

Riding is all about the Journey



Riding On

ULYSSES CLUB INC.

NO.160 SPRING 2023

**Mandurah-
Gold medal winner
for top Tourism
town for 2023**



Welcome to
RALLY 2024 *Western Australia*



GET A QUOTE TODAY

WIN A TRIP TO THE MONACO HISTORICS

PLUS WIN AN INDIAN FTR SPORT

Shannons are giving motoring enthusiasts the chance to win a trip for two to the 2024 Monaco Historics, one of the world's most nostalgic motorsport events.

The 11-day trip includes premium economy airfares, luxury accommodation in Paris, Nice and Monaco, first class high speed train tickets to Nice, exclusive Monaco Historic Race hospitality tickets and \$10,000 spending money for eligible Shannons Club Members.¹ Plus, win an all-new Indian Motorcycle FTR Sport in White and Indy Red! Including up to 12 months Shannons Comprehensive Bike Insurance and Shannons Roadside Assist.² You could win over \$90,000 in prizes!

10

ENTRIES
Take out new Motor Insurance*

5

ENTRIES
Take out new Home Insurance*

1

ENTRY
Existing Shannons Customers.
One entry for each Car, Bike or Home Insured*



SPECIAL CAR



DAILY DRIVE



SPOUSE'S DAILY DRIVE



RESTORATION PROJECT



MOTORBIKE



HOME & CONTENTS

To view conditions and take out an eligible motor or home insurance go to shannons.com.au/monaco or call 13 46 46. Competition closes 13 December 2023.

Scan to find out more



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

Shannons Pty Limited ABN 91 099 692 636 ('Shannons') is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. All benefits mentioned in this document are a summary only. Limits, conditions and exclusions apply. Read the relevant Product Disclosure Statement before buying this insurance. The Target Market Determination is also available. Call 13 46 46 or go to shannons.com.au for a copy. Advice has been prepared without taking into account your particular objectives, financial situations or needs, so you should consider whether it is appropriate for you before acting on it. Competition conducted by Shannons, Level 23, 80 Ann Street, Brisbane QLD 4000. Entry Period: 12.00am 1/8/23 to 11.59pm 13/12/23 (Melbourne time). Entry is only open to eligible Australian residents aged 18 years or older. CTP excluded. Eligible Entrants must be opted in to receive Shannons marketing communications and must not opt out during the Entry Period. Maximum cost of call will not exceed 55 cents + GST from an Australian land line. Higher rates may apply for mobile phones or pay phones. Total prize valued up to \$90,802.94 incl GST. Prizes drawn at 12pm, 17/1/24 at Engage Interactive, 24 Washpool Crescent, Woongarah, NSW 2259. The winner will be notified by phone and email by 19/1/24 and published in The Australian newspaper on 22/1/24 and on the competition website. ACT Permit TP 23/01097.1. SA Licence T23/854 & NSW Authority TP/00259. Images for illustrative purposes only. ¹ If the winner is a member of the Shannons Club with a profile image and enthusiast vehicle image at the time of the draw, they will receive an additional \$5,000 AUD spending money (i.e. total spending money of \$10,000 AUD). ² Actual period may be less than 365 days depending on the winner's location and delivery/pick up date, however, won't be less than 11 months residual benefit. The issue of Shannons Insurance is subject to Shannons normal acceptance criteria. The inclusion of this component of the prize does not constitute financial product advice or a recommendation to acquire any Shannons Insurance product. Shannons Roadside Assist (Roadside) is an optional cover only available in conjunction with Shannons Comprehensive Motor Insurance. The issue of optional Roadside is subject to the winner being issued the comprehensive motorcycle insurance portion of the prize. Shannons Roadside starts 24 hours after the comprehensive policy starts. Terms, including the coverage, limitations and exclusions that apply are available at shannons.com.au. Purchase a new Shannons Motor Insurance Policy or add a new risk to an existing Shannons Motor Insurance Policy (Motor Insurance) during the Entry Period, excluding CTP insurance and renewals. Must remain active and be fully paid at the Entry Period if paid annually or the instalments must be up to date at the end of the Entry Period. The issue of Shannons Insurance is subject to the product issuer's normal underwriting criteria. Purchase a new Shannons Home & Contents Insurance Policy (includes building only, contents only or building and contents cover) (Home Insurance) during the Entry Period. A combined building and contents policy constitutes one risk/policy for the purposes of this Competition. Must remain active and be fully paid at the Entry Period if paid annually or the instalments must be up to date at the end of the Entry Period. The issue of Shannons Insurance is subject to the product issuer's normal underwriting criteria. Each existing risk (vehicle insured under a motor insurance policy excluding CTP or insured address under a home and contents insurance policy) must have a start date prior to the beginning of the Entry Period, remain active and be fully paid at the end of the Entry Period or the instalments must be up to date at the end of the Entry Period. A combined building and contents policy constitutes one risk for the purposes of this Competition. Customers that do not wish to participate in the Competition can email enquiries@shannons.com.au. Full T&Cs at shannons.com.au/monaco. Call 13 46 46 to opt out and manage your marketing preferences (if you opt-out you will no longer be eligible to win this Competition).

INJURED IN A MOTORCYCLE ACCIDENT?

OUR TEAM CAN HELP!



Most motorcycle accidents happen due to factors outside the rider's control, such as driver carelessness like in the case of our client, Spencer.

Our team has successfully handled hundreds of TAC and motorcycle accident claims. We provide the support you need and work hard to get the compensation you deserve.

"They went that extra distance and I felt almost like they were one of my mates." SPENCER, Actual Client

hcalawyers.com.au

03 9001 1318

With locations near you in Victoria.

HENRY CARUS + ASSOCIATES



YOU DESERVE MORE

INJURY LAWYERS



SUBSCRIBE, SAVE & WIN!

Have your copy of Australia's favourite motorcycle magazine delivered to your door. You could also score yourself a HEAVY DUTY t-shirt or a pair of DriRider Titan Jeans! Plus ALL SUBSCRIBERS go into the draw to win a Shoei helmet valued at \$799



- 1-YEAR SUBSCRIBERS** go in the draw to win HEAVY DUTY t-shirts
- 2-YEAR SUBSCRIBERS** go in the draw to win stylish & protective DRIRIDER TITAN JEANS
- 3-YEAR SUBSCRIBERS** receive a FREE HEAVY DUTY T-shirt, stubbie holder and sticker, PLUS go in all prize draws!
- ALL SUBSCRIBERS** can win the Shoei helmet!



LONG SLEEVE TEES \$49.95

HOODIES \$69.95

T-SHIRTS \$29.95

CAPS \$24.95

CARABINERS \$4.95

STUBBIE HOLDERS \$4.95



Riding On

THE JOURNAL OF THE ULYSSES CLUB INC.

Issue 160 SPRING 2023

OUR COVER:

The 2024 National Rally Organising Committee await your arrival. Standing in front of the Mandurah Bridge over the Mandurah Estuary.

ADMINISTRATION OFFICE:

Ph: 1300 134 123
02 4647 7772

Email: administration@ulysses.org.au
Post: PO Box 3242 Narellan NSW 2567

NATIONAL WEBSITE

www.ulysses.org.au

NATIONAL COMMITTEE:

National President

Allan Pratt – 0408 807 579

president@ulysses.org.au
Clubplates@ulysses.org.au

National Vice President

David Wright - 0418 954 424

vicepresident@ulysses.org.au
purchasing@ulysses.org.au
membership@ulysses.org.au
roadsafety@ulysses.org.au

National Secretary

Lyn Tout- 0407 367 025

Secretary: secretary@ulysses.org.au

National Treasurer

John Tout - 0407 427 361

Treasurer: treasurer@ulysses.org.au

National Committee Member

Robert Hunt - 0400 867 302

manufacturers-sponsors@ulysses.org.au
maotyadmin@ulysses.org.au
international@ulysses.org.au

National Committee Member

Blue Knowles - 0427 669 903

committee@ulysses.org.au
ucrl-a@ulysses.org.au

National Committee Member

Dennis King - 0418 884 190

advertising@ulysses.org.au

EX OFFICIO MEMBERS:

Public Officer

Michael Abberfield - 0429 002 411

publicofficer@ulysses.org.au

Webmaster Jen Woods - 0448 336 111

webmaster@ulysses.org.au

Ulysses Club Arthritis Research Fund Coordinator

Ken Eaton – 0418 925 081

ucarf@ulysses.org.au

Ulysses Club Rally Liaison

Jenny Meredith – 0450 903 937

ucrl@ulysses.org.au



Contents

National Committee Reports	6
Letters To Editor.....	10-12
NEWS	36-37
Interesting Stuff.....	38-39
Ridden On	42-43

Features

Mandurah Rally Registration Form.....	22-25
Product Reviews.....	29-32
40TH Anniversary.....	33-35
Gear Shop.....	40

16



27



EDITORIAL SUBMISSIONS TO:

Email: editor@ulysses.org.au

or mail to PO BOX 3242 Narellan NSW 2567. Please submit articles in Word Documents or email body. We can not accept articles submitted in PDF format.

Please ensure all photos and images submitted to the Riding On are of high resolution. All images must be 2MB or over. Please do not place images in Microsoft Word documents. A one page article is 550 words. Please send images as JPEG files separately to articles. We cannot print low resolution images.

Proof-readers: Bryan Fricker, Colin Hook

CLOSING DATES FOR EDITORIAL SUBMISSIONS:

28th/29th February for the Autumn (April) issue.

31st May for the Winter (July) issue.

31st August for the Spring (October) issue.

30th November for the Summer (January) issue

CLOSING DATES FOR ADVERTISING SUBMISSIONS:

16th February for Autumn (March) issue

16th of May for Winter (June) issue

16th of August for Spring (September) issue

16th of November for Summer (December) 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.



Welcome to Spring – I for one am looking forward to some pleasant riding weather when I will, hopefully, get a chance to get out and about on my bike.

I will begin this report by stating how sad we all were to lose David Schoer #64785. David was a very welcome addition to the Ulysses Club National Committee. His enthusiasm and commitment to the Ulysses Club ethos made him a pleasure to work alongside. He had fresh

ideas, great input, and was willing to give any role a go.

Alongside the loss of David, these last few months have been challenging for the National Committee, and there may be rumours doing the rounds without all the facts. We have had to make decisions that will not be popular, were difficult, but necessary. Because of Privacy laws, we as the National Committee cannot comment on these rumours/actions.

As the National committee of an incorporated body, we are obligated to follow all State and Federal laws and requirements – including all Acts and Regulations. When confronted with a breach of any Federal or State Act or Regulation, once we are made aware of such a breach, we are required by law to investigate it. If we do not, we are also in breach, and would be letting down Ulysses Club members, as well as placing the Ulysses Club Inc. at risk of paying a large fine. Please be aware that we have sought official advice for every decision made. We

are also mandated to ensure our current Constitution is followed correctly.

On a happier note, we are pleased to work with Jenny Meredith #25929 who has become very active in her new role as the Ulysses Club Rally Liaison. Blue will continue to support Jenny in this role. Jenny has been busy, meeting with the Armidale Branch and 2024 Rally Committee, and searching for venues for future Rallies, so share your thoughts on these with her.

Due to the Ridden On of National Committee Member David Schoer #64785, a casual vacancy then existed on the Ulysses Club National Committee. After much consideration, at the National Committee meeting in Wodonga on the 30th of August, the National Committee invited Dennis King #37149 to fill this casual vacancy until the 2024 AGM in Mandurah. We are pleased to say that Dennis has accepted the role. He will manage the Advertising Portfolio, and with his experience in many business activities, we have the greatest confidence that he will excel in this portfolio.

Thank you all for your continued support of your National Committee. We are not perfect, but we do the best we can for our Club. When required, we seek advice from Government entities, specific providers, and fellow Ulysses Club members. We endeavour to ensure we are doing what is right and needed. We do consider and discuss all suggestions from fellow Ulysses Club members.

Our focus continues to be on strengthening the Ulysses Club entity and ensuring a strong future for us all to continue to enjoy.

Allan Pratt

**#9186 DM #21
National President**

Editorial



The 6th December 2023 will be the 40th Anniversary of the Ulysses Club Inc. You could say that the Club could join itself as a junior member...

It is hoped that all Branches will have some sort of celebration, and, where possible join together and increase the commemoration.

I reflect on my 27 years as a member and much has changed. Like many who've been in the Club as long (and

longer) as myself, when I joined, all the main Founders were still alive and eager riders. Stephen, Jack and Bill were sought after at AGMs and had to endure endless handshakes, photos and countless questions (they enjoyed it though).

My friend and mentor, John Miller #248, who Edited this fine tome for 20 years, has recently lost his motorcycle license due to a mini stroke and is now also forced to do a yearly driver test. My other compatriot, J. Peter 'The Bear' Thoeming

#675 (designer of the Old Man logo), defies his years and continues to ride, write and drink (not necessarily in that order) plus will probably do so till he falls off his perch!

When I first joined, the financial membership wasn't that different than it is today, however, we as a Club have aged and where the average age in 1996 might have been 46, now it's probably closer to 66. Around 2010 the membership was just shy of 30,000 but it's unlikely we can reach those lofty heights ever again.

I will say that, during my time in the Ulysses Club, I have met some wonderful people and many have become close friends. There has been joy and tragedy throughout the mix, but, I'd change nothing. This Club has been a major part of my life, whether motorcycles (preferred though) were involved or not.

Happy Anniversary Ulysses Club, and thank you.

Ian Parks

#11735 DM39



Hi to all Ulysses Members, I hope you are all enjoying the great spring weather and getting out on rides and enjoying social events with your Ulysses Club Branch. I think Spring is the greatest season for riding and I am enjoying rides through our wildflower areas in W.A.

Purchasing is moving along well, and I now have chosen a new tote bag and a warm up jacket which will be available for sale in our gear

shop shortly. We are also offering you some of our deleted Gear Shop items in the Bargain Bin section of this magazine; these are discontinued items that will not be re-ordered and are in limited sizes and quantities. These items will need to be ordered directly through our Administration Office, to see if your size is available. These will be removed from the website Gear Shop once they're listed in the Bargain Bin.

The Mandurah National Rally Commemorative Merchandising is now finalised and, we have some great products on offer this year. For the first time we will be offering these items for sale in the Gear Shop for members who for whatever reason can't make it to Mandurah this time. There is a small additional charge for postage and handling on these items bought through the Gear Shop as this cost is additional to having your gear picked up by you at the Rally site.

It is very pleasing to see membership numbers increasing over the past few months, and we can all work to try to keep this trend going. This can be done at a Branch level by just talking to riders that you meet on rides and talking about the Ulysses Club.

I have recently developed a QR code which I am getting added to a poster that any member can print at home and add to the notice board for your local bike shops and rider cafés to help promote our club. This will give riders quick access to our website with links to all our Branches.

If you need an example of one of the extra benefits of being a member of the Ulysses Club, then this is it. I recently bought a new helmet as the old one was looking decidedly second hand. So, after choosing one at a local motorcycle accessory shop, in this case AMX, I asked about a Ulysses Club discount and saved \$45.00, I also recently attended a St. John First Aid course and received a \$46.00 rebate from the Club. Since then I have bought a new MotoCap Four Stars motorcycle jacket and saved a further \$40.00. In total so far this year I have saved \$131.00; this is more than the three-year membership fee, a huge bonus to add to other great benefits that our Ulysses Club gives us all.

I would like to take this opportunity to thank Peter Ivanoff, one of our long-standing members of the Ulysses Club Road Safety Committee who recently stood down from his position as NSW representative. Peter was a valuable member of our committee who worked hard for the safety of riders and posted many articles during his time on the Committee; we will miss his dedication and sense of humour.

Dave Wright

#51871 (LM21)
National Vice President



Membership Numbers: As of July 31st, 2023 – total membership = 9644.

An increase since the end of May this year. This is certainly good news. Well done to the Branches who are working hard right across the country to let other motorcycle enthusiasts know of the benefits of being a Ulysses member. Welcome to all of you who are reading the Riding On for the first time. I trust that you are being made feel welcome at events

and rides and remain active members for many years.

We are still experiencing an issue with our membership database not sending renewal reminders. Jen Woods and the office staff are working hard to rectify this. In the meantime, I ask you to check your membership card and if your membership has expired either go online to <https://www.ulysses.org.au/> or ring the office 1300 134 123 to renew. I will be working on sending out emails soon for all those who have let their membership lapse in recent months.

I am also working on sending out emails to those subscriptions to the Riding On have or are about to expire. Bob in the office has

been able to create a report that enables me to do this. In the past this was not available. Thanks Bob. We have limited numbers of past issues in the office in you would like to purchase one give the office a ring – 1300 134 123 to see if we can help you.

A reminder to Branch secretaries to ensure that the Branch Committee Contact form found on the website in the members section <https://www.ulysses.org.au/UC/UC/Member/Documents.aspx?> is updated after any change to Branch contacts – whether this be after your AGM or as a casual vacancy occurs. We are also looking for contacts for those groups who are operating as Riding Groups and not a Formal Branch – can you please help us keep you informed by sending me and/or the office a contact name and number?

A winner! By renewing my insurance with QBE – I saved \$55.60 (more than my membership fee)!

I hope you can get out there and enjoy the better weather (especially our members from the southern half of the country). Keep the sunny side up.

Lyn Tout

#42397
National Secretary



Things have changed re the staff in our office since my last Riding On report. Linda Hargreaves has resigned after working in the office for the past six and a half years. We thank Linda for her time and contribution to the Club during this time.

Our office is now staffed by Karen Siciliano and Robert (Bob) Mahoney, who both work on a permanent part-time basis. The office is manned five days per week. Karen and Bob have been on a steep learning curve since May and have taken this in their stride, demonstrating a keen interest in learning and improving. Their roles are many: answering phones, collating and despatching gear shop orders, processing new and renewal memberships, general queries, posting membership cards and welcome packs to new members, assisting NatCom with tasks and anything else we can throw at them. They do all of this with a smile and healthy attitude.

There is also a lot of work still to be done with the migration to the Cloud with the iMIS system. Karen, and Bob, with lots of help from Jen Woods, are working through the issues to get the answers required.

I have spent many hours, along with Secretary Lyn, in the office and on calls since May, and together we are sorting things and getting the processes correct. Please be patient as we work through all of this.

I would like to pass on my condolences to David Schoer's family and friends on his recent passing. Lyn and I did visit him in hospital on our last trip to Sydney, and it was a pleasure to meet his brother at that time. I am glad to have known David, albeit only for a very short time. I enjoyed listening to his stories and his vision for the Ulysses Club. RIP.

On the financial position of the Club, I am happy to be able to report that the Club is in a positive position. As at the end of July 2023 the year-to-date profit is \$15,200. At this stage it looks very likely that we will record a \$30K surplus from the Lismore Rally held in May this year. This, in part, is a credit to the Lismore Council for their funding of aspects of the Rally. A great result, considering all the obstacles that were thrown at the organising committee and volunteers. A job well done.

As you will all be aware, financial pressures are biting hard on all of us, including the Club. Increases in rent, postage, software services, phone and electricity costs are all having an impact on the running the Club. NatCom are taking all of this into account and will work to manage these increases in the best possible way to continue to ensure the viability of the Club. Until the next issue of Riding On stay safe and enjoy the ride.

John Tout

42398 TM #92
National Treasurer

National Committee Member



I would like to cover a few of the costs associated with running a National Rally and some of the reasons why we are not having a couple of activities at the next National Rally in West Australia.

At the last 2 National Rallies we have had less than a thousand members attend. There have been many reasons why the numbers have been far less than previous Rallies. Some examples are Covid naturally, and the associated travel

restrictions leading into the National Rally at Warwick with the Queensland border only opening a few months before the Rally. The unpredictable weather that affected both the Warwick and Lismore rallies, increases the costs of travel due to the increases in fuel costs caused world-wide by the Covid pandemic. This is just to mention a few of the reasons given to me and others as to why the numbers are down.

In Mandurah / Pinjarra, West Australia we are not having a Grand Parade. This is because of both economic and legal restrictions. In general, members do not understand that a Grand Parade costs a lot of money to run; anything up to \$20,000 depending on the support of the Police, Local Government and State Government. Some costs are the Initial Traffic Management Plan, traffic controllers, road blockages, signage requirements, vehicle hire. Within the last 5 years the cost for a Grand Parade has been costed at \$25 per person who attended the Rally. Can I make it quite clear this is not \$25 per rider in the parade, but \$25 per person at the rally. These are costs which we cannot continue to pass onto the members attending.

As you have read, we are not having any Traders at the Mandurah / Pinjarra National Rally. Whilst it is the members preference to have heaps of traders at a National Rally the economics for a trader are not that attractive. Currently less than 1,000 members attend a Rally. The number of members who venture into the Trader areas, actually spending money does not cover all the traders' costs. True there are isolated traders who do very well at a National Rally however, the distance involved to attend the Mandurah / Pinjarra Rally is simply restrictive.

I would like to dispel a concern that has been mentioned to me and others regarding the cost to a Trader attending a Rally. Trader space at a National Rally is extremely cheap compared to many other events they attend. The expensive part is the cost of hiring trader booths, tables and chairs which is passed onto Indoor traders at a Rally. However, in Warwick and Lismore traders were invited to use their own gazebos etc. which saved a considerable amount for both the trader and the Rally budget.

We, Jen, Meredith and I are always looking for a suitable location for A Future National Rally please have a look around your local area and see if there is a suitable location for a National Rally.

Blue Knowles

#33140
Ulysses Club Rally Liaison - Assistant
National Committee Member

National Committee Member



Greetings fellow members,
I trust you are all well and enjoying the many fine winter days that have allowed us to get out and about and enjoy the wonders of the road on our motorbikes. I am not sure about other States but dodging the potholes has become a necessary past time in NSW. Please do take care when out and about and report any unsafe roads to the Road Safety Committee.

The search for the MAOTY 2023 is now underway and I would like to take the opportunity to thank Branches for their continued assistance and support. The support of Branches is critical in ensuring we identify eligible apprentices and continue to promote the Ulysses Club as a positive and pro-active Club within local communities. If you do identify an opportunity, please pass on any information to me or our MAOTY adjudicator, Mark Paynter, at MAOTYadjudicator@gmail.com.

I have started a feasibility study into the prospect of taking the MAOTY model International. At the recent International Gathering in Norway, I met with other Ulysses members and the prospect was received with interest. This may also be an avenue in which we can better engage with manufacturers.

Speaking of the International Gathering in Norway, Blue Knowles, Heather Knowles, Vicki Lanagan and I attended the gathering in June. What an experience this turned out to be. Not only did we meet some interesting members, but the countryside was fabulous and rides you could only dream of.

The weather was perfect for the event (not sure how they organised this). The only casualty for the event was a poor sheep who wandered in front of one of the bikes. The rider and pillion were unhurt, and the bike sustained no damage. Unfortunately, the sheep did not survive the crash.

Again, I encourage fellow Ulyssians to consider contacting International Clubs when travelling abroad. They can be a great source of local knowledge and are always ready to assist in ensuring a great experience is had by all. I am in the process of organising a regular quarterly Zoom catch up with all International Clubs. Our first meeting will be on the 2nd September. I am aiming to have a short update from all International Clubs in future editions of Riding On. Please do not hesitate to contact me if you require any further information or contact details.

Our UCARF raffle will be up and running by the time this edition goes to print. The major prize is a Suzuki V-Strom 650 XT. I am currently working with manufacturers to provide support for the raffle. I encourage all members to purchase a ticket as UCARF is our major charity. If every member purchased just two tickets the raffle would be a great success. I am sure that all Branches will be active in supporting the raffle and selling tickets.

Safe travels,

Robert Hunt

**#51563
National Committee Member (Manufacturers - Sponsors)**

National Committee Member



I am very humbled to have been selected by NatCom to fill the casual vacancy following the unfortunate passing of David Schoer.

My wife and I both joined the Ulysses Club in 2004, each with our own motorcycle, and began riding with Darling Downs Branch, 80km from our home town of Warwick.

In 2007 the Warwick-based members worked to establish the Warwick District Branch, which was

ratified by NatCom that year. I served as inaugural President and remained in that role for four years, then served on the committee in various roles over a number of years, including two more terms as President.

I was Deputy Director of the 2022 National Rally in Warwick, and enjoyed the experience so much I then followed up as Treasurer of the 2023 National Rally in Lismore.

I am currently a member of the Ulysses Club Constitution

Review Committee, charged by the NatCom with drafting a revised Ulysses Club Constitution compliant with latest legislative changes, for consideration by members at the 2024 AGM in Mandurah.

I look forward to contributing, with other NatCom members, to ensure the Ulysses Club remains a strong, viable organisation, providing a social environment and representing the interests of motorcyclists over the age of 40.

In the portfolio of advertising, I will use my best endeavours to continue with, and expand the great work already done by my predecessors. If you have any leads you think could be interested in advertising with the Club, please contact me on 0418 884 190, or by email advertising@ulysses.org.au. We have a strong presence with our website, on Facebook, and with the Club magazine, Riding On, so there are plenty of opportunities for companies to harvest the interests of members.

Dennis King
#37149



I have some exciting news for this Spring UCARF Report, and that is to announce the UCARF Raffle prize for the 2024 Mandurah Rally is a Suzuki V-Strom 650 XT. The bike raffle has always proved very popular with Branch members and has been a major fund-raiser for our research funding. The NatCom team are also working on obtaining a range of other prizes so look out for and get a ticket, or maybe more, when they come available.

In July, the Ulysses Club fulfilled its commitment for the final \$45,000 of this year's funding grant to Professor Meilang Xue PhD, Sutton Arthritis Research Laboratory. As I mentioned in the Winter Riding On Report, Professor Meilang had attended the Australian Rheumatology Association Annual Scientific Meeting in Hobart together with Dr Haiyan Lin where they presented a research paper on their findings. Professor Meiling very kindly sent us her thanks, a progress report on their work and the meeting plus advised that two free papers were presented, winning the best basic science poster. They have also published a paper in 'Rheumatology', a highly ranked Journal in Rheumatology. I have placed the presented paper, showing the positive results in the research, on the UCARF website (www.ucarf.com), but of course much more research is needed.

Since the Winter Riding On edition new donations to the UCARF to the end of August added up to over a whopping \$11,360, WOW! Donations have come from the following Branches:

Port Macquarie Mid North Coast \$600, QDB Narellan \$66.80, Lithgow & District \$500, Tamworth & Districts \$1000, SEQ Cartwheel Ride \$528.50, Ballarat Central Branch \$250, Fraser Coast \$538.38, Northern Beaches \$38.50, Newcastle Lower

Hunter \$700, Canberra Branch \$5000, SEQ Odyssey Taroom \$1878.50 and TedE's Containers \$39.60. They tell me they eat a lot of sausages at Bunnings in Canberra. A big thanks to all the Branches and of course to the Individual donation made by Jen Woods \$25, the Abberfields \$109 and D Scott \$90.

I would really like to hear stories of Branch events on raising UCARF funds so I can publish on the website and inspire other Branches to join in the fund-raising campaign.

Don't forget you can purchase your UCARF Patch and Badge from the Ulysses Gear Shop and drop me a line if you would like more information on "TedE's Containers for UCARF"

Ken Eaton

#51189 DM#67
National Committee Member



26 YEARS OF MAGIC

IMTBIKE
PASSION FOR MOTORCYCLING

2024
CALENDAR IS UP
ON OUR WEBSITE

2022 Travelers' Choice
Tripadvisor
Best of the Best

Partner of BMW MOTORRAD

SIGN UP NOW AND LOCK INTO OUR CURRENT PRICES!

tours@IMTBIKE.com
www.IMTBIKE.com

Letters To The Editor



Hi Editor,

The Golden Dragon Rally, despite success in 2022, is not going ahead in 2023 and its future beyond this year is doubtful. The following is a portion of the letter that was circulated to our members:

“Tarnagulla 2023”

By the time we were ready to organise the 2023 GDR, the Reserve Committee had changed and we had a new situation to negotiate. We were quoted a new fee for hire of the Reserve which was prohibitive. We would require a permit from Loddon Shire. It was noted by the GDR Committee that the language, the very phrases, used by the Reserve Committee, were the same as had been used by the Loddon Shire the year before. They were obviously communicating with each other and they did not want the rally to be held there. We later learned that Loddon Shire councillors had been informed incorrectly about our past behaviour at Tarnagulla which were presumably meant to prejudice the councillors against us.

“Lockington 2023”

Warned off Tarnagulla, we looked around for a new venue. The possibility of Lockington came up. There is a large reserve or vacant parcel of land in town. It is owned by the Campaspe Shire. The Lockington and District Living Heritage Centre has a building opposite the land and its committee was keen to cater for us. We could camp on the land and the Heritage Committee would provide meals as well as the use of their building, including their table facilities and kitchen. They also have a wonderful heritage museum (They are the Living Heritage Centre as their core business).

Again, we required a permit from the Council. The Campaspe Shire's Event Support Officer was most helpful and guided us through the process. The Heritage Committee also liaised with the Shire to move the application along. However, the Shire's requirements for the permit became onerous and the time to complete the application process needed to be extended. Officers of the Council had deemed that the rally would be a public event, not a private event, and would require further conditions. The new Public Event Permit Application would be expensive and the requirements placed on us would be onerous.

Conclusion

Putting on the GDR is always a big job. I have had the assistance of successive hard working GDR Committees in the past but there is a point where the amount of work required is disproportionate to the result, particularly when the result is not certain.

At a meeting of the GDR Committee, at Lake Weeroona on 1st July this year, it was decided by the Committee that with the short time left, the amount of work required, the cost involved and the uncertainty of a result, we reluctantly must cancel GDR 2023. All over the country, rallies which have been regular events on the calendar are ceasing to occur. Regulations, insurance, pandemic have foiled once strong events. The GDR has been an exemplary rally for a long time. This is our second cancellation in three years. The future is uncertain.

Bruce Jones #50488

Dear Editor,

I have been so impressed with the positive feedback I have received from members in recent months about what being a Ulysses member means to them, that I have compiled a separate article for the Riding On that is published elsewhere. It was so heartening to hear this, as so often all we ever hear is the negative things. I hope you also enjoy reading these comments and if you have some please send them to me. We could make it a bit of a regular feature.

It has been good to hear that members are continuing to enjoy the social aspect of our Club, even after they can no longer ride their two or three-wheel vehicles. At a recent social event at my local Branch, we had many members join us in their cars. Yes, it was winter and in Victoria, but I believe this shows the importance of remembering that Ulysses is a social Club for people over 40 who enjoy motorcycles. A great time was had by all.

Being a Ulyssian has so many benefits and is about making positive memories for so many of us. It is disappointing to hear that a small number of members feel that they are being bullied. We all enjoy a bit of a laugh and good humoured ribbing,

however, can I remind members that what you find funny might not be so to someone else. The first time ribbing about, for instance, riding a H-D, is fun but if it goes on and on it loses its humour. Please be mindful that not everyone enjoys this type of humour and if you sense your ribbing is being irritating then stop. If you are on the other end of this ribbing and find it uncomfortable, then please be an adult and say something, politely, to the person doing this and ask them to stop.

We do not tolerate bullying and harassment. Both parties have an obligation in this. If you are the bully stop! If you are being bullied – speak up and tell the perpetrator to stop! If the bullying persists after you have spoken up, then ask your Branch to intervene. On-going inappropriate behaviour may be reported to NatCom if after following the above processes, the situation does not improve. You must appreciate that NatCom members are spread far and wide across our wonderful country and generally these issues are best dealt with locally.

Keeping on enjoying life and the journey.

Lyn Tout #42397
National Secretary.

MEMBERSHIP - WHAT CAN WE DO TOGETHER?

First the good news, that we have had an increase in membership numbers over the past couple of months, however, I am sure that all members will agree that we all need to work together to keep this trend going.

It can't just up to the Branches or just NatCom to work on this issue, we all need to work as one team, with NatCom helping Branches and individual members to get the word out of what a great Club we belong to, and Branches helping NatCom work on new strategies. I know we have some amazingly talented

members, and we want to use your skills, ideas, plans and suggestions, to give me us some new and untried tactics to spread the word to keep the Club growing and put the Ulysses Club and your Branch at the fore-front of motorcycle rider's plans of belonging to a great bunch of people.

Please send me your thoughts to – vicepresident@ulysses.org.au or call me 0418 954 424

Dave Wright #51871 (LM21)

Letters To The Editor



Hi Editor,

I would like to get member's views on what should be done with the funds accumulated by Ulysses Club. In the last published accounts there was \$1mil in cash at bank and Members Equity was \$561,864. I do not see why the Club needs to hold such large reserves given we do not undertake activities that need that level of reserves to cover the risk of future operations.

I had proposed that Ulysses Club Inc. use a portion of those reserves (maybe \$200,000 plus) to make a large donation on behalf of UCARF for Sydney University and Monash University to purchase capital equipment for their laboratory. That proposal was not accepted by NatCom. The equipment could be in commemoration of the Club's 40th Anniversary and would be appropriately tagged as a gift from the Club. What do members think of this idea? And more generally what is a necessary level of equity/reserves the Club needs to hold for future operations?

Regards,

John Osborne, #41785

While NatCom did not support the proposal by John to purchase capital equipment as UCARF was established to support research, we are having ongoing discussions as to what reserve funds we require and how to best benefit our members with any extra reserve funds. We hope to have some announcements after the next NatCom meeting.

Dear Editor

Hi, I know this is a long shot, but I'm hoping you can help me. I bought a damaged Ducati ST3 from the auctions almost 2 years ago and I've recently (finally) got it roadworthy and back on the road. It goes very well and it's clearly had some modifications made by the previous owner who, according to the pictures, was probably a Ulysses Club member, because it had a Ulysses number plate surround.

The previous reg (Victorian, I believe) was CS977 and the bike had about 68,000km on the clock.

Is there any way I could find out through your Club if the previous owner wants to give me any details about the bike? Either way, I'd like him/her to know it's gone to a good home and someone's appreciating it!

Thanks for your help.

**Cheers
Rob Clancy**



Riding for the Dog by 'Gazz'

The human mind can be a tricky place, they say,
In and out of crazy town at any time of night or day.
The night can be a horror show especially in our dreams,
the demons come out dancing unlike normal beings.

Look around your closest circle, it's lurking just out of sight,
there are many sorts of triggers that will bring them to the light.
A misbehaving child, chaos on the job, a judgmental
sideways glance, anger simmering, barely held, can erupt at
every chance.

Once unleashed, control is lost to run its course,
those closest know the drill, backing off, not making it
worse.

Calmness is the quickest fix,
reason will not make it pass,
the barking dog will creep up
silently and bite you on the
arse.

Awareness of their needs and some recognition nationwide,
this affected tribe of motorcyclists get out and do the ride.
Over desert, forest, and mountain roads this the band of
biker's travel, helping folks across the land to understand
how mental health can unravel.

Bitten by the Black Dog

Like that monster hiding out of sight,
like the darkness lurking in shining light.
Creeping up when you least expect it,
building thoughts that're best rejected.
When your life becomes a lonely place,
Chaos reigns, pushing out your inner peace.
It's then in the darkness of your tumultuous brain,
Calmness gone, worms of doubt causing invisible pain.
The Black Dog is howling, growling, and snapping,
beware the Black Dog is closing, it's power sapping.
The game of life goes spinning round and round,
you must not weaken – avoid - avoid that evil hound.
Avoid with all your strength it's foul bite,
you must turn and face that vicious sight.
This battle is not kind or fair,
it's hard to avoid the Black Dogs Lair.
Sharing your demons can help to resolve,
the soul sucking thoughts before they take hold.

Gary Myers #30865



Letters To The Editor



Saved by the Block

Getting on and off a motorcycle can be difficult if you have restricted leg movement due to arthritis or joint replacement surgery. This is especially the case for passengers on touring motorcycles who require the agility of an Olympic gymnast to successfully launch themselves into the small space between the rider and a backbox or rear bag. When the pillion seat is low, like on a cruiser, the degree of difficulty to achieve a perfect landing is not too bad. But sports tourers and especially adventure bikes have much higher rear pegs and seats making it tougher for the passenger.

We have used a modified technique for getting on and off the bike ever since my wife had both knees replaced 14 years ago. She gets onto the bike first, sits on the rider's seat and then slides backwards onto the pillion seat. I then get on in front of her. Getting off the bike is the reverse of this process. In the USA last year, my wife's arthritis was playing up and she was finding it nearly impossible to get on or off the bike without me having to pull her boot up and over the seat and trying to stop it scraping the panniers. It was painful for her and the tops of the panniers weren't looking too good either.



The light-bulb moment occurred when we jokingly talked about carrying a brick to use as a step. Why not use a foam yoga block that is roughly the same size as a house brick but is wider and taller and weighs next to nothing? They are

made of high-impact foam, are non-slip and strong enough to support someone's weight when doing yoga. We bought one at a Walmart and the block measured 23cm long, 15cm wide and 10cm high and weighed only 125g, which was lighter than my I-phone. It fitted easily into a small, fold-up backpack.



We quickly developed a technique for using the yoga block. I carried it in the backpack while riding and just prior to stopping, Carmen would unzip the backpack and take the block out. I would deploy the side stand and get off the bike as normal and then position the block longways next to the side stand. Carmen would then slide forward onto the rider's seat, put her left foot onto the block and get off. To get on, we would position the block next to the bike so she could put her left foot on it before swinging her right leg and foot up and over the seat and panniers. After she was on and had slipped backwards into her position, I'd pick up the block and hand it to her before getting on myself. She'd then return it into my backpack and off we'd go. The block provided extra height that stopped Carmen catching her right foot on the seat and panniers and so our road trip in the USA was saved.

Our purple block looks a bit grimy after so much road use but it's still in good shape. In Australia, the same size block retails for around \$5 in Target and Kmart. So, if your pillion is having a few problems getting on and off, perhaps a yoga block could be your salvation.

Chris Daly #41014

Constitution Review Committee 2023

The starting point for this review was the version of the constitution which was provided to the National Committee in 2022. That version was amended by the National Committee, presented to the AGM and the Special Resolution was subsequently withdrawn at the AGM 2023 in Lismore.

The Constitution Review Committee 2023(CRC) is meeting regularly via Zoom. The Constitution Review Committee is a subcommittee convened by the National Committee for the express purpose of completing a review of the Ulysses Club Constitution as required by N.S.W. Associations Incorporation Act 2009, the Associations Incorporation Regulations 2022, including the Model Regulation.

The members of the CRC are:
Gary Vandersluis – # 186, LM number 9, Past President National Committee
Jen Woods – # 21395, LM number 20, Past President National Committee
Mike Abberfield – # 8158, LM number 18, Past Treasurer National Committee
Dave Wright – # 51871, LM number 21, Current Vice-President National Committee
Robert Hunt – # 51563, Current Committee National Committee
Dennis King – # 37149

The draft constitution will be provided to members for discussion as soon as the CRC 2023 has completed its review and the document has been reviewed and accepted by the National Committee. The CRC anticipates this will be in the latter part of the 4th quarter of this year.

The National Committee has decided that postal voting will be available for all members, at some time towards the end of the year following the National Committee's review of the final draft. The date and process will be provided to members when confirmed.

The CRC will provide updates to members as necessary.

At the time you read this, the CRC will have handed the draft constitution to the National Committee for their first review.

**Jen Woods #21395 LM20
Chair, Constitution Review Committee 2023**



**WITH
A \$330
DISCOUNT**

EDELWEISS WANTS YOU

Come on, Ulyssians, time to get out there again! Austrian tour operator Edelweiss Bike Travel has released its catalogue for 2024/2025 online, "packed with unforgettable adventures, breath-taking landscapes, and loads of two-wheeled action", or so they say. They're correct, too – as someone who has been taking their tours every year for quite a while, I should know.

There is even a cash inducement to book early: Book a guided tour in Europe in 2024 from the Edelweiss standard program until October 31, 2023, and receive a \$330 or €200 discount (conditions apply)! To redeem, simply enter the booking code EBB2024, and the discount will automatically be deducted from your booking.

If you like the feeling of paper in your hands like I do, with all the details of the Edelweiss tours, just use the website www.edelweissbike.com to get your free printed version delivered. If you prefer browsing through the digital version, you can browse or download the catalogue direct from our

website as well. It's worth looking at the catalogue even if you have no plans to travel in the next year; you never know whether you will become inspired!



"We have worked tirelessly to put together another spectacular program that will make all your dreams of exciting motorcycle tours come true," says Edelweiss. "With our commitment to always offer the ultimate travel experience for all motorcycle enthusiasts, we have further enhanced our proven tours and expanded our program with a variety of new destinations."

And that's not all. "The successful AMA Alps Challenge tours, where we conquer the 40 highest passes in the Alps, will be included in the program as fixed Edelweiss AMA Alps Challenge tours."

Okay, you've got me...

The Bear #675



ADRIATIC MOTO TOURS

CELEBRATING **18** YEARS

BONJOUR PROVENCE

MOTORCYCLE TOUR IN THE SOUTH OF FRANCE.



TOUR DATES 2024
MAY 25 - JUN 9,
COUNTRIES
France



Official Partner of **BMW Motorrad**

Sicilian roads may be a bit rough at times but they are great for bikes

OLD ITALY BY BIKE

Sicily to Rome, the fun way

One of the reasons for going on organised motorcycle tours is that they can combine a couple of destinations for you – combinations you might not have thought of yourself. And, when going on a tour in Europe means spending more than 24 hours getting there, you want to get the maximum out of your trip.

You might have noticed if you read my little stories here that I often rely on the organising ability of Edelweiss Bike Tours to find the best trips wherever I want to go. I did it this time, too, and took their 11-day tour which runs either way between Rome and Catania in Sicily. That gives you the Italian coast including Pompeii and many other places worth seeing, as well as a good look at the historic sights of Sicily. All connected by excellent motorcycle roads. I started from the south.

We weren't long out of Catania before we came to our first history stop, the Villa Romana del Casale. This Roman country house from the 4th Century CE has 3,500 square metres of spectacular floor mosaics including pictures of ten Roman girls – in bikinis. This was followed up by the Valley of the Temples near Agrigento, which showed off Greek columns against the green countryside. Our hotel there was a last-minute addition because the original one had gone broke, and it was the best of the entire tour. I spent half an hour soaking in the outdoor jacuzzi.

We got a full load of Sicily's mountain roads the next day as we crossed from south to north. I think the ranges to the immediate north of Agrigento were probably the most spectacular and the best ride of the trip. I can always tell when the riding has been great, because I don't have any photos...

All the way north past the Mafia-tainted small towns of Prizzi and Corleone to Cefalu on the north coast we had varied quality but never less than exciting roads. And so it went on for nearly a week.

Our hotel in Taormina was a true classic, right next to the old town. This is a tourist attraction, but it was nevertheless

interesting to walk around in the evening after a hard day punting my BMW F 750 GS (it's a good idea to choose the same bike on tour that you ride at home) around the narrow, curvy local roads.

We caught the ferry across to the Italian mainland the next day and continued up the boot's shin to Rome. That meant more good coastal roads and visits to historic places like Paestum and of course Pompeii. The last day's ride was cut short (with our agreement) because it was raining, and Italian mountain roads are... difficult in the rain.

The Bear visited Sicily at the invitation of Edelweiss Bike Tours on their 11-day tour which runs either way, and recommends that you do the same www.edelweissbike.com The tours are well organised, well priced and thoroughly enjoyable.

J Peter "The Bear" Thoeming #675



My BMW F 750 GS in front of a mural on the mainland coastal road

Take the Slow Road

Going north from Sydney

If you, like me, detest the superslab – the freeways which are good only for taking traffic off our kind of road – then you may be interested in a more pleasant way to head north out of Sydney.

Every motorcyclist in Sydney knows the Old Road, with Pie in the Sky and the Mount White Café. They probably know the Corrugated Café, a bit further on, and Jerry's on George Downes Drive. I don't know why the road got the name; Downes was one of the poor bastards who got back from WW1, was allocated some Soldier Settler land and then forgotten about. He tried hard, but without support he eventually failed in his endeavour to grow grapes up here. I suppose it's useful to remember him when somebody comes by and says, "I'm from the government and I'm here to help you".

The road soon becomes the Great North Road. It's likely that most riders will also know Laguna, which is good for a coffee, and Wollombi with its popular pub. Here, though, they're more likely to turn right for Cessnock than to continue straight ahead on Paynes Crossing Road. Now I have to admit that there is one reason for this that I can't dispute: this is a lesser-known treasure, narrower and with tighter corners than the Great North Road, is also appallingly bumpy for a stretch. I remember when it was dirt, and it was better then. It follows Wollombi Brook north to a bridge where it changes its name to Wollombi Road for no discernible reason, and the surface becomes much better.

This continues in a relaxed kind of way up to the wineries of the Hunter Valley. Eventually it reaches Broke with its shop/servo. Just continue north as the road becomes Broke Road and continues through some coal mines which occasionally close it



in order to blow up some countryside. Eventually, it reaches the Golden Highway at a T-intersection at Mount Thorley. If you're headed north-west, this is the road you want. Just turn left, and don't take the turn to the Putty Road.

Going north means turning right. It's a little confusing that this is also the Putty, but just ignore the turnoff on the right into the Golden Highway and follow the Putty to Singleton, where it becomes John Street. A sign-posted left turn into Newton Street will take you to the New England Highway, the A15, without having to tackle the Singleton CBD.

Wasn't that more fun than the M1?

Words & Photos The Bear #675

Postie Bike CHALLENGE



2024 event filling fast!

Check the website for event details

3000+km, on a small motorcycle? A ride half way across Australia? An endurance ride. A serious adventure - remote country, small towns, bitumen, dirt, corrugations, make this a great adventure.

Entry price includes use of our bike, accom, meals, mechanics, spares, support vehicles. See website for details.

www.postiebikechallenge.org Ph. 0411 090 891

FLASH LITHGOW

AND THE ROAD GLIDE SPECIAL

An easy day ride from Sydney and a historical centre-piece of the NSW Central Tablelands, Lithgow is easily overlooked as riders head west out to Bathurst and beyond.



So, I stopped in for an extended stay and exploration of the former industrial town and its neighbouring villages of Wallerwang and Portland.

My ride for the occasion was the MY23 Harley-Davidson Road Glide Special 114ci (FLTRXS) in eye-catching (excuse understatement) Baja Orange. With much-improved road surfaces and plenty of byway options to explore, the burly Orange-Utan was the perfect choice for the chilly late winter weather.

Arrival

As the Blue Mountains continue to be subsumed into the Greater Sydney Region, the Bells Line of Roads (B59) now presents the most pleasing passage to Lithgow. Historically, the road formed part of the indigenous peoples' pathways and was surveyed by Mr Bell in 1823.

A minor road for much of its early history, it was substantially upgraded prior to and during WWII as both an alternate access road to the Lithgow, Bathurst and Orange armaments factories, as well as an escape route, should evacuation of Sydney become necessary.

Riders need to be aware of constant police monitoring, changing speed limits and cameras. If you haven't ridden it for a while, take note that the maximum speed limit along the entire route from Windsor to Lithgow is now 80kmh.

Lithgow in a Flash

You'll be ready for a hot coffee at the very least or a substantial snack after the 90-minute ride from Windsor and I have uncovered a couple of very worthwhile spots in town.

In the tradition of Australia's great Greek roadside cafes, Tim and Alex at El Latte in the main street serve excellent bikers' fare with burgers, schnitzels and salads alongside traditional Greek delicacies like moussaka, yiros and souvlaki.

I'm a demon for a good pie and across the road at Café bar128, vivacious Aimee and her team always have brilliant pies on menu rotation. I jagged a beef bourguignon and it was outstanding. But the menu goes way beyond simple pies to amazing soups and meats and a huge array of hot and cold drinks.

Feeling a bit fancy? Evening meals at Frankies at the Zig Zag Motel are next level. If you're a steak lover like me, Chef Frank

will delight in turning out the best medium-rare rib eye you've had in a long time. Run by the Inzitari family from southern Italy, you can count on brilliant pizza and pasta too.

At time of writing, the Lithgow Workers Club (aka Workies) were revamping their restaurant, so no meals there at present. However, the bistro was open as usual. Watch this space.

Lithgow's Metal

Before Port Kembla, there was Lithgow. The blast furnace that once stood on what is now a park, closed in 1928 when industry moved to Port Kembla. Coal was mined in and around Lithgow beginning in the mid-19th century and continues, albeit on a much smaller scale today.

The birthplace of the Australian iron and steel industry, Lithgow contains numerous heritage sites including Lithgow Blast Furnace, Australia's first modern blast furnace. Thirty sculptures along Inch Street mark milestones in the life of the town. Old Lithgow Pottery in Silcock Str claims to be Australia's oldest commercial pottery venture and is now used as an artists' collective. Gang Gang Gallery at 206 Main Str is located in the Old Refreshments building of the Theatre Royal.

Great news from Lithgow is the resumption of the historic Zig Zag Railway. Against seeming insurmountable odds, the historic Zig Zag Railway is back on track after an 11-year hiatus and obstacles including bushfire, flood and vandalism. You'll need to book way ahead if you are hoping to ride the rails.

Military history buffs (my hand is up) will be fascinated with the WWII Anti-Aircraft gun emplacements where period-accurate Vickers 3.7in guns have been reinstalled. The guns were brought to Lithgow to defend the armaments factory against possible attack and that factory is also a heritage site with a portion of it set aside as a museum.

The Lithgow Small Arms Factory Museum contains a very impressive display of WWI and WWII arms as well as the Ron Hayes handgun collection bequeathed to the museum in 2006. The factory, portions of which are still in use today, constructed predominantly the Small Magazine Lee Enfield Mk.1 No.3 (SMLE) rifle for Australian forces beginning in 1912. In between wars, it made everything from golf clubs to sewing machines. If you haven't visited in a while, you may not have seen the cavernous machine shop display now open and chock-a-block full of all conceivable metalworking devices.



Wend into 'Wang

I have honestly lost count of the number of times I've driven past Wallerawang and its monolithic cooling tower and never stopped in for a look. So, for this exploration, I decided to base myself at the family-owned Black Gold Motel for two nights - and was I impressed! This place is a gem and is the perfect choice for riding groups of any number, or even your whole chapter or club. The staff "get it" in so much as they exhibit genuine pride in their work and service levels are off the chart.

Sitting and chatting with the patriarch and former miner, Rob Cluff, I learned a bunch about the local coal mining history and how the old school buildings were converted into boutique accommodations, much of it by Rob's own hand. The Crib Room onsite restaurant gets rave reviews, especially if you're a curry fan. For more conventional fare, the Commercial Hotel in 'Wang's main street has schnitzels about the size of a manhole cover. Rooms and cabins too.

As a base for exploration, it is a practical choice, allowing easy access to many of the immediate sites as well as Lithgow, Capertee and Portland. It was only now that I wished for an adventure bike to explore some of the unsealed trails although - as I have now learned - recent work has seen the Glen Alice and Glen Davis Road completely sealed from Capertee to Glen Davis and Rylstone. Note to self: must come back on an enduro.

Potter to Portland

For many years, Portland was the cement-making centre of the entire region and with the closure of the massive industrial site, a new era is upon this modest town.

I was met at The Foundations, the new name for the old factory, by Rich Evans who oversees the day-to-day of the site which has become a community event hub, artists' retreat, weekend marketplace and proposed residential development in the extensive land surrounding the site and its flooded dams now full of ducks and trout.

For those who have never ventured here, Portland has a couple of decent pubs, the Glen Museum of local memorabilia, some funky recreated street sign advertising and the state-of-the-art Mt Piper Power Station where you can have a tour at the onsite Energy Expo.

Great Western Remnants

I bet many of you reading this will recall the diabolical state of the Great Western Highway that existed through these parts up until the early '90s. Heavy haulers and holiday-makers alike had to contend with the WWII-era concrete slab roadway that made up the highway almost the entire stretch from Lithgow to Bathurst. A couple of horrific accidents accelerated the improvement of the A32, bypassing many of the gnarly contortions that claimed so many vehicles over the years. But you can still relive the experience on some of the remaining local sections that now serve as neighbourhood streets.

So, if you're scratching your head for somewhere to ride, step away from the well-trodden highway and venture to the high country around Lithgow.

MORE:

Lithgow Visitor Information Centre, in The Lamp, opposite the historic Bowenfels Railway Station Ph: 1300 76 02 76 Useful website: www.escapetothehighcountry.au

The writer was a guest of the Lithgow District Chamber of Commerce

Rod Eime #68221



Historic Lithgow machine shop



A Tullah of a time.



Cradle Mountain

When it comes to riding in Tasmania, there are no bad roads. Tassie is a Mecca for motorcyclists. Unlike Mecca itself, it's not one location but a lolly shop of roads for any sweet-toothed motorcycling addict. Akin to being in a lolly shop on a budget, how do you choose? Brian and I were lucky enough to have 27 full days of riding in pure heaven. It's not a State where you can pick a favourite road or area from the mundane, the entire state is "Wow" inducing.

This article will impart what we experienced when we first based ourselves in Tullah for 5 nights. Tullah is a small village that was originally an old mining town, later becoming a hydro-electricity town, to the now sleepy hollow located on the banks of Lake Rosebery. Located roughly 1hr 45mins from Devonport, via the North end of Cradle Mountain Lake St. Clair National Park. We chose Tullah for its affordability and central location to Cradle Mountain, Zeehan, Strahan and Queenstown. Just be aware there is no fuel available in Tullah. A quick 14km 'chicken line scraping ride' will have you at a 24-hour bowser in Rosebery, not to mention a reasonably stocked supermarket. Here are the rides that we discovered.

Queenstown and Bird River Track

About 4 km South of Tullah turn left onto Anthony Rd and prepare for 39km of giggle-inducing sweeping and tight mountainous roads. We didn't have the bike upright for any recognisable period. However, the real challenge of this road is not how fast or what leaning angle is being achieved but keeping the riders' eyes on the road. The immensity of the mountains and grand lakes equally fights for the rider's attention as does the road. With a plethora of "Wow" moments, we were taking our time to absorb the views on this occasion. Making regular photo stops, we became passing friends waving to the same policewoman patrolling what I imagine is a good income earner for the state. Around Lake Plimsoll, it is reminiscent of the highland moors of Scotland.

Turning left onto the Zeehan Hwy, coming down from the higher roads, the Mount Dundas Regional Reserve trees become taller. As the road descends into Queenstown, it enters a moonscape environment created by the sulphur fumes and erosion from past copper mining practices. It feels like you are arriving on a different planet or movie set.

It's a unique township, steeped in mining history, an industry that continues today, also known for its West Coast Wilderness Railway to Strahan. For us, it was a morning tea stop and a place to refuel.

For something different, we headed south for a lesser-known ride. Taking the Lynchford Road which becomes the Mount Jukes Road, we stopped at the Mount Huxley and Mount Jukes Lookouts. Both are worthy of taking the time to appreciate the enormity of the views including towards the mostly inaccessible Franklin-Gordon Wild Rivers National Park.

At the South West end of Darwin Dam veering right, the road



Road into Bird River

becomes the well-maintained gravel Kelly Basin Road until it turns sharp right near the gated Franklin River Road. Transforming into a narrow mystical two-track it was once a rail line that serviced a now abandoned iron ore mine at Bird River. Today it is maintained by local beekeepers, with their hives strategically placed roadside. The cuttings are barely wide enough for their trucks to drive through. It is advisable to keep visors down if it is sunny, with thousands of bees buzzing about. The road ends at Bird River with a picnic area and a 10.8km return walking track beyond the river. A very pleasant spot to sit by the river and eat a picnic lunch.

To return we reversed our morning ride. This time it was more about giggles and lean angles. It was at this point we thought 'to hell with preserving tyres, we can always buy more'.

Bastyan Power Station, Corinna Ferry, Granville Harbour, Trial Harbour, Zeehan, Strahan.

For the first half of this day, there weren't any towns with shops for food or fuel, until Zeehan. I recommend packing a lunch or being prepared to do the ferry crossing into Corinna, it won't be cheap and there is a limited supply of food but no fuel.

Heading 4.5km North of Tullah, turn left onto Pieman Road. This winding road follows through multiple forest reserves alongside a railway line. We turned into the Bastyan Power Station over-looking the Bastyan Dam which is part of the bigger Lake Rosebery. The day we were there, the still water created a mirror image of the landscape and sky above.

We continued a pleasant ride through forests, stopping at rivers, travelling along treeless hills and a short break at Whaleback lookout. We proceeded along the side of Lake Pieman and crossed the Reece Dam & Power Station. Huge old tree trunks line the spillway, a reminder of the immense power of the water flow in these areas.

A diversion towards the Corinna Ferry on Corinna Rd finds a good solid white quartz road but narrow, winding through the tight high shrubs and trees against the side of the road. Care is needed regarding oncoming traffic and the odd pothole. We had planned to explore the sideroads but were met with locked gates. Frustrating.

After a quick peek at the Corinna Ferry, we back-tracked to Zeehan, via gravel roads in and out of the sleepy hamlets of Granville Harbour and Trial Harbour. Good spots for having that BYO lunch.

Zeehan is an old tin mining town and recently the filming location for the ABC TV "Bay of Fires". There is a small supermarket, an unmanned fuel station, and sadly the café I had stopped at on a previous trip is now an empty shop.

Finishing up at Strahan late in the afternoon. A quiet tourist seaside town. We had time to check out a couple of stores selling Huon Pine and other locally made products. From a previous trip, if you plan to stay in Strahan, I recommend a boat tour out to Sarah Island for a very informative and entertaining tour and up the scenic Gordon River.

Cradle Mountain

This day was more about spending 3 hours walking around the spectacular Dove Lake at the foot of Cradle Mountain rather than riding. The road to the site travels through world-renowned alpine heath lands made up of button grass, deciduous beech, and snow gums making a stunning golden, rust, and green landscape. On our way back to Tullah the Wombats were seen waking from their daytime hibernation.

Queenstown, Lake St Clair, The Wall.

Leaving for our new base at Hobart, we were not upset to repeat the ride to Queenstown.

Beyond Queenstown, we made the rather fun tight zig-zag steep ascent between Mt. Lyell and Mt. Owen on the Lyell Hwy through the stripped mining landscape. A stark reminder of the days when greed and profit were more important than any ecological or health obligations. Stopping at Iron Blow Lookout on the other side, it is perched on the edge of an old disused open-cut mine with opal green water within. A wonderful opportunity to look closely at the varied colours and geology surrounding the site.

The road descends into the open valley through Gormanston, straightening out with some sweeping bends, passing over Lake Burbury. Winding along the Nelson and Franklin Rivers to name a couple, we made stops at the short walks to Nelson Falls and Franklin River Nature Trail.

Turning north at Derwent Bridge leads to Lake St. Clair which is the south end of the National Park that includes Cradle Mountain. It is the largest and deepest naturally formed glacial lake in Tasmania surrounded by short and long walking tracks. For us, it was a chance quick walk along the water's edge.

In Derwent Bridge itself is a lovely little roadhouse offering eat-in or takeaway food, petrol, and a variety of accommodation options in town. On the edge of town is the iconic "The Wall". The Wall is housed in a large building and is made up of sculptured carvings on a 3m x 100m wall of Huon Pine. The sculptures represent the different eras of the local area. All I can say is that everyone I know who has visited goes away extremely impressed with the workmanship. Do make time to stop in.

From there we made a run for Hobart which is a story for another time.

Holly Fields #54062



Coastal side road



NUNDLLE... and growing old gracefully

Try to picture this. There's an old bloke, and he's been riding motorcycles forever. But his motivation seems to be waning. He's fine for short rides, an hour or so here, a couple of hours there. But take off to Queensland? That's twelve hours and a lot of it's boring and what if it rains or is blowing a gale? Yes he could break the journey and stay a night in a pub but that isn't cheap any more, plus, camping is a bit tough for the elderly, especially if it's winter.

Add to all that the simple fact that a touring bike is heavy for an old bloke to push around in the shed let alone manoeuvre into parking spaces, so he's down-sized to a little town bike that's light and nimble and cheap to run, but parked in a line among the big boys looks a bit feeble.

Of course it could be a she or a 'they' but the reality is it's me. I'm needing the reassurance I can still do a long ride. There's an opportunity: I've never been to Nundle. For me it's less than five hours away. The forecast is good. There's a pub I can almost afford to stay in. And I can come back a different way that's quite a lot of gravel but gravel's never been an issue in the past has it?

Where the hell's Nundle? Sixty kays south-south-east of Tamworth, but nowhere near a highway.

I forgot to mention it's mid-winter, there's a bit of altitude involved here and there on this trip, and the forecast says sunshine but also a chill wind. But, under my leathers I have multiple layers, some with 'thermal' on the label, some wool.... I reckon I'll be warm enough.

So, Nundle bound, I strap onto the pillion seat a suitably equipped overnight bag. Then there's the tank bag, and the weather-proofs go in there because even if it doesn't rain it might help me keep the wind out up in the mountains. Plus the phone and the notebook and pens and the camera and the wee tripod in case I might like to write a story, or an epic poem perhaps....

And off I go, not an early start because I'm educating myself for a more relaxed travel schedule. It's not freezing, it's just cold, and there's only a few hundred kays to cover. I sail through Dungog and Gloucester and stop at the servo in Barrington for a leg stretch and a coffee milk to go in the tankbag with the muesli bars for when I stop up in the hills. I've only seen a couple of bikes on the road so far. It must be winter.

Thunderbolts Way is such a hoot, even on a little bike that needs a handful of encouragement. And advancing years in no way diminishes my joy in a thoroughly well-rounded bend or two or three or a hundred. Once I'm up into the high country there's Pioneer Lookout where I can gaze down on the long narrow valley of farmland that flanks the Barnard River hundreds of metres below; and south-westwards I'm gazing to the Barrington Tops. The day is going well. I'm in excellent spirits. I could keep going north, stay the night somewhere, and roll on to Queensland couldn't I?

From the look-out north-westwards only sixty-odd kilometres as the currawong flies is the little town of Nundle, but I'm taking the long way around, the only way, heading higher and colder up to Nowendoc, and then on with a nippy crosswind to the Tamworth turn-off. Now it's westwards and down through the celebrated Port Stephens Cutting, so steep and narrow in places that cattle trucks need a 'pilot car' ahead so they won't meet something coming the other way. There's a motorcyclist-proof fence to keep me from the cliff-edge....

The old bloke in his full leathers is soon looking out for a turn-off that was suggested by the Google Maps 'follow-this-line'. I catch sight of a small sign that says Woolamin Gap, and turn left onto a dirt road, narrow and bumpy and corrugated.... But it qualifies as scenic, and I'm introduced to the hilly and patchily forested landscape immediately west of the Great Dividing Range. Over the Gap and I tumble down into Woolamin town for half a minute or so, and then it's bitumen south past Chaffey Dam (Tamworth's water supply) and I'm rolling in from the west to the tidy little tucked-away town of Nundle.





Nundle: I'd read about the windfarm war and now I was in the thick of it.

Steve runs the Rider's Rest accommodation with the warmest of welcomes for motorcyclists, but the sign says 'No Vacancies'. At the Peel Inn Hotel I'm asked \$120 for a bed. At the Fossickers Tourist Park it's \$99 for a little cabin a short walk from the amenities block, and Ben the proprietor tells me he's riding a Royal Enfield: this all feels Nundle enough for me. I settle myself in. I stroll to the pub where the chef is from Nepal and he's offering a rogan josh goat curry. How could I say no?

In the morning I walk around a town divided. On front fences everywhere there are corflute signs, for and against. I get chatting. Steve at the Rider's Rest reckons a major wind farm complex up on the high hilltops south of the town will help the local economy and the country's carbon balance-sheet. Megan in the classy store that sells everything from millet brooms to garden tools to clothes horses to twenty varieties of tea thinks the hills are just fine as they are and the wind farms, well, they're fine too if they're elsewhere. I don't argue. I drink Steve's coffee and I buy a packet of Lapsang Souchong from Megan.

Travelling solo it's easier to get into conversations; people just say hello and you are part of the community for a while. I contemplated walking further, talking more, having an afternoon beer at the pub and staying a second night in my cosy cabin.

But by midday I was on my way with very little idea of the challenges ahead of me. Google had revealed to me an alternative route south to Moonan Flat on the western edge of the Barrington Tops, and it passed through Ellerston Pastoral Station should I wish to join members of the Packer family and friends for a spot of polo: KTM vs The Horses. Hooley dooley what a cracker of a ride this one was!

Heading south, first I had to climb to over a thousand metres altitude to get back over the Great Divide, out of Peel River country and into the headwaters of the aforementioned Barnard River. Here I'm into the first of three huge cattle stations, Barry Station – about 8,500 hectares of steep hills, gullies and broader valleys with pasture and open woodland and forest. It's a dirt road all through here, all the creeks flowing into the Barnard and then the Manning River and the ocean out past Taree.

Second, it was over a saddle and through a gate into Glenrock Station - 30,000 hectares! I motored down a long spur to Schofields Creek, feeder for the upper Hunter River. Here the road led me to the first ford, maybe four metres wide across the shallow stony-bottomed stream. Adventure-bike territory and I must have been on one because I sat steady, gently fed in the power and slipped and bounced through, still with my feet on the pegs. Demanding.

There were about twenty more creek crossings. Yes I dipped my boot in a couple of times, but I didn't topple and I allowed myself to feel not such an old bloke after all. Then came another ridge and I was over it and into Ellerston Station. Another 30,000 hectares. By now I'd covered maybe fifty kilometres on dirt, and all through this station country there's

no fencelines either side of the road. You are passing through vast paddocks, following clear streams lined with she-oaks, looking up at scattered eucalypts and grass trees on steep hillsides and now and then encountering cattle grazing – more than 10,000 of them on Ellerston alone.

I stopped several times for photographs and just to take it all in, this vast territory with no town, so little sign of civilisation. Was it like this 250 years ago, all this grassland? Kamilaroi country. How to know your way in this maze of hills and gullies where one meandering stream looks so much like another? I dared ask myself why these stations might not be the place for vast windfarms and solar farms and cattle-grazing too, with no disturbance to towns and small-farm operators? Then I kept riding.

An old bloke would have been very wise, on reaching the bitumen and the scent of the Moonan Flat Hotel, to say enough is enough, it's three in the afternoon and there's a beer and a bed a coo-ee away. But I saw the sign pointing to Gloucester, ninety-something kilometres away, and from there an hour or so more to get home. If I'd been smart I'd have said no.

I swung left and started up the mountain. It's a sharp climb, gravel road, up to the edge of the plateau. I stopped up there for a breather, some food and water, savouring a warm spot in the afternoon sun. Altitude here is about 1500 metres and I donned my Gore-tex jacket to keep the wind out. Then I high-tailed it across the undulating highland, fearing kangaroos and wombats but seeing only a solitary lyrebird. There are a couple of short walks here in the National Park I would have done had I been on a gentle morning ride; some view points to show what a vast and precious place this high, cold, wet and wind-swept wilderness is.

But no, I was wasting this opportunity, fast-tracking towards my own homely bed. I came down the plateau's east side, skirted Gloucester's main street and headed south on Bucketts Way, hating the blinding LED 'floodlights' of oncoming vehicles. Old bloke on a country road: don't go out on a bike at night.

I got home, really too tired to be safe. Sorry Moonan Flat Hotel, you can look after me next time. Thank you Nundle, you talked to me and I hope you'll all be talking to each other again soon. And little 373cc motorbike, bravo! – you're absolutely bloody amazing.

Try to picture this. The old bloke's got his motivation back. He'll get himself to Queensland, but with plenty of recuperative stops en route. He'll go with a firm commitment to pull in at a place to stay when it's late in the day. And he'll be smart enough to feel there should always be time for chats with the locals along the way.

It's the more relaxed travel schedule of the older... and just a little wiser. There's a few years' motorcycle touring in me yet.

Ken Rubeli #61309

RALLY 2024

Welcome to
Western Australia



On behalf of the National Committee and the 2024 Rally Team I would like to welcome everyone to WA in March 2024. We know you all will have a good time.

Rally eHandbook

For detailed information on the Rally go to the eHandbook that is now live and available at bit.ly/NatRally24 Or GetonYourBike2024 Check regularly as it is being updated all the time. Help non tech savvy friends. There is a print option for you to select pages you want on hard copy.

There is a prize draw of a bottle of single malt scotch whiskey for the those who are alert enough to find all of the ODD comments in the hand book. (Hint no more than 5) Lodge your entry at Rally HQ Cabin TWO in the caravan park. Drawn at the dinner.

Rally Program

Will soon be published in the last pages of handbook for ease of location, and it will provide details of daily activities, events, locations, and times.

Sundowners

Will be held every evening at the caravan park, with entertainment and a minibar run by park staff. YES Virginia - you are permitted to BYO drinks. Friday night there will be a Gin Tasting van on site - we have some excellent distillers in WA. Main entry road will be closed from 4.30pm to 9pm - park access via side road and rear gate

Welcome / Meet n Greet- THEME - Bogans - so get your mullets Wednesday evening at the caravan park. Business Events Perth has sponsored a sausage sizzle so book on the registration form, or preferably online once the registration portal is available.

Rally Dinner- THEME - Heroes & Villains

Book your ticket on the registration form. Shuttle bus stops - see the rally eHandbook for details. We will try our best to provide as broad a coverage of the Mandurah area as possible, however unfortunately we cannot cater for everyone.

Food Vendors will be on site each evening and will be different each day to provide a variety of food types and styles. There will be a dessert van every night for those with a sweet tooth. Coffee vans will be onsite in the morning to provide a FIX and a muffin or hot bacon and egg sandwich etc.

NOTE - there will not be any food vans available on Saturday night

Rides, Tourist Information, Accommodation, Motorcycle servicing etc etc Look in the handbook and if you cannot find an answer to your question then email

Questionsulyssesrally2024@outlook.com

We highly recommend Giants of WA and Crabfest - see links in the Rally eHandbook

Rally 2024 Team
Tony Collins Director
#34687 DM #69

ULYSSES CLUB INC. NOMINATIONS FOR THE NATIONAL COMMITTEE 2024

Nominations for positions on the National Committee for 2024 must be received by the National Secretary by November 30, 2023.

Nomination forms can be requested from the National Secretary or the National Administration Office.

Completed nominations should be addressed to the

National Secretary and sent by email to secretary@ulysses.org.au or by post to Ulysses Club Inc. Administration Office PO Box 3242 NARELLAN NSW 2567.

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

Lyn Tout #42397
National Secretary, Ulysses Club Inc.

**Welcome to Mandurah, W.A.
2024 Ulysses Club National Rally
Monday 18 March to Sunday 24 March 2024**



WELCOME TO WA

The Rally Team would like to welcome members to the Ulysses Club National Rally in Mandurah, from 18th to 24th March 2024. We have a great Rally Program ready for you to enjoy, and there are lots of things to see and do in the region. The Rally Handbook is now live, full of useful information, and is updated regularly. Go to bit.ly/NatRally24 for the Handbook, or email questionsulyssesrally2024@outlook.com

If you have never ridden across Australia now is the time to give it a go, as it is an experience you will never forget. At our age there is not a lot of time left to leave trips like this to later!

REGISTRATIONS

REGISTRATIONS ONLINE –(preferred Method) Registrations will soon be available online at www.ulysses.org.au
POST - Send forms and payment to National Administration Office, PO Box 3242, Narellan NSW 2567
Or email to info@ulysses.org.au

- Each financial member is entitled to register ONE member or non-member guest.
- Everyone attending the Rally must pay the registration fee, whether they are a member or a guest of a member, regardless of the amount of days they attend.
- Registration fee includes a lapel badge.

CANCELLATIONS & REFUNDS

Due to the financial commitments by Ulysses Club Inc. towards the 2024 National Rally the refund policy is as follows:-

- Cancellations received after 5pm 1 March 2024 will incur a \$30.00 per person cancellation fee.
 - Applications for refunds for non-attendance must be submitted to the National Administration office by 5pm 30 April 2024.
 - No refunds will be provided for Dinner bookings if submitted after 5pm 1st March 2024.
 - No refunds will be issued for Commemorative Merchandise orders after 5pm 7 December 2023.
- For further detailed Rally information please head to the Rally website www.ulysses.org.au

SHUTTLE BUS SERVICE TO, AND FROM, RALLY DINNER AT GREYHOUNDS WA

Inbound to dinner - Route 1 - Bus A	From 4.30pm
Miami Holiday Park – Old Coast Rd, Falcon	4.30pm
Apollo Quay – Old Coast Rd, Halls Head	4.45pm
Mandurah Council Chambers – 3 Peel St, Mandurah	4.55pm
Seashells Resort – 16 Dolphin Drive, Mandurah	5.05pm
Mandurah Coastal Holiday Park – 153 Mandurah Tce, Mandurah	5.15pm
To Greyhounds WA	5.25pm
Repeat circuit only if necessary.	
Inbound to dinner - Route 2 - Bus B	From 4.30pm
Ravenswood Hotel/Motel – 65 Lloyd Ave, Ravenswood	4.30pm
Peel Caravan Park – 598 Pinjarra Rd, Furnissdale	4.35pm
Mandurah Caravan & Tourist Park – 522 Pinjarra Rd, Furnissdale	4.40pm
To Greyhounds WA - Gordon Rd Mandurah	5.05pm

Repeat runs only from Mandurah Caravan & Tourist Park. Return buses will be available from 9.30pm. Bus A will go to Miami and central Mandurah. It will only do a second circuit if necessary. Bus B will go to Ravenswood etc and do two or more circuits. Dinner patrons will be advised when each bus is ready for boarding. Last buses will leave Greyhounds at approximately 11.30pm. Please make sure you have your ticket for inbound and outbound trips. No ticket = no ride
Before you purchase a ticket, please ensure the pickup stop suits you.

For your own safety and welfare, we strongly recommend you read the articles in the Rally Handbook about planning your trip, and preparing your bike, for crossing Australia and returning home.

If you like crabs and seafood arrive in time for Mandurah Crabfest on the Mandurah foreshore on 16th & 17th March.

We look forward to seeing you next year.

Tony Collins and the Rally Team
#34687 DM #69

Welcome to Mandurah, W.A.
2024 Ulysses Club National Rally
Monday 18 March to Sunday 24 March 2024



RALLY REGISTRATION				
YOUR DETAILS				
SURNAME	FIRST NAME	MEMBER NO.	BRANCH	PHONE NO.
7 DAY REGISTRATION \$95.00		OR	3 DAY REGISTRATION \$ 65.00 (Thurs.- Sun.)	
YOUR GUEST/ADDITIONAL MEMBER DETAILS				
SURNAME	FIRST NAME	MEMBER NO. IF APPLICABLE	BRANCH	PHONE NO.
7 DAY REGISTRATION \$ 95.00		OR	3 DAY REGISTRATION \$65.00 (Thurs. – Sun.)	
			TOTAL Registration \$	

DINNER DINING (See website for menu when available)								
Thursday "Meet & Greet" social night See Rally information online for details about self-catering meal						Myself		\$1.00
						Guest		\$1.00
						Myself		\$40.00
						Guest		\$40.00
Saturday Night Dinner – DINNER ORDERS CLOSE 1 March 2024								
Bus Pickup for Saturday (price per person from designated pick up points)						Myself		\$10.00
Dinner is being held at Greyhounds WA, Kanyana Park, Gordon Road Mandurah						Guest		\$10.00
Specific Dietary Options (Saturday Dinner) complete only if applicable								
Coeliac	Vegetarian	Diabetic	Gluten Free	No Dairy	No Egg	Nut Allergy	Myself	
Coeliac	Vegetarian	Diabetic	Gluten Free	No Dairy	No Egg	Nut Allergy	Guest	
BUS PICKUPS For those that have requested the Saturday buses only. Please check that the designated pickup points suits your requirement - you will need to arrive at the pick up point and then on return to the drop off point, return to your accommodation.								

COMMEMORATIVE MERCHANDISE - ORDERS CLOSE 7 DECEMBER 2023											
FOR CORRECT SIZE CHOICE – Lay your favourite polo on a table and measure from underarm to underarm. This will be your half chest size. (We are unable to exchange your order due to incorrect size choice).											
								PRICE	QTY	TOTALS	
POLO SHIRT – Choose LONG OR SHORT SLEEVE - MALE SIZES											
SHORT SLEEVE POLO, with pocket. Colour Gunmetal	2XS/48.5	XS/51cm	S/53.5cm	M/56cm	L/58.5cm	6/7XL/80.5	8/9XL/87.5	\$36.00 ea		\$	
	XL/61cm	2XL/63.5cm	3XL/66.5cm	4XL/70cm	5XL/73.5cm	10/11XL/94.5cm					
LONG SLEEVE POLO, with pocket. Colour Navy	XS/51cm	S/53.5cm	M/56cm	L/58.5cm	XL/61cm					\$48.00 ea	\$
	2XL/63.5cm	3XL/66cm	4XL/68.5cm	5XL/71.0cm							
POLO SHIRT – Choose LONG OR SHORT SLEEVE - FEMALE SIZES											
SHORT SLEEVE POLO, without pocket. Colour Musk	6/43cm	8/46cm	10/4805cm	12/51cm	14/53.5cm	26/68.5cm	28/73.5cm	\$36.00 ea		\$	
	16/56cm	18/58.5cm	20/61cm	22/63.5cm	24/66cm	30/76cm					
LONG SLEEVE, without pocket. Colour Ocean Blue	6/4305cm	8/46cm	10/4805cm	12/51cm	14/54cm					\$48.00 ea	\$
	16/557m	18/60cm	20/63cm								

Welcome to Mandurah, W.A.
 2024 Ulysses Club National Rally
 Monday 18 March to Sunday 24 March 2024



						PRICE	QTY	TOTALS
RALLY T SHIRT								
Male sizing T-Shirt - Half Chest. Colour Khaki	S/54cm	M/56 cm	L/58m	XL/62cm		\$28.00 ea		\$
	2XL/66cm	3XL/71cm	5XL/79cm					
Female sizing T-Shirt - Half Chest. Colour Mocha	6/44cm	8/46cm	10/48 cm	12/50cm	14/52.5cm	\$28.00 ea		\$
	16/55cm	18/57.5cm	20/60cm	22/66.5cmm	24/71cm			
OTHER RALLY ITEMS								
CLOTH PATCH						\$6.00 ea		\$
STICKER						\$3.00 ea		\$
STUBBY HOLDER						\$7.00 ea		\$
BUCKET HAT – reversible black and yellow						\$20.00 ea		\$
BEANIE – light grey						\$15.00 ea		\$
CAP – denim light blue						\$15.00 ea		\$
BEACH TOWEL – grey, space saving 700mm wide x 1400mm long						\$25.00 ea		\$
						Merchandise TOTAL		

CREDIT CARD DETAILS: Mastercard/Visa Note: No other credit cards accepted

CARD NO. ____/____/____/____ EXPIRY DATE __/____ CVS _____ (On back of card)

Name on Card _____ Signature _____

- Post forms and payments to National Administration Office, PO Box 3242, NARELLAN NSW 2567
- Or emails to info@ulysses.org.au
- All cheques and money orders to be made payable to Ulysses Club Inc.

Direct Deposit payments to BSB – 062 813
 ACCOUNT NUMBER – 1020 1995 ACCOUNT
 NAME – Ulysses Club Inc.
 Must include MEMBERSHIP NUMBER and Members surname in the description.



Reversible Hat



Patch for Embroidered patch and metal pin



Beanie Light Grey



Light Blue Denim Cap



Beach Towel



2023 R Nine T Scrambler

I had the opportunity to ride the latest model today. Thanks to Gary McLean and BMW Motorrad Hobart. I should add that I own a 2019 model Scrambler, so I am in the fortunate position to compare the two.

Just as a refresher this is what I wrote about the 2019 model after which I put my money where my mouth is. The engine is a 1170cc twin cam air/oil cooled flat twin. The last of the air cooled boxer twins produced by BMW, the current boxer twin is now liquid cooled. The R Nine Ts are part of BMW's Heritage line and need to be considered in that way. This engine is glorious with 110hp and 116Nm of torque. This compares with the Triumph 1200cc engine which in Scrambler form produces 89hp and 110Nm of torque. The Ducati 1100 Scramblers produce 86hp and 88Nm of torque.

The bike I rode had less than 100kms on its odometer, tight and felt that way. However, the torque curve was wide and you could get quite lazy with gear changes. Unlike the new water cooled engines this engine has the torque rock and provides some comfortable feedback on what it is doing. These engines can take over 20k kms to get run in. The engine sounded glorious with the Akrapovic mufflers fitted and had less mechanical noise than the 1200 water cooled boxer.

Handling wise the bike initially felt a little unusual but within a couple of kilometres when used to the feel it was comfortable, stable and although needing gentle persuasion it corners very well.

Riding position was much more upright than the R Nine T Racer but still very naked bike in its positioning with a slight forward tilt to wide bars. One cannot really stand up on the pegs with any degree of comfort as the bars are simply too low but if you accept that this bike's Scrambler name is more focused on the style rather than being a heritage version of a GS/GSA you will be happy. Yes, the bike could handle gravel/dirt roads but nowhere near as well as a GS/GSA.

The seat is a leather look tan colour which looks great, it appears a little thin but I had no issues on the 70kms I did. I think I prefer the standard colour rather than the 719 Option paint that was on the bike I rode.

Overall I was pretty impressed with this bike, to the point that I will probably buy one.

Things I did not like:

- Single instrument console - I would prefer a rev counter even though you do not need one. (It is an accessory)
- No engine bash plate - Easily added from the accessory list or alternative after market.
- Hand guards - again easily added. I also added engine bars.

So what has changed?

Well, the bikes now comply with EU-5 pollution requirements. So, (emissions) both exhaust and noise have changed. Consequently, the bike mechanically and exhaust is quieter than the older model. The bike is now fitted with ride by wire throttle and a new fuel injection system, this allows riding modes, Road, Dirt and Rain and cruise control. Torque remains the same as the old model but BMW rates the horsepower at 109hp, I could not tell any difference. It felt like torque came on slightly earlier on this model.

The engine also benefits from ABS Pro which is effective even if the bike is leaned into turns and Dynamic Traction Control (DTC) and with the Comfort Pack which was fitted to this bike MSR Dynamic engine brake control which also aids in down changes.

The bike is now fitted with an LED headlight, where the older model has to make do with H4 globe.

So, the bike has lost some of its old school charms (or nuisances) but is enjoyable to ride nevertheless. BMW have done a magnificent job keeping this technology alive in our ever-cleaner world. An R Nine T Scrambler configured similarly will set you back under \$26k.

Thanks to BMW Motorrad Hobart.
"Safe Riding Doesn't Happen by Accident"

Terry McCarthy #40625

2023 CF MOTO 800MT EXPLORE

My thanks to Tony at Bike Barn Hobart for this opportunity. From the outset I am amazed that this bike is priced at \$16490.00 ride away with a 3 year warranty. 2 years automatically and the third year if it is serviced by CF Moto dealers.

There are now four bikes in this particular range: 800MT Sport, \$12990 ride away. The 800MT Touring, \$14490 ride away, The 800MT Touring Limited Edition (with panniers and top box) for \$16490 ride away and the version I tested the 800MT Explore.

What makes the Explore special? The key differences are:

A rearward facing radar system that provides rear collision warning (RCW), lane change assist (LCA), and blind spot warning (BSD)

Tubeless Michelin Anakee Adventure tyres

Traction control (TC) and dynamic traction control (DTC) DTC prevents lock ups in down changes

An 8 inch multi-media display with Apple Car Play and Android Auto. With Voice control and touchscreen control. (Just like a mini tablet)

6 riding modes - Sport, Rain, Off Road, Off Road Plus, All Terrain and All Terrain Plus. ABS is lean enabled and along with other protectors can be turned off in the Plus modes.

Finally, the electronics provided motorcycle stability control (MSC).

The engine is 799cc and is the same as previously used by KTM. In fact KTM is reintroducing the 799 and it is being manufactured by CF Moto. Producing 91hp (67kW) and 75Nm of torque it really produces the torque in the mid-range, which is exactly where you want it for an adventure tourer.

More than enough performance and gear changes are assisted by an up and down quick shifter (how much is this bike?) The induction sound and noise emitted by the bike is invigorating for the rider. The bike lets you know you are riding a motorcycle by producing vibratory effects that are not tiring.

Handling wise the bike was comfortable, safe and confidence inspiring at all speeds and its suspension whilst limited to 160mm up front and 150mm at the rear was comfortable. The KYB front fork is fully adjustable with the KYB rear allowing adjustment of the rebound damping and preload. Out of the box it worked well. Slow speed maneuvering was easy. Braking is handled by J.Juan radially mounted calipers with 320mm discs, the rear is a J.Juan caliper with a 260mm disc. I did not ride the bike in an adventure setting but I am confident it would handle gravel roads with ease.

Typically being an adventure tourer, the riding position was open, with wide handlebars, and



comfortable foot peg location. Seat height is rated at 82.5cms. I am 178cms and had no issues. If I was to adjust the ergonomics at all, I would tilt the handlebars forward a little. Brake and clutch lever are adjustable for reach. (how much is this bike?) The rear brake and gear-lever did not need any consideration. Fit and finish was up there, and arguably well in excess of what you may reasonably expect at this price point. The screen is also easily adjusted. Yes switch gear, brake hoses and cable ties were not up there with the best but you would need to spend thousands more to get those features. Some very well known brands have rubber brake lines.

The bike is attractive. This model is available in Starry White or Gem Black. The white one, which I rode is shod with gold coloured spoked rims carrying tubeless Michelin Anakee Adventure tyres. The black version is pretty much all black. Fully equipped with crash bars, rack and pannier frames, there is really nothing to add. (how much is this bike?)

The bike has LED lighting all around not only looking good but this includes LED fog lights. The TFT display looks great, some of the ancillary information being in a font size that some may find difficult to read.

My only criticism is the engine fueling. Low down within the rev range, fueling was off and on but I have not doubt that will be upgraded in the future. I am advised that owners can log into their bikes and engine ecu plus other electronics can be upgraded without attending a dealer. There are also other features that can protect the bikes from theft.

This machine is an absolute bargain. Looking at the features available, the overall quality of the machine, one would need to spend many thousands more to get them in any other brand.

Do yourself a favour, if you are in the market for an adventure tourer check them out.

Remember safe riding doesn't happen by accident!

Terry McCarthy #40625



2023 CFMoto 450SR

Thanks to Tony at Bike Barn Hobart for the opportunity to ride this machine.

The 450SR is a LAMS approved fully faired machine fitted with a 450 DOHC liquid cooled parallel twin with a 270 degrees firing pattern. The engine produces 34.5kW (46hp) at 10000rpm and 39.3Nm of torque at 7750rpm

The fairing even has winglets which apparently enhance stability and provide downforce at higher speeds. With a seat height of 795mm and a wet weight of 179kg it is light in weight and confidence inspiring with getting a foot down at rest.

It does have a sporty seating position with a little of a lean forward to reach the handlebars and legs are brought up high. I should add though, that despite my being no spring chicken, I did not find it uncomfortable in the time that I was riding it.

This bike is very easy to ride. Whilst it is not fitted with switchable power modes or traction control it has Bosch ABS and the brakes were superb with a radially mounted Brembo M40 monobloc calliper on the front and single piston calliper on the rear. This coupled with an extremely lightweight clutch and snick smooth gear change made both slow speed and highway speed riding very easy.

Instrumentation is by a colour TFT screen, and the company has developed an app that can be installed on your phone to connect to the T-Box system on the bike. That system will then allow you to view specific information on the TFT. The app can display navigation, ride history, fuel status, vehicle location the owner can even set up a virtual electric fence to alert on any unauthorised movement plus other things. One criticism would

be that some of fonts on the TFT were a little small.

Handling was confidence inspiring. The suspension handled bumpy roads firmly but not uncomfortably so. Once tipped into a corner the bike held its line steadily it was also very easy to put in additional instructions to change line if necessary. Slow speed riding was not an issue at all. Engine wise, it was torquey with a broad range of grunt. Fuelling was a little rough but not really an issue. CFMoto are constantly updating settings and this can be done by the owner using the previously mentioned app.

Fit and finish were great and certainly as good as anything from this company's competitors. Pricing at \$7990,00 ride away with 6 months registration is exceptional value, the company backs its products with a conditional 3 year warranty. Please note this machine was fitted with some non-standard accessories including a muffler from Verex.

So if you know someone in the market for a new LAMS approved machine get them to take a look at one of these.

Remember safe riding doesn't happen by accident!

Terry McCarthy #40625



PRODUCT REVIEW



Buy The Bear's Adventures

His new book makes a great gift for any motorcyclist you know – and for yourself!

You may know The Bear best (if you know of him at all), for encouraging Old Number One to found the Ulysses Club, and, for then, creating our Club's logo, the Old Man. There's a lot more to him, apart from regularly writing for *Riding On*. He has documented the Australian and international motorcycle world for nearly half a century. Covering many parts of the industry, but specialising in motorcycle travel, he has ridden more kilometres than he can recall.

He launched four motorcycle magazines, edited another, and wrote for the likes of *The Bulletin*, *The Australian*, *Playboy* and the *Sun Herald*, as well as numerous other (motorcycle) publications in Australia, the USA, Britain, Germany and New Zealand.

"I am especially proud of my contribution to the founding of the Ulysses Club," he says – he is member #675.

You may have seen references to the around-the-world motorcycle trip he undertook in the late '70s on his Honda XL250. He described the trip in his best-selling (and now just about unobtainable) hardback book, *"Motorcycle Touring"*. Now he has updated the book and re-released it in paperback as *"Around the World on a Small Motorcycle"* to join his other books, *"Motorcycling in Australia"* and *"On the Road Again"*.

The Bear covers the around-the-world ride as well as a months-long ride on the very opposite of a small bike – a Yamaha XS1100 – with Annie, the shipboard romance who became his wife. This took them from Europe to North Africa, back to Europe, on to Asian Turkey and finally to England by way of Eastern Europe. But the heart of the book is the long ride

on the XL250. Alternately funny and pensive, it is both an affectionate picture of the times and a still-relevant source of useful tips for long-distance riders.

The many colour photos bring the book to life and help to make it the perfect gift for any motorcyclist, or for anyone you might want to introduce to the world of motorcycling. *"Around the World on a Small Motorcycle"* is available online, as either a paperback, or an e-book from Amazon and other book sites. Just type the title and author's name into your search engine and it will pop up.

The Bear is happy to come to branch meetings to give a talk about his adventures and sell (and autograph) a few books. Just drop him a line at motorcyclebear@gmail.com

"Around the World on a Small Motorcycle",
J Peter "The Bear" Thoeming #675

Bear Face Books, ISBN 978-0-6456123-1-8.





THE CHUQY

The CHUQY was tested on a BMW R1100GS and a 1955 Matchless 500 single.

I watched the video, and found assembly of CHUQY easy. Here is the link to the video <https://chuqy.com/chuqy/>. The components are well made, appear durable, and all fitted exactly. Both bikes were on their centre stands and they both balance to give a clearance under the front or rear tyre of around 20mm.

Because of this small floor clearance, it wasn't possible to offer the assembled CHUQY under the wheel and, as per the instructions, the front horizontal rod of the tool required removing and refitting once under the wheel.

This was a bit fiddly but only takes a minute, however, in all cases the lowest position of the CHUQY was pushing the wheel up slightly when assembled.

The BMW rear wheel torque arm fouled on the CHUQY slightly but that wasn't a problem. It works OK for my single sided swingarm, even though the website does say it's only designed for dual-sided swing-arm bikes.

When the axle, callipers and bolts etc. were removed, both BMW wheels and the Matchless rear wheel could be easily rolled to and fro and side to side.

The BMW rear wheel on the CHUQY was easily tilted sideways away from the swingarm and removed as a unit from the bike.

Likewise the Matchless rear wheel on the CHUQY was easily maneuvered past the rear guard overhang and rolled out from the bike. Both rear wheels then were repositioned and bolted up with ease – the wheel bolts and axle realigned easily. CHUQY works!

However, both front wheels were unable to be removed on the CHUQY – the BMW due to the front guard overhang, and the

Matchless due to the length of the axle cap bolts. In both cases where the CHUQY was at its "axle height" setting, the front tyres were sitting too high - around 25mm above the garage floor, and neither wheel could be tilted, rolled or dragged out, and the CHUQY could not be lowered any further.

There is a video of a front wheel removal for a sportsbike on the CHUQY YouTube channel (<https://www.youtube.com/watch?v=kW2HMvGvoLE>), the benefit of CHUQY appears to be the refitting so that the wheel is at the right height to refit the axle.

This problem could be solved if the bikes were sitting higher (a floor plate under the centre stand, or, as in the video, a paddock stand?) or if the CHUQY could be re-engineered (a slightly longer frame?) to allow the wheel to be dropped down. But I can't see how the "axle height" position (the real bonus offered by CHUQY) could be retained if the CHUQY enabled lowering to give clearance then lifting again to axle height.

So in summary, I can see the CHUQY would be a real bonus for sports bikes or bikes with generous tyre-to-guard clearance. In my case it doesn't really do the whole job. To get full benefit from the CHUQY I'd somehow need to provide at least 25mm wheel "lower" after axle removal then "lift" for refitting. If you struggle removing and refitting wheels in any way, due to back problems, or for smaller bikers who struggle with handling the weight of your wheel, CHUQY could be a real benefit.

The CHUQY retails for \$99.99 and the website is <https://chuqy.com>

CHUQY are happy to run a discount for the month of October for Ulysses club members. Just enter the code "Ulysses Club" in the Coupon Code box before payment.

Geoff Wiltshire #16134

MOTOWINCH – BACK SAVING MOTORCYCLE WINCH

How many times have you dropped your bike and thought, "There has got to be an easier way to pick the bike up!"

I know my other thought is, "Am I going to hurt my back and how many visits to the physio will it cost me?"

The one guarantee is if you ride a bike, you will drop it more than once. Being a bit of a shorty riding an adventure bike, I regularly search YouTube for tips to manage the size and weight of the beasts. One day an advert came up for a winch. I found a few different variations. The one that appealed to me is the MotoWinch Motorcycle Hoist from Eastbound located in the Netherlands. It comes in two sizes LC1500 for medium-sized tourers, cruisers, and adventure bikes up to 300kg and LC2500 for over 300kg. The pack comes with a heavy-duty bag, strap, 5 pole elements with a ratchet, two connectors, and a roller.

The decision to purchase the bigger LC2500 was based on the fact my bike can be heavily loaded in the bush when I am on a multi-week trip. In addition, it gives me the option to use it when I want to help someone with a much larger bike than mine.

The simplicity of setup makes me more inclined to use it every time the inevitable happens, particularly while on my own. All that needs to be done is to connect the sections of the tubing with the ratchet to make the pole. Place the strap around the very end of the handlebar, use the Velcro on the bag to hold the brake lever in, and thread the strap through the roller on

top and into the ratchet. Position the pole close to the bike, steady it with one foot, and use the ratchet until the bike is at a height you can comfortably take over lifting.

One of the biggest features of this winch is its versatility with the choice of using two to five elements to make a desired length. If you find yourself stuck under the bike and the pack has been tied to the back of the bike or maybe in your tank bag, you then can reach the pack, set up the winch with 2 or 3 elements including the ratchet at a low enough height to manage the ratchet while you are on the ground. It raises the bike enough to move yourself from underneath. Then reset it with all five elements to raise the bike up enough to take over and rest it onto the side stand.

I recommend practicing a few times, so you aren't trying to work it out while the adrenaline is pumping and your body aching after a drop. The first time I found it a little awkward but the second and third time I had it worked out and had the bike up within minutes. Even though it only takes a little longer compared to just picking the bike straight up, it is significantly easier and safer. No sore back and no pain for the bank balance from physio fees. For me, that makes the MotoWinch a great investment ranging between \$283.38 - \$298.47 AUD (according to the exchange rate at the time of writing).

For more information go to <https://eastbound.shop>

Holly Fields #54062





ADVNORX FUEL BAGS.

I tend to travel long distances which can be remote from petrol stations. Having a bike with a 15 litre tank, that at times with less than ideal conditions, has a range as low as 250kms, can often be a worry in the back of my mind. That nagging voice in my head asking what if the planned fuel stop is closed, if there is a detour making the trip longer, or if the route is blocked will there be enough fuel to turn around and go back? The worry can ruin the pleasure of the ride.

A decision was made to carry extra fuel but there can be quite a few challenges with what is available on the market.

The shape of the average fuel cans is too awkward to load on a bike. Many of the fuel cube blocks tend to be loaded to the side of the bike making it unbalanced. There are plenty of stiff and difficult-to-pack fuel bladders out there.

Standing out was the ADVworx fuel bag covering my needs. There is a choice of a 5-litre (55cm x 25cm) or 8-litre (59cm x 30cm) version. I decided to buy the 5-litre bladder, on average it gives approximately a further 100kms of travel before needing a petrol station. It has become a standard item to be packed.

I love that the rectangle shape makes it easy to place on the pillion seat, on top of other luggage placed there, but can also fit in or on top of a solid top box/pannier due to its flexible soft shape. Securing is easy using the daisy chain webbing with my ROK Straps and my AndyStrapz will work just fine over the top as another option. The webbing is also reflective.

Strong rubber handles on the ends make it comfortable to carry even when full of fuel. When empty, unlike some of the stiffer bladders on the market, it is easy to roll up for storage in smaller spaces.

It is super sturdy with the welded fuel-grade bladder sewn into a tough ballistic nylon sleeve. A pouch made of the same ballistic nylon is also part of the outer casing to conveniently store the Ezi-Pour fuel spout that's included in the package. My only recommendation is not to have the bladder lying on the garage floor when driving your car wheel over the spout. I did this and found the only weak spot and cracked the screw on

top of the funnel, this the night before a 4-week trip. I was able to make up a temporary funnel from a soft drink bottle. When back home, a phone call to Adventuremoto for a replacement spout had one sent at a very reasonable cost.

The solid and plastic cap is tough and unobtrusive. Like most caps you do have to line it up carefully when screwing it on, but not a big issue. Filling the bladder at the fuel bowser and emptying it into the fuel tank does take care but is not difficult. It should be noted, it is for temporary transport of fuel, this is not designed to store fuel long term as it does not meet portable plastic and metal compliance regulations. Nor is it compatible with high ethanol fuels.

While traveling I wouldn't know it's there, it doesn't affect the handling of the bike, both on and off the road. It's robust in all weather conditions. I haven't found another fuel bladder that I would think is a better product. I bought mine from BM Motorcycles in Ringwood (03) 9870 3807 bmmotorcycles.com.au. Also available at Adventuremoto (02) 9651 3355 adventuremoto.com.au where they were able to assist after my misadventure in my garage.

5 litre fuel bag = \$139.95 and 8 litre fuel bag = \$159.95

Holly Fields #54062

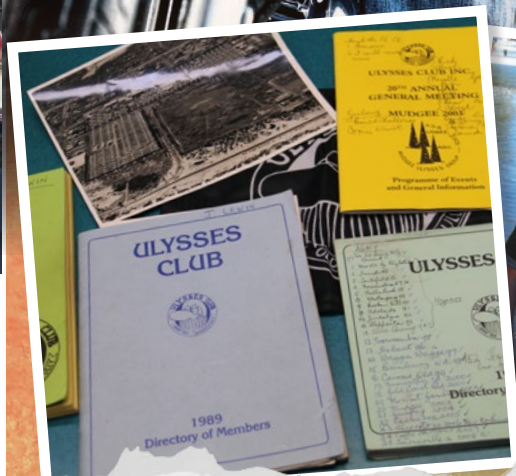


40TH Anniversary Ulysses Club Inc. 6th December 1983

Would the Founders of the Ulysses Club anticipate that their 'baby' would turn 40? Well, here we are.

We have a few very special guests that we're going to share these Anniversary pages with as their own birthdays are in themselves milestones.

Happy Birthday Ulysses, Colin, Dudley and Gordon plus any other over 90 year old Club members out there. Raise your glasses one and all.



6 Ulysses Club Presidents



AGM 2007 , (LtoR) Jack Lewin, Stephen Dearnley, Ian Rawlings

The World's Oldest Ulysean Gordon Green

Gordon Green celebrates his 101st birthday in late September and lays claim to being the oldest Club member although he does not ride, having handed in his motorcycle license December 2022 – according to Gordon people should not be on the road after they have reached their 100th.

His association with the Ulysses Club started while in New Zealand with membership Number 2456. Later rejoining the Club after moving to Australia with a current membership number of 72264.

Interestingly his major issue now is resisting pressure from his family to step up from using a walking stick and moving to a walking frame.

Gordon was born in New Zealand, working in a butcher's shop amongst other things and then after the outbreak of WWII had to go to court for permission to enlist as he was classed as being in a reserved occupation as a volunteer fireman.

After joining up he served in Egypt and later in the Pacific only to end up in a hospital in New Caledonia fighting dengue fever. He served mainly as a mechanic / truck driver and can entertain all regaling adventures in all sorts of activities – most of which were legal – apparently.

Stories abound if you've the time to sit and listen. Life after the army was a return to civilian and family life while owning a taxi business in NZ for approximately 30 years. In his early retirement years he drove the school bus.

While he remains independent and in reasonable health he spends his time with his family visiting various coffee shops in Toowoomba with friends, a favourite being the Ulysses weekly Tuesday breakfast / coffee morning.

Sadly, in his longer than usual life span, Gordon has survived the passing of his siblings and two wives and unfortunately one of his children.

Machinery is and has always been a passion with a keen interest in all things mechanical. Aircraft being a major focus and at the ripe old age of 70, he handed in his pilot's license as he considered himself too old to fly, even though he could easily have passed the medical.

Motorcycles of course have always been a major focus and remain so. While he hasn't ridden for a couple of years, he retains ownership of his fleet including a motorcycle / trike conversion. The recent offer to throw his leg over a very nice Triumph Thruxton was reluctantly declined but the gleam is still there.

In 2010 at the relatively young age of 88, Gordon rode his motorcycle / trailer combination from Toowoomba to Albany in WA to attend the Ulysses National Rally. Camping for the majority of the trip just like all the other attendees. He completed the return journey via Broome, Katherine and Mount Isa, although he does admit ending up in a table drain – somehow.

His 100th celebrations last year were extensive and held in the local community hall – this years will be toned down a bit while he makes plans for his 102nd.

And by the way, he has passed on his passion for motorcycles and the Ulysses Club.

Peter Green #34714



Gordon for his 100th

100 years young!

Dudley Noble, #12567,
joined the Ulysses Club Inc. on 1/04/1997.

Going back a few years Dudley built a 33ft single mast yacht. Dudley and his mate Dennis had a lot of adventures sailing around the place.

After about 20 years of doing this, Dudley decided to give sailing away as it was getting a bit much and started restoring Jaguar cars. He then moved to restoring motorcycles of all descriptions.

Dudley's passion for bikes led him to joining the Ulysses Club and not long after that, his mate Dennis, who's not much younger, also joined. That was the beginning of many adventurous rides with the Ulysses Club and others. Dudley continued restoring bikes and some of which had sidecars. This is just one of those – BSA Bantam.

One story goes that one day, a few years ago, he was out riding with his local Branch, Eyre Peninsula. As the main group came around a corner, there's Dudley in the bushes with the sidecar in the air. They stopped, went over, and pulled the bike/sidecar out of the bushes and got it back onto the road. Dudley dusts himself off, hops on and rides off. He was over ninety years old at this stage. "Tough old bugger!"



Ready for a ride – Dudley with his ST and side car

Dudley had a couple of favourites he rode, a Suzuki and a Honda ST1100. Dudley stopped riding about two and a half years ago but was still able to join in by coming by car, a Jaguar no less, his favourite car. Dudley's last outing this year was joining us at a BBQ, escaping the Tumby hospital for a few hours, with the help of his granddaughter and his mate Dennis. He was recovering from two broken hips, and no he didn't come off a bike. We felt very privileged to have him join us on this occasion.

Dudley is turning 100 years old on the 25th of October, joining the Ulysses at 74 when most of us are thinking about giving up bikes. So well done Dudley! All of us Ulyssians wish you all the best and say Happy Birthday and congratulations on a wonderful milestone and an exciting life.

Eyre Peninsula Branch.

Colin Leaker #17105

Joined february 1999.
Retired from club riding
on 5th of july 2023 aged
90 years young

On behalf of the
ULYSSES CLUB INC.
Adelaide Branch, we
congratulate Colin Leaker

on reaching the milestone of his 90th birthday and having been a regular rider on our Wednesday Rides since joining.

Colin, affectionately known as 'Senior', has decided to hang up the helmet and gloves of his own volition whilst still being an inspiration to many riders in terms of his skills and commitment.

Colin purchased his first motorcycle in December 1949. The same month that Robert Menzies was elected as Prime Minister and two months before petrol rationing was stopped, having been imposed during World War 2.

'My first bike was a BSA C11, 250cc OHV. I gave it a hard time until I worked out how to change gear.'

Practical testing was non-existent at that time. At 16 years you could sit a written test at your local Police Station and if you passed then away you went, apparently.

'Then came a Vincent Comet from 1951 to 1954 which was a single cylinder 500cc followed by a basic Vincent HRD Rapide 1000cc minus rear cylinder. It was a nice bike to ride.

'Gap then with motorcycles until 1971. Procession of Honda 100, Suzuki 125cc 2-stroke, BSA 500cc twin, Suzuki GS 650cc 4-cylinder shaft drive GT model. This must have been one of a few in Australia as the Owner's Manual was in German.'

'I joined Ulysses whilst riding a Suzuki 650 but a Yamaha 900cc Diversion was soon acquired. Subsequently followed by

Honda Deauville 650cc, then Deauville 700cc and finally my current bike a Honda NC700S in 2013."

"A varied list it is fair to say, they have all been good in that they met my needs as they arose."

Colin concedes that he did not have good mechanical / technical skills and so it was hard for him to measure the impact of changes to motorcycles over his riding career.

"I have experienced bikes manufactured between 1949 and 2013 therefore covering the rise of Japanese bikes. There have been improvements in reliability, handling and especially the electric start comes to mind."

For many years he was a volunteer trackside marshal at motorcycle events. From Mallala to the Adelaide International Raceway through to Phillip Island and Eastern Creek. Also, a number of MotoGPs in the USA, Malaysia and Indonesia. He felt it was a way of giving something back to motorcycling.

Colin says "Ulysses Wednesday Rides have been a great part of my post-retirement life. The group of Wednesday Riders for the 24 years I have been with them have been a wonderful team. Of course, aided by access to some great riding roads very close to the City of Adelaide. How could the combination of great company, challenging roads and very good weather possibly be beaten. Also, I note the closeness of great riding roads in the Adelaide Hills may be unique as they are so close to a major city."

"I am indebted to everyone in the group, in particular the various leaders who have taken the responsibility of planning weekly rides. Also, to the TECs who have been essential to the success of the runs."

"There are many I shall try to thank personally over time."

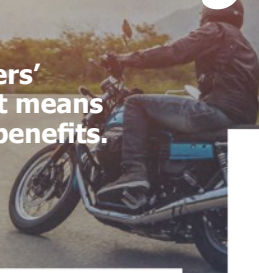
"My only regret is that I was a late comer to Ulysses at 66. I guess that many other members feel the same."

The Adelaide Branch and especially the Wednesday Riders thank Colin for his company and friendship over his journey and wish him the best.



Why I Love Ulysses Club

This is a compilation of some members' comments when asked about what it means to be a Ulyssian and what were the benefits. Thanks to those who responded.



I have been a member of the Ulysses Club for 20 years and a member of The Newcastle Lower Hunter Branch for most of that time. I am very proud of the NLH Branch, as it is willing to make changes and grow for the betterment of the Branch. Over the last decade our Committee and Branch members have been dedicated to their role of promoting the Club and making it enjoyable for all members.

Colleen Abberfield #31281 DM #74

We have made many strong friends over our years with Ulysses, some of them from far and wide. We have travelled all over the country and have joined in with many other groups, they have always made us welcome. We really enjoy catching up with them at the rallies as well as with the RV group we are involved with. We thoroughly enjoy every minute. Loved the riding, the company and the volunteering along the way.

Pete Hill #31410 and Deb Hill #42742.

What the club means to me, beside the wonderful travel we have done over the years. The friendships, many which have been sustained over 30 years until now. I don't have to cook tea once a month if I can get to the meetings and I get free time for the garden when Ken HAS to go on a ride. Thanks to the various committees, great job.

Jennifer Rosewood. #1127

I bought a new helmet and saved \$50.00 plus heated grips for the Harley and saved \$20. I attended a first aid course and saved a further \$46, all these savings are due to being a Ulysses Member. In the past couple of weeks, I have saved a total of \$131 due to being a Ulysses Club member, compare this saving with a three-year membership cost of \$120.00 and it is a huge benefit.

Dave Wright #51871 #LM 21

The Ulysses Club provides us with friendships nationwide, social interaction at Branch level and national rallies, being welcomed into all Branches, emotional plus practical support in time of need, common interests in motorcycles and touring. Our membership enables us to get ride training rebates and equipment discounts. It also provides us with the opportunity to tour our wonderful country.

Leon #41267 and Deborah #61805

Over the years I have been involved in many clubs & this is one of the best.

Friendly, welcoming and inclusive.

Robert Baldock #69077

I am in my eighty first year now and I love motor bikes. I consider myself to be a lucky man to know the joy of riding, and riding in a like-minded group is very rewarding. I feel obliged to the Ulysses Club because it provided the opportunity for Jennifer Rosewood and I to meet one another. We came together on a committee organising the ride calendar for the Sydney Branch. It took a while but eventually we married. A mate who rides! How lucky is that?

Camaraderie and friendship have always been the common vibe within the Club. Once members accept the Club is a social one for older motorcycle riders, most people find contentment within the group. Whenever I have been asked to explain the Club, I always say firstly, the Ulysses Club may not work for everyone. Although it has certainly worked very well for me, and my wife. My best buddy and I too, were strangers before we found Ulysses. This holds true for such a large part of the membership.

Ken Taylor #427

The positive camaraderie found in interaction as a member far outweighs any issue which rubs us the wrong way and in some situation a robust discussion sparks an old bloke up. Twenty five years and still loving it.

Cookie #33284

I attended QLD Rally at Warwick and even though I did not know a single person there, I still had a great time on the planned rides and found that you could just meet and talk to people at the event. So for me, my thoughts of The Ulysses are;

"Friendship, Laughter, Enjoyment, Community, Purpose."
Mick Dawson #70517

Christmas in July Gloucester 14-16 July 2023

For many years, Newcastle Lower Hunter Branch have organised a Christmas in July event for the Branch members. This has been a weekend away and we have had to work around some interesting winter weather at times but they have been great fun. For the last couple of years, the event has been a long weekend and the Branch has invited The Port Macquarie and Mid North Coast Branches and the Tamworth Branch to join in. This multi-Branch format continued this year in Gloucester with the Gloucester Branch and a group from the Nepean Branch also attending.

The NLH Branch had organised a ride to the event. 13 people left Hexham and we rode through parts of the Hunter Valley to the Bulga Tavern for lunch. Two of our number, who were doing a day ride, separated from the group after lunch. The rest of the group rode through East Gresford and on to Dungog, where we had a brief stop before continuing on to Gloucester.

Friday night was a casual social night at the Roundabout Inn. The pub clearly would have been busy, even without our presence, but they handled the crowd very efficiently. We had a good crowd, approaching 60 people at the Inn. There was a great deal of chat and a lot of introductions and re-introductions in the usual Ulysses way. By about 9:30pm it appeared that most of the old people were in bed.

We woke on Saturday to a chilly morning. There was a frost and that is not a great thing on the seat of your motorbike. After it had warmed up a little bit, we were all able to enjoy looking around the Gloucester CBD area.

We had 2 rides organised for Saturday. The first ride went to Walcha with Mark Thomas as ride leader. It included 10-15 people. It was cold all the way to Walcha and half of the return trip. It did encourage most of us to have pumpkin soup for lunch at Walcha. When we coming home it warmed up a lot from Nowendoc to Gloucester, but it was afternoon by then and so it soon cooled down again. While at Nowendoc, we learned that the Brig O'Johnston Bridge at Clarence Town had been damaged and was closed.

The second Saturday ride went to Nabiac via Krumbach and included about 20 people. They travelled from Krumbach to Stroud for lunch and then back to Gloucester. Our treasurer,

Mark Paynter, was in the lead of this ride and they reported a good day. They were no doubt a bit warmer than those who went to Walcha.

Others had made their own arrangements for lunch.

The group from Nepean travelled to Gloucester on the Saturday because some of their members were required to work. It was great to have them at the event.

Saturday night was an organised dinner at the Gloucester Bowling Club. We had about 90 people eventually in the function room with people from Tamworth, Port Macquarie and Mid North Coast, Nepean and Gloucester Branches. Present were National Committee member David Schoer (now Ridden On), past National Committee members Kim Kennerson, Mike Abberfield and Ken Taylor. Also present was the current Riding On editor, Ian Parks. The highlight of the night was the very amusing Secret Santa run in (Trevor) Cookies inimitable style with the able assistance of our Secretary, Mick.

**John Lind #15887,
President – Newcastle Lower Hunter Branch.**

On Sunday morning people left in groups and found their own way home. We had met a lot of people. Some for the first time and others who we had met before. In my case, I met a number of people I had spoken to on the phone before that weekend but had never actually met. It's always great to put a face to someone you may have dealt with by phone or message. In an organisation which is spread out as the Ulysses Club is, events like this have many benefits for all of us.



Ulysses-Club-Switzerland

From 23rd to 26th June 2023, the 12th International Gathering of Ulysses Clubs took place in the beautiful Setesdal Valley of Southern Norway. It was organised by the Ulysses Club Norway and was staged at the "Solvigarden Hotel and Holiday Centre". Around 45 Ulyssesans from Germany, France, Sweden and even from Australia enjoyed the local hospitality, terrific weather and the excellently organised event. We are proud to confirm that little Switzerland with a total of 12 participants was one of the strongest contingents.

Everyone enjoyed the wonderful atmosphere of friendship unique to a Ulysses get together and is looking forward to the International Ulysses Club Gathering 2024 to be held in Germany.

**Ivan Hauri #40772/43
International Liaison Officer
ivan.hauri@ulysses-club-switzerland.ch**



Ulysses Club Members RV Group Report

Here we are with Christmas looming again ... well, nearly. How quickly the months fly when you're out and about and having fun! And, whether you be on the bike hanging into a corner a tad faster than you should be, or sitting around a campfire reminiscing about the days when you were the quickest thing on two wheels, the camaraderie and great times with fellow Ulyssians is so special!

Since last newsletter there have been tagalongs/rallies in all states of this great nation, and the number of participants still grows despite the current exorbitant fuel prices. I'm sure it has curtailed the bigger trips for a lot of our members, although looking at the number of RV's on the road since Covid there is still an armada of grey nomads out there. We've just returned

from a relaxing rally at the idyllic Camp on Allyn, near Gresford in NSW, a lot closer to home.

Thanks to our hard-working QLD co-ordinators, arrangements for the RV Group national rally at Maleny are pretty well done and dusted, and members are champing at the bit to be up there between 16 and 23 October.

If you are interested to learn more about the RV Group, pop in to one of our rallies near you, or visit us at: UlyssesRV Members Group | Still growing old disgracefully!

Wherever you are, travel safely, stay well, and most importantly, stay upright!

Bob Lucas #32872
National Coordinator
Ulysses Members RV Group

Jurien Bay weekend away

Haydn Carrott led 27 members from several W.A. Branches north to Jurien Bay to visit Ian Boyd and see his magnificent motorcycle collection (whilst getting some warmth in our old bones). We left Warnbro at 8.30, and Haydn led us for a hot cuppa at Wanneroo before we headed off.

Lunch stop was at the Lobster Shack in Cervantes which served a delicious array of fresh seafood, and the sun was warming as we sat and gazed over the clear turquoise ocean and dazzling white sand. Lunch over we headed further along the coast to Jurien Bay, our overnight destination. The afternoon was spent relaxing over a bevvie or 2, lots of laughs and "chin wags". Dinner at the local pub was also delicious and afterwards, some of us settled on the porch continuing our laughs and banter, over a few nips of port.

After a restful night's sleep and brekkie was done and dusted, we headed off to Ian's house to admire his motorbikes. His collection of Vincent motorcycles is the largest in the world, and along with his Vincents, there are an array of other vintage bikes and cars, including a speedway car plus Ian's E type jag, arguably the most recognisable sports car in the world. There are quite a few trophies in his collection as some of the machines have been raced at speedway and drag events. Anyway, if you get a chance to visit W.A., this is a must do! The collection is open by appointment only, so make sure you book ahead if you plan to go.

The ride home via Moora was a little more spirited with ominous dark clouds looming over the bright yellow fields of canola. The

Drovers Inn at Moora welcomed us for our lunch stop and then we headed home, anxious to get there before the rain spoilt the memories of a delightful weekend.

Thanks Haydn, for a great weekend away.

Julie Wilcox #35151



INTERESTING STUFF

You may be aware of Forcite Helmets, an Australian company pioneering smart tech in helmets, aimed at making riding safer and cooler. We attended the National Rally in Lismore.

What makes Forcite special?

- World's first and only mass-produced smart helmet
- Unique peripheral vision LED display: navigation, police, weather, and traffic alerts
- Integrated Sony HD camera and Harman -Kardon speakers
- App and handlebar-mounted Bluetooth controller
- Award winning, patented design
- Designed and assembled in Australia

Here's some more information to whet the appetite...

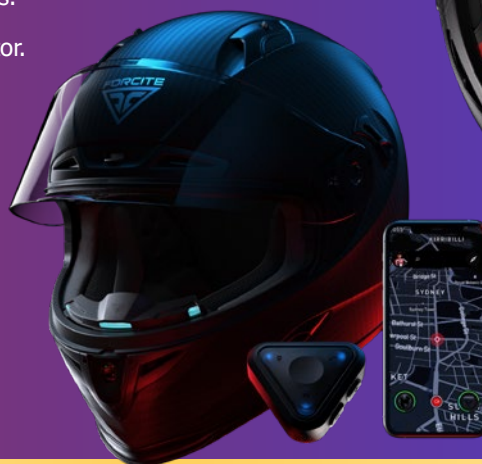
1. "This is Forcite" – 6 minute video
2. MK1S detailed overview – 7 minute video

The website is also a great source of inspiration <https://www.forcitechelmets.com/en-au/>
Forcite have set up a code: Ulysses, which offers the free Forcite VIP Insurance upgrade for coverage in case of a new shell is required (camera and

other items moved to a new shell). If Ulysses members put that code in when prompted at the point of purchase it'll remove the cost.

I somehow managed to overlook the Forcite Stall in Lismore for which I'm now kicking myself. I've viewed both the videos and had a look at the above Website. I am very interested in seeing this product and learning more about it with the idea of bringing a product review to you in the next Summer Edition of Riding On. In the mean time, if you have the opportunity, take a look at these helmets.

Ian Parks – Editor.



PEPE'S BAKERY WESTERN AUSTRALIA



Graham Langsford #70448 resides at Gooseberry Hill, W.A. He figures that while you are over at the AGM in Mandurah, you should check out this Awesome Bakery. The directions are from his home but you can

Google Map it yourself and "Go To Bakery".....Ed.

A Sunday ride to the local bakery which could have been a quick 2.5km trip to bring home a pie and cake for lunch turned into an hour or more.

The weather was cool but the roads were dry and the traffic was light. From home I turned onto Canning Road southward toward Lesmurdie and the service station to check tyre pressures. The road takes a right hand turn just before Pickering Brook and then the speed limit increases to 90kph with some nice curves past orchards to the Canning Mill Road turn off. Caution on this intersection as the first 200 metres has a couple of potholes, loose gravel and is narrow.

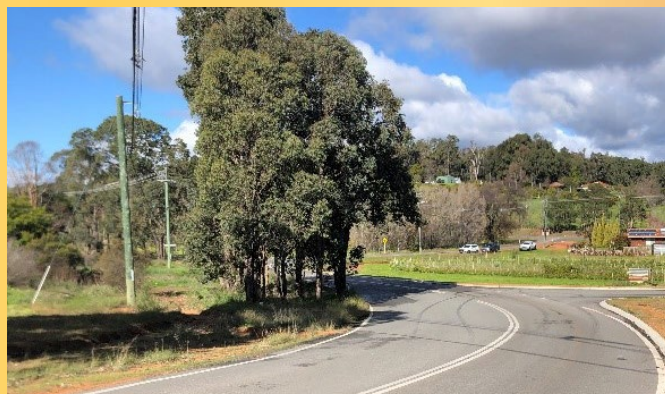
It's only 70kph on this road through forest and orchards with only a couple of corners that you have to slow down for. A turn off is required near Roleystone to stay on Canning Mills Road and this will take you down with nice views of the Escarpment into Kelmscott.

The Brookton Highway takes you past the access to the Churchman Brook Dam, Araluen Botanic Park and the Naked Apple Cider House before turning off at the Karragullen servo back onto Canning Road.

Speeds vary here between 70-90kph into Pickering Brook and 60kph past the school to the Fruit Corner (pick your own orchard) then up a nice curve in the road to the Perth Observatory turn off. Then a downhill run past wineries and a Ginney, then turning onto Aldersyde Road at Bickley onto Mundaring Road back into Kalamunda.

Take the third exit on the roundabout at the Bibbulmun Terminus for the final run on Railway Road past the Kalamunda Pub to Pepe's Bakery.

Tastings: Chicken Veggie Pie, Beef & Burgundy Pie, Escargot.



THE HARLEY-DAVIDSON X™350, X™500

The X™350 and X™500 are the first LAMS-approved Harley-Davidson motorcycles introduced in Australia since the Street 500. Taking design cues from the Harley's illustrious flat tracker heritage, these two models represent an opportunity for new riders to immerse themselves in the Harley-Davidson brand and lifestyle like never before.

Key model features: Harley-Davidson X™350: The Essence of Freedom

- 353cc DOHC 4-valve liquid-cooled parallel twin engine, designed to deliver potent mid-range torque
- Seamlessly responsive six-speed transmission
- Cable-actuated wet-plate clutch and chain final drive, enhancing control and power delivery
- 17-inch front and rear wheels delivering nimble performance.
- Pirelli Angel GT radial tires, sized -120/70 ZR17 in the front and -160/60-ZR17 in the rear

Harley-Davidson X™500: The Power of Exploration

- 500cc DOHC 4-valve liquid-cooled parallel twin engine, calibrated for a quick-to-respond mid-range torque
- Versatile six-speed transmission
- Cable-actuated wet-plate clutch and chain final drive, offering precise control
- 17-inch front and rear wheels providing exceptional manoeuvrability
- Maxxis Supermaxx ST tires, sized -120/70-ZR17 in the front and -160/60-ZR17 in the rear.

The Harley-Davidson X™350, X™500, and associated apparel will be available at authorised Harley-Davidson dealerships across Australia from December 2023.



WHERE IT ALL BEGAN

1998 YAMAHA YZF R1 turns 25

The YZF-R1 was designed under the concept of "unsurpassed excitement" on winding roads, and revolutionised the world of sport bikes. Unveiled at the 1997 Milan motorcycle show as a 1998 model, the original YZF-R1 was a hit with superbike fans from the very beginning. It's 1000cc engine was an all-new design built around Yamaha's Genesis concept utilising five-valves per cylinder, forward slanted cylinders, and the Yamaha's EXUP exhaust valve. This allowed the bike to be tuned for top-end power without sacrificing the bottom end. The stacked gearbox design created a cutting-edge compact power-plant that slotted neatly into the bike's Deltabox II frame.

The R1 marked the beginning of a new era in the super-sport model category, shifting away from the 750cc engines that were the standard for race-bikes at the time.



1998

NEW PRODUCT ALERT: 500A MINI JUMP STARTER

Power anywhere, anytime. Starts motorcycles, watercraft, ATV/UTV and petrol car engines up to 4.0L. In addition, it will charge phones and tablets and with the FREE accessory cable you can run our MotoPressor Pocket Pump and many other 12V accessories. The new Mini Jump Starter, including the case and accessories, weighs just 715g and packs into a carry case measuring 184x140x70mm. Battery capacity is 10,000mAh and the starting current is 500A.

Due to postal restrictions on this product we can post within Australia only



MOTOPRESSOR SMART PUMP UPGRADE

We've added a much requested feature to the Smart Pump. You can now run the pump off your motorcycle battery IF the built-in lithium battery in the pump goes flat. There are two new cables, one to connect to your battery and a 12V power cable. Everything else remains the same.





GEAR SHOP BARGAIN BIN

Items listed below are discontinued stock and in limited supply and sizes.
Please order through our Administration office to check your size is available.



Short sleeve T-shirt with large logo was \$20.50
Now \$18.00



Ladies Henley T-shirt was \$29.95
Now \$25.00



White short sleeve T-Shirts with small logo was \$18.00
Now \$15.00



Alaska Cooler Bag was \$9.00
Now \$7.00



Ulysses Cotton Face Mask was \$14.00
Now \$ 9.00



Long sleeve T-shirt with small logo was \$22.00
Now \$20.00



40th Anniversary embroidered patch **\$8.00**

UPCOMING EVENTS



2 Up for Charity - Sunday November 12th 2023

Lions@Springwood in Partnership with Ulysses Club Inc Logan City Branch

Help support:



TO REGISTER CONTACT:
Preshus 0407 021 886
OR Joolz 0416 248 739

The aim: Is to sell as many pillion seats as possible (Bikes, Trikes, Canams, Sidecars whatever your ride), to raise funds for the Logan House Fire Support Network, LifeFlight and Ucarf.

Cost to pillion: \$100 per head, includes: The Ride, Breakfast and morning tea.

How to help: Register for \$20 by the 30th of September 2023 and a Toy Donation on the day, this covers The Ride, Breakfast and Morning Tea.

Simply let us know if you are willing to sell your pillion seat, or if you are just along for a fun ride.

(Insurance falls on the individual to contact your own provider, this is not classed as a ride for payment as all money is classed as donations).

We are starting with Breakfast at Lions@Springwood 8.00am, then off for a fun ride out towards Jacobs Well stopping at Woongoolba for morning tea. We will then continue the ride making our way back to The Lions@Springwood.

The rest of the day will be filled with Raffles, Auctions, and fun for all. Shout yourself a lunch or a coffee and cake and join in the fun.

If you are interested in becoming a sponsor, your logo will need to be provided along with Company details, all sponsors will be televised throughout the day and the club.

If you can't attend the ride, you are still welcome to come along to the club and participate in the Auctions and fun.





*Albany (Aub) Reginald Vial
#24448
20/08/1939 – 14/06/2023*

Aub joined the Sydney Branch of Ulysses in July 2001 and went to most of the AGMs and National Rallies until the last few years. At the rallies, he enjoyed test riding many of the new model motor cycles that were available, the organised rides and the Grand Parade.

Aub was a Toolmaker and Mechanical Engineer by trade and worked at ANSTO Nuclear Reactor at Lucas Heights for many years until his retirement. We used to say he glowed in the dark after finishing his shift.

He developed a Rotary Valve Engine with assistance from the legendary Phil Irving. This Bike is on display at the NABIAC Motorcycle Museum. Phil Irving was the designer of the Vincent HRD, a machine that was still winning races 40 years after it went out of production and co-designer of the F1 winning Repco Brabham.

Aub was still riding until a few months before his passing and went on weekend trips with another club he was a member of, The Asphalt Divers Club, whose motto is "A Drinking Club with a Motorcycle Problem". He also continued to ride every Wednesday (weather permitting) with a small group of friends.

He was in the process of restoring a 125cc MV Agusta, which was raced successfully at Bathurst by Kel Carruthers early in his career. He planned to display the bike at the Mount Panorama Museum on completion.

Aub's Funeral was well attended at the Wanda Surf Club and he had a cortege of over twenty bikes accompanied the hearse to the crematorium.

Ride On Aub.

**Mark Dodds
#30252**



*David "POPEYE"
Pashley #57839
29/03/51 – 04/09/23*

It is with great sadness that we advise the Ulysses Family of the passing of our great mate 'POPEYE', who passed away on the 4th September after his battle with cancer.

'POPEYE' joined Mt Lindesay Ulysses in July 2010 along with Carolina 'CHILLI' Pashley at his side. He participated in various roles within the Branch but the one I think he loved the most was 'Sheriff'. He could be relied upon to know what you had been up to on rides and apply the appropriate fines with good-humoured embellishment of the details.

'POPEYE' loved his Spider, but on a group Route 66 trip, he had to harden up and ride a 2 wheeler, as his trike of choice (Tri-Glide) packed it in 26 miles into the trip. 'POPEYE', along with a few us from this trip, then proceeded to move to the dark-side and eventually purchase Harleys. His was a Blue Heritage that they enjoyed many a ride on. 'POPEYE' was a great mate and would always be there to lend a hand, we enjoyed many rides together, whether short or long journeys and his passing leaves a big hole in the hearts of his family and mates at Mt Lindesay.

Ride on Old Mate,

**Russell (Stoney) Scheuber
#55977**



*Garry Hughes #27575
13/9/1952 to 8/9/2023*

Sadly, just a few days short of his 71st birthday, Garry Hughes passed away in the Mater Hospice in Newcastle.

Garry joined the Ulysses Club on 1st May 2002. He and his wife Sue associated themselves with the Lake Macquarie Branch and later the Newcastle Lower Hunter Branch.

Garry had a significant role in the bid to hold a Ulysses AGM Event in Newcastle in 2011. He was subsequently heavily involved in the organisation of the event itself. During the week of the event, Garry and his team were on site night and day to ensure that the camp area functioned to the expected levels.

Garry was a leading voice in the instigation of the Newcastle and Hunter Valley Memorial Ride for the remembrance of Ulysses members who have ridden on. This is now an annual event in the calendar for the Newcastle Lower Hunter, Hunter Coalfield's and Upper Hunter Branches.

Garry's service to the Branch was outstanding and has included three terms on the Committee over a number of years. He has been the Ride Coordinator and Ride Leader on many of the rides during that period.

In more recent years, Garry and Sue had become 'grey nomads' and had been on the road all over Australia. They still associated with the Branch whenever they were in the area.

Our thoughts are with Sue and their family.

**John Lind
#15887
President, Newcastle Lower Hunter
Branch.**



David Schoer
#64785
21/03/1962 to
19/08/2023

David's time with the Ulysses family has been filled with many achievements plus friendships formed in stone.

While I was President for Nepean Branch, he volunteered for Quartermaster and VP before I could blink. Regularly, David would volunteer as a ride leader, or assist a BBQ, Parade, anything needed. Passionate is an understatement, his enthusiasm for the Club and its growth, was awe inspiring.

AGMs were his delight. We've friends in Branches all round Australia who stay connected to this day. One couple, Gary and Gail from SA are dear to us after meeting in Tassie 2016. Rob from MIA is another we met through this whirlwind named David.

In Leeton, David became President of the MIA Branch. In 2019, for health reasons, he returned to Sydney, and even while going through his treatment, he with his family, looked after his very ill Mother.

David became President of the Nepean Branch. He pioneered joint ventures with multiple Branches, especially the Eastern Creek Branch and President Tim. Regular BBQs were held to attract future members and provide exposure to the Ulysses Club. They setup a Facebook Page for Sydney Basin Branches to add ride calendars.

David often spoke of the desire to join the NatCom, again, he was full of humility and his wish was to only serve the Club. He was voted into the general committee position at Lismore this year, although he couldn't attend as his Mum passed on shortly before the Rally. He requested that I accept President of the Nepean Branch, as he wanted the Branch in good hands... I didn't say he was always a good judge of character...

David was selfless, always putting others before himself. Don't get me wrong he was also known for calling out BS if needed and without mercy.

As is David's way, this Ridden On is not without his final words to me were, "I have done what I have needed to do, I have outlived my parents, I have left the Branch in good hands, and I hope I have helped NatCom to be better".

The hole is deep in my heart, and as I would suspect, in many of your hearts for David's passing. I love you brother xx

Aaron Hayes
#62756
Nepean Branch President



Kevin William Batchelor
#54289 12/3/1944 - 7/8/2023

Kevin was an extraordinary man, not because he lived an extraordinary life but because he lived an ordinary life with an extraordinary sense of purpose, honesty, loyalty, and love. If you were part of Kevin's family or circle of friends you knew that his word was his bond, that he always had your back and that he would happily give you the shirt off his.

Kevin was a founding member of the Manning Valley Branch and dearly loved his branch and the wonderful friends he made there. He greatly enjoyed riding with his branch members, and especially enjoyed the longer trips with camping along the way. This included a number of AGM Rallies. Even when his declining health prevented him from riding, he still followed the happenings of the club and wore his club colours with pride. In his later years he greatly enjoyed restoring his old Hondas, one of which is now a proud family heirloom.

You will be deeply missed Old Mate; may your heavenly rides be smooth and twisting with the sunshine on you back.

Graeme Dunning #58852
Proud Son-in-Law (aka Young Fella)



The Geelong Branch are saddened by the passing of our riding buddy, Noel, in May 2023. Noel joined the Ulysses family 2007.

In 1966, Noel represented Australia in the British Empire & Commonwealth Games in Kingston, Jamaica, as a track and field athlete. He qualified for the final of the 440 yard, finishing 8th. He participated in the 4x 440-yard relay, with the team finishing 5th. He won a Gold Medal in the 880-yard final, beating an Olympic medallist and a Comm Games favourite. His time was over a second quicker than his previous best for this distance and became a Games record that still stands to this day. Later events went metric so Noel's record will never be beaten.

Google "Noel Clough", and open his Wikipedia page. He competed in later World Masters Games, winning and breaking records. Noel, at this time, lived in the western suburbs of Melbourne, and the City Council respected his achievements by naming a street in Avondale Heights "Clough St".

In later years, he participated as a competitor and an administrator in Masters Squash.

Noel was a Chemical Engineer with Dunlop Tyre Company, and tested tyres at the Calder Park Race Circuit. Noel was also known to have fitted a V8 motor into a XU1 Torana.

Noel had a number of motorcycles over the years. He would turn up for a Branch ride at the designated leave time, our response was, "Noel's here, let's go!"

Noel suffered from the effects of Covid, which knocked him around. At the time of his passing, he was working hard on his fitness and was determined to get back on his bike. Noel married twice, and was father to four children. We miss you Noel; you were a true gentleman. Ride in Peace.

Peter Barclay #17940
Geelong Branch

ROYAL ENFIELD

ROYALENFIELD.COM.AU

CRUISING AT ITS *Super* MÉTÉOR 650 PUREST



The Super Meteor 650 has been built on our enduring belief that people and journeys cannot be limited to hours or kilometres. Its heart is our iconic parallel twin engine, which offers seamless gear transitions, strong low-end acceleration and an effortless throttle response.

BOOK A TEST RIDE NOW.



FROM \$11,990* RIDEAWAY



royalenfield.com.au



* Advertised 'Ride Away Price' includes a minimum of 3 months registration costs in all Australian States and Territories. Overseas models may be shown with accessories that are not standard fitment. Royal Enfield Australia reserves the right to vary colours, specifications and pricing at any time. Please contact your local dealer for final specifications and pricing.