 6:00pm Tea with snacks in between at regular intervals. Woe betide anyone who upset the routine. I'll always remember Newcastle where we all arrived late because Peter had to get some repairs done to his trailer at Wellington, on the way. Quite out of character because he always did a full service on his bike before leaving home.

We got to Newcastle, just managed to get our tents up and down came the rain, in great bucket fulls. We all took shelter in a McDonalds restaurant, just over the back fence, and had to wait 2 hours before we could get back to the campsite and here was Peters Arab type tent with six inches of water sloshing around in the bottom. There was no way he was going to climb in with one of us and the last we saw of him he was bailing with an enamel mug.

When he wasn't riding his bike, he would go out to the farm and help David with things that had to be done and we all

tried to discourage him because he was likely to hurt himself. And he did. A massive woolly ewe lined him up one day and shot him through the fence, breaking his leg. (Probably a New Zealand one)

Peter had his 80th birthday in February 2017 and in March of that same year he was diagnosed with a Myaloma and over the next two or three months he was in and out of Doctor's surgeries and hospitals with a determination he was going to beat the problem but later in the year it took hold and he succumbed to the inevitable. We lost a good mate.

Pat Combs #18443
Wagga Wagga

Kev White
- "K1"
#10667
8/6/1950 -
27/10/2018



The Ulysses Family lost one of their finest on Saturday, 27 October 2018.

Kev White, better known as K1 was returning from Coffs Harbour with Yarra Ranges Branch members when his bike left the road near Numurkah (Victoria).

For those that knew K1, he was just a fantastic person. He was never stressed, nothing was a drama and he had the driest of humour. He was capable of delivering the wittiest of comments that would leave you laughing. It was always wise to stay on Big Kevs good side as that sharp wit could be used against you.

Kevin was a fantastic clubman and in more recent years was attached to the Yarra Ranges Branch (Victoria) but was very well known in many Branches. K1 started off his Ulysses days with the Melbourne Branch but transferred over to the Yarra Ranges Branch when it was established in 2003/04. K1 held several positions on the Branches Committee and was also a Branch President between 2010 - 2011. In more recent times, K1 was one of the Ulysses Red Plate (Registration) administrators.

We have lost a great clubman but more importantly, we have lost a good mate. RIP Big Fella!

Chris Collins
President
Yarra Ranges Branch
#59097

MC PERFORMANCE
motorcycle mufflers

AUSTRALIAN IMPORTER

FULL SYSTEMS | LEGAL MUFFLERS
OEM FULL SYSTEMS/ OEM LEGAL MUFFLERS
SPORTS MUFFLERS:
S/STEEL/CARBON FIBRE/ TITANIUM
MOST MAKES AVAILABLE

MOBILE: 0418 549 730
WWW.MOTORCYCLEMUFFLERS.COM.AU

NOLAN N-1005



n-com
NOLAN COMMUNICATION SYSTEM

PINLOCK



N-1005 - Premium Flip-Up

- + MASSIVE 5 YEAR WARRANTY.
- + Compatible with Nolan's fully integrated N-Com multi-media systems.
- + Adjustable Tinted Internal VPS Visor.
- + Ultrawide visor port.
- + Multi-Density EPS Damping System for outstanding safety.
- + Dual Action chin latch for the highest crash security.
- + Patented Elliptical Jaw Mechanism for better sealing.
- + Scratch Resistant Lexan Visor for strength & longer life.
- + Pinlock Anti-Fog visor insert.
- + Clima Comfort Liner with high tech anti-bacterial microfibre materials.
- + Air Booster vent system with multi internal channels.
- + Eyewear Adaptive cheek pads.
- + Adjustable neck roll closure for comfort & noise reduction.

NOLAN

More Than Just a Helmet.



performance helmets

Your adventure. Our policy.

As a motorcyclist, you know that bike riders are different. It's the open road, how it feels to be at one with your machine and the freedom to go your own way.

QBE shares your love of motorcycles. It's why riders across Australia have trusted us for over 35 years to look after themselves and their bikes.

QBE Motorcycle Insurance policies aren't just packed with benefits, they are highly competitive. Call our specialist team on 1800 24 34 64 and ask for a 'Price Beat Guarantee' quote today, or visit qbe.com/au



We guarantee to beat our competitors price on motorcycle insurance policies excluding our Platinum Cover. The guarantee also applies to existing QBE motorcycle insurance policies that are on renewal. Price guarantee is based on our standard price compared to competitors price for policies with the same type of insured events. Offer valid for the first 12 months of insurance, after this premium will be charged at the competitive QBE standard rate. We only guarantee to beat the price of APRA authorised insurers who hold an AFSL issued by ASIC. Guarantee does not apply to any free offers of insurance. Insurance is issued by QBE Insurance (Australia) Ltd. ABN 78 003 191 035. AFSL 239545. To decide if a policy is right for you please carefully read the PDS which is available at qbe.com/au or by phoning us on 1800 24 34 64. Price beat guarantee only available on full comprehensive motorcycle insurance. Not available on CTP.