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ULYSSES CLUB INC.

NO. 142 AUTUMN 2019



*Mornington Peninsula*  
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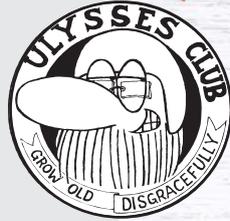
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# Riding On

THE JOURNAL OF THE ULYSSES CLUB INC.

Issue 142 AUTUMN 2019



## OUR COVER

The Ulysses Club National Rally Dinner

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### EDITORIAL SUBMISSIONS TO:

Email: editor@ulysses.org.au

or mail to PO BOX 3242 Narellan NSW 2567

Please ensure all photos and images submitted to the Riding On are of high resolution. All images must be 2MB or over. We cannot print low resolution images. Proof-readers: Colin Hook and Bryan Fricker.

### CLOSING DATES FOR EDITORIAL SUBMISSIONS:

31st January for Autumn (March) issue

30th April for Winter (June) issue

31st July for Spring (September) issue

31st October for Summer (Dec) issue

### CLOSING DATES FOR ADVERTISING SUBMISSIONS:

31st January for Autumn (March) issue

30th April for Winter (June) issue

31st July for Spring (September) issue

31st October for Summer (Dec) issue

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Most members attending the 2019 National Rally would have had the opportunity to view the Powerpoint presentation on the screen in the Final Furlong Room and at the dinner, which listed the volunteers who gave so much to the event. I wrote a small paragraph as the introduction, which read:

*A vital part of any Ulysses Club event – be it at Branch or National level, are the volunteers. They are the*

*machinery that powers the heart of the Ulysses Club.*

*At each National Rally (previously the AGM Event), we not only acknowledge the volunteers but sincerely thank them for their generosity in giving some of their personal rally time to help out where needed. Most volunteers make good friends while volunteering, looking forward to meeting them again at the next rally.*

*So, to all the rally organisers, rally managers, rally coordinators, and the many volunteers who make the many moving parts of the event come together, we thank you.*

*Here's a list and a display of the many volunteers who have so generously contributed their valuable time in the lead up, during and after the 2019 National Rally in Mornington.*

Those words hold true, and the 2019 National Rally was an enjoyable event due to the hard work, loyalty and dedication by the Rally Executive team – Director Robert Hunt, Treasurer John Tout and Secretary Deb Boehm, as well as the Managers and coordinators for whom Robert Hunt at the Closing Ceremony,

very eloquently showed his appreciation for their hard work and service.

The National Committee was pleased to be able to award Dearnley Medals to 11 members, in recognition of their service to the Ulysses Club. We thank those members for all they have done, and also appreciate those members who took the time to provide the nominations.

At the AGM, a most interesting and thought provoking presentation was made by Professor Eric Morand from the Monash University, about the research work being done and funded by money raised in part by Ulysses Club. My thanks to UCARF coordinator Kim Kennerson for arranging the presentation.

We welcome Sharryn Nankervis #36204 onto the National Committee, and we farewelled former Vice-President Peter Baulch at the AGM. Peter has been providing a very comprehensive hand over of his portfolios to new Vice-President Allan Pratt so that the portfolios continue seamlessly. Congratulations to Allan for being elected vice-president, and my congratulations and appreciation go to all the 2019 National Committee on their re-election.

The Ulysses Story book has been updated and reprinted and is now available from the Gear Shop – if you haven't read this book, please order your copy now.

*Jen Woods*

**#21395  
National President**

## National Committee 2019

**At the 2019 Annual General Meeting held on 2nd March 2019 the following National Committee was elected:**

<b>President</b>	<b>Jen Woods</b>	<b>#21395</b>
<b>Vice President</b>	<b>Allan Pratt</b>	<b>#9186</b>
<b>Treasurer</b>	<b>John Osborne</b>	<b>#41785</b>
<b>Secretary</b>	<b>Henry Rokx</b>	<b>#28636</b>
<b>Committee Member</b>	<b>David Wright</b>	<b>#51871</b>
<b>Committee Member</b>	<b>Blue Knowles</b>	<b>#33140</b>
<b>Committee Member</b>	<b>Sharryn Nankervis</b>	<b>#36204</b>



Hello Ulyssians

Congratulations and thank you to the extremely hardworking Ulysses Club Mornington Rally team. It takes many hours of hard work to accomplish the great rally we all just attended and appreciated.

I am very proud and humbled to have attained the position of Vice President at the 2019 AGM and I

believe that the passion I feel and the commitment I have for the Ulysses Club Inc. will assist me in this role.

I hope you all enjoyed yourselves, arrived home safely and are ready for the 2020 National Rally at Lismore. All Rallies/AGM's are different and personally, I find the catching up with old friends and the making of new ones the best part of attending a National Rally. This year was no exception as I was very pleased to finally meet four of the International Ulyssians I have spent time conversing with by email: Gray and Stevie Roberts from Ulysses Club Great Britain and Gernot and Wally Mining from Ulysses Club Germany, good to put faces to names!

Internationally, the overseas Ulysses Clubs in the northern hemisphere are in the middle of their winter, so for most of them this is a time to put the bikes into storage while they wait for the thaw.

Cambodia no longer have a Ulysses Club, but former Ulyssian Bob Wiltshire is still around and very happy to give advice and assistance to visiting Aussies. Let me know if you are heading

that way, I will pass his information onto you.

Ulysses Club Cuba is gearing up for their Rally due to begin on the 26th of March. Unfortunately, the President of Cuba, Wolfgang, has been ill in hospital, hopefully he will be well enough to attend the rally after all the hard work he has put into the organisation of it!

The Ulysses Club International Rally to be held in France in September 2019 is raising interest in Australia, with Australian Ulyssians wanting more information. As I will be attending this event, I really look forward to the chance to meet a lot of the people I am in regular email contact with.

Great Britain have been very helpful with information on overseas bike insurance, hopefully the information that was passed on has been of benefit to the enquirer. Great Britain are also regular providers of their National magazine, The Shining On, if anyone would like to read this magazine, please let me know, I am happy to share.

Ulysses Club Norway has volunteered to host the 2020 International Rally.

It will be from Friday 19 June to Monday 22 June 2020 at: <https://www.solvgarden.no/english/>

If you have any questions about International travel or historic plates, please send me an email.

Always look on the Bright Side of Life

Regards

*Allan Pratt*

**#9186 DM #21  
Vice President**

Ulysses Club Inc. Historic Club Plate Scheme

A Ulysses Club permit can only be issued to the following motorcycles in these categories:

- . Veteran vehicles – manufactured before 1 January 1919
- . Vintage vehicles – manufactured after 31 December 1918 and before 1 January 1931
- . Classic and Historic vehicles – manufactured after 31 December 1930, but more than 25 years before the date of the application for a club permit.

For more information please contact:

NSW: Phil Whitton #3431 – 0404 322 139  
email: [whittons@ozemail.com.au](mailto:whittons@ozemail.com.au)

QLD: Ross Atkinson #57470 – 0403 742 573  
email: [rcatkinson81@bigpond.com](mailto:rcatkinson81@bigpond.com)

VIC: Paul Butler #17758 - 0438 551 450  
email: [ulyssescps@gmail.com](mailto:ulyssescps@gmail.com)



This is the first report for the New Year so (albeit a little late) I want to wish everyone Happy New Year. It's been a hectic start, coming off the Christmas break, virtually straight into a National Committee meeting in January, followed almost immediately by the National Rally at

Mornington, in Victoria at the end of February. The National Rally was a splendid affair at a fantastic venue.

There were, as always, a few issues that needed massaging, but that is par for the course. The weather was a bit extreme with temperatures in the mid to high 30's all week. A bit different to Barmera. I was even forced to wear shorts, exposing legs with a heavy Melbourne tan. (Just about blinded few people I think).

I offer my congratulations to all the 2019 Rally Committee and volunteers that made it all happen. I must say that those that did not attend missed out. Many members took advantage of the great rides that were on offer, all exceptionally well organised, safely conducted over many of our spectacular local Victorian roads. At the Extended NatCom Meeting there were three Spirit of Ulysses Awards presented to very worthy recipients. I would encourage all branches to consider if one of their members are worthy of this award, or even the Branch as a whole. We only present 3 each year, so get your nominations in early for the next National Rally.

At the Annual General Meeting we presented what is probably a record number of 11 Dearnley Medals. All those members that received a DM were very worthy recipients and I'm sure they will continue to serve the Ulysses Club for many more years. Again, I urge branches to consider if they have any worthy members and get nominations in before 31 December 2019. So now we turn our attention to Lismore – and I can't wait.

Meanwhile, over Christmas and New Year, the business in the Secretary Department continued on unabated. Lots of lost member numbers, missing login details, changes of address, new member enquiries, renewals and unfortunately some resignations. But that's life.

Having been nominated for the Secretary position for another year, I accepted the post with pleasure and I'm more than happy to serve the members for another year in that role.

*Henry Rokx*

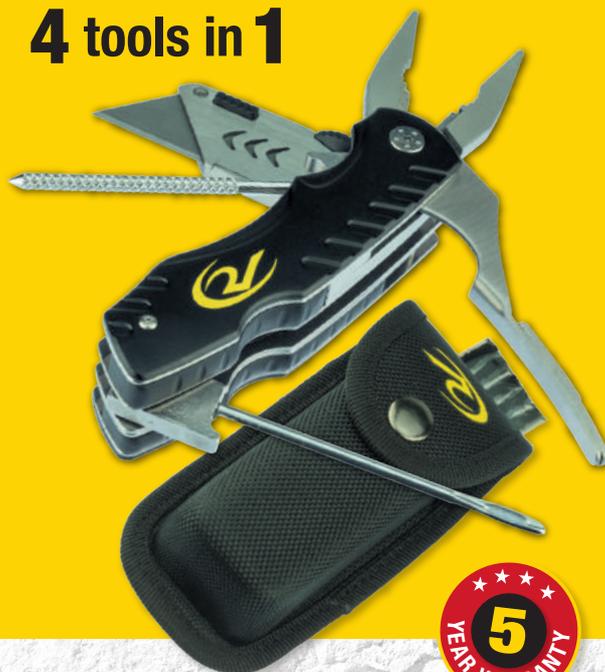
**National Secretary**

**#28636 DM#45**



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The timing of the Mornington Rally has adversely affected the timing for the reporting the Treasurer would normally follow. Typically I would be presenting the annual accounts for the Club with some commentary about the results in this edition of Riding On. This year the accounts have been distributed electronically and members, in the

Annual General Meeting, have already formally accepted the results and the Audit Report. It is appropriate however that I make some observations about the past year. The Club came through 2018 year posting a modest surplus of \$55,481, aided in no small part by the \$98,321 surplus achieved on the last AGM Event in Barmera. This outcome was in spite of falling member numbers providing reduced subscription revenue and continued weakness in advertising on Riding On.

Weakness in membership numbers and advertising will continue to challenge the bottom line of our operations. We appear to have scraped through the first annual Rally with a break-even result despite the numbers being disappointing – 1,220 members and guests finally registered for the Rally which was initially costed on the basis of 1,850 attendees. The Mornington Rally Committee deserves our fulsome praise for their dedication to organising the Rally and their restraint in spending to ensure the Rally was not a significant burden (financially) on the large bulk of members who chose not to attend.

Since assuming the role of Treasurer I have worked on reducing costs by doing things differently. Savings in operating costs have been achieved through reduced staffing and NatCom administrative costs, reduction in accounting costs using MYOB, reduction in Riding On publishing costs brought by changes to the magazine format and updating our iMIS database system to 'cloud' operation. This year we will work on improving our website and newsletter systems bringing real cost savings in that area of our activities.

Every year I have the task of collating the annual financial returns from Branches, big and small. I am surprised (and bewildered) by the number of Branches which hold thousands (in some cases tens of thousands) of dollars in non-productive bank accounts. I cannot understand the need for Branches to hold more than a thousand or so dollars to carry over their activities from year to year and I would encourage Branch Executives to seriously consider divesting the excess funds they hold either by donations to support UCARF or donations to local charities which would help raise the profile of Ulysses Club in their communities and perhaps gain new members.

*John Osborne*

**#41785  
National Treasurer**

Scene of the campground



Many members will remember this hanging at previous AGM's



Mike Abberfield, Tom Rundle and Kim Kennerson



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I arrived back in Perth a couple of days ago from our first National Rally on the Mornington Peninsula, and what a great week it was, my congratulations go to the Organising Committee and all of the volunteers who were involved.

I always enjoy the ride to these event and this was no exception, the five day trip over the Nullarbor and further east is always a great adventure and I for one just love doing it.

Sales of excess Commemorative gear sold well as did Ulysses Club merchandise from the Gear Shop and the guys in the Gear Shop where very busy. The new line of Ulysses Club polo shorts sold exceptionally well, with only a few items left unsold, that will now be available through our regular Gear Shop.

The new coloured polo shirts were very popular and we will continue to bring more new colours of polo's, t-shirts and other merchandising to you through our monthly Gear Shop e-Newsletter and future editions of Riding On.

The Road Safety Forum at our Ulysses Club National Rally went well with over 100 people in attendance. We had three great presenters this year with Tim Conboy from Maurice Blackburn Lawyers answering some tricky questions on liability following a crash. Followed by Kenn Beer from Safe System Solutions, who gave us all the latest developments on road design improvements for motorcyclists, then Liz De Rome gave us an insight of the work that has been done to enable us to finally have a star rating for motorcycle protective clothing. I remember this being raised at our Safety Forum in Penrith many years ago by one of our members and it is gratifying to know we have people like Liz who have kept pushing this action. For more info go to [www.Motocap.com.au](http://www.Motocap.com.au) I encourage you to visit this page on a regular basis, as there are new

garments being tested and rated continually.

The state reports that were available at the Forum are now available on the Ulysses Club website under Road Safety.

Advertising is going along slowly, I have some new prospective advertisers from traders who attended our National Rally and I will be following these up over the next week or so. If any members know of any businesses that would be of interest to our members, then I would encourage you to give them my details and I will follow up with our advertisers package.

There was a lot of interest in our new membership pull up banners and posters at the extended NatCom Meeting and the AGM. Branches can download PDF versions of these from the Ulysses Club Dropbox for you to use to encourage more members to the club and your branch.

*Dave Wright*

**#51871  
 Advertising Liaison , Purchasing Officer and, Chair  
 Ulysses Club Road Safety Committee**



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Welcome to the Autumn edition of Riding On, with the 2019 Ulysses Club National Rally now a good memory I would like to thank Rob Hunt (Director) John Tout (Treasurer) Deborah Boehm (Secretary) and the fantastic team of coordinators, for the outstanding job they have done over the last 3 years to bring the 2019 Ulysses Club National Rally to life.

I had much pleasure at the Extended National Committee Meeting on the 1st March to announce that the 2022 Ulysses Club National Rally will be held in Warwick, Queensland, however due to uncertainty of the 2022 Calendar requirements of the Warwick Show & Rodeo Society and the Warwick Polocrosse Club, I wasn't able to announce a specific date for the National Rally, suffice to say that the proposed dates are the last week in March or the first week of April 2022. As soon as the date is confirmed the membership of the Ulysses Club will be immediately notified.

A disappointing comment was made to me at the National Rally, "If you don't ride a bike to the Rally don't come as this is a bike rally" I would like to point out that the Ulysses Club is not a motorcycle Club, "The Ulysses Club is a Social Club for motorcyclists over the age of 40." There are a lot of reasons why members choose to arrive at a National Rally by motor car, RV, rent a car or combination Car and RV, i.e. a partner or close friend is ill and cannot travel on a motorcycle, a partner is encouraged to attend if they have the comfort of a RV, considering that 10% of those who camped at the National Rally were in RV's this shows a certain level of comfort is

required. It was certainly emphasised at both the Extended National Committee Meeting and at the Annual General Meeting that the reason the majority come to a Rally is for the comradery, mateship and to catch up with friends made at previous AGM Events and now National Rallies. How members get there is totally irrelevant.

Let's encourage all members who no longer ride to remain in this great Social Club of ours not shun them as non-riders.

I would also like to respond another comment made at the National Rally "why is there a charge for entry on the Open Day" simply stated all members from the President, National Committee, Rally Director, Rally Coordinator team and all attendees at the National Rally pay a registration fee to attend the Rally, therefore all attending are contributing to the overall costs of the National Rally, why then should those who attend the open day get free entry. The numbers who attended the open day are very interesting, of the 229 people who attend the open day 130 were either Ulysses Club members or partners of members who therefore contributed a minimal amount to the running of the National Rally.

I am looking forward to receiving submissions for the 2023 Ulysses Club National Rally, if you are thinking of running a National Rally, please contact me and I can assist with the submission.

*Blue Knowles*

**#33140**  
**National Rally Organiser**



My introduction to the Ulysses Club came after many weeks of pestering by a friend; insisting that I come along and see what they were all about. My family had grown up so I had bought a bike and joined the club (2004), but hadn't yet made that next step of contacting a local branch.

The branch members made me feel very welcome indeed, and that is what I think Ulysses Club is all about. A social club where you aren't judged by whether you ride all the time, or just now and then. I have made really good friends through the club over the years.

It doesn't matter how you get there, it matters that you came.

During my time with Central Highlands branch I have held the position of treasurer, editor and more recently president (for 12 years). Setting up a Facebook page and encouraging all to use

it has been no mean feat. I've been the Toy Run coordinator for the last 6 years, chairperson of the Victorian president and secretary meetings and Victorian Information Bulletin (VIB) editor.

Who am I? I am married with four children and I guess by now my first grandchild has arrived (being due February 20th). My hobbies are bike riding, travelling and family genealogy. My garden comes a distant 4th.

I am honoured to be on the Ulysses Club National Committee. In the coming year I plan where I can, to visit branches, meet members, and learn how I can best represent their interests and help the club.

I look forward to this challenge and to meeting so many different and interesting people, and hopefully to make lots of new friends.

*Sharryn Nankervis*  
**#36204**



# MAOTY NATIONAL AWARD WINNER ANNOUNCED



Gladstone resident and former TAFE Queensland motorcycle mechanical technology apprentice, Sam Fry is celebrating after taking out the title of the Ulysses Club National Motorcycle Apprentice of the Year over the weekend.

The 24-year-old Harbour City Harley Davidson employee, who completed his apprenticeship through TAFE Queensland in February last year, was presented with the honour at the Ulysses Club rally in Melbourne on Saturday 2 March, in front of a crowd of over 1500 Ulyssians.

Sam Fry was the winner of the Queensland and Northern Territory Zone of the competition and beat three other zone winners for the title, which he said he is honoured to receive.

"I was absolutely stoked to win. The whole experience has been unreal," Sam said.

"It's awesome to be recognised for what I'm doing. It doesn't seem like a big deal – I'm just doing my job – but to have people appreciate the work you're doing is an incredible feeling."

In addition to being flown to Melbourne for the presentation and put up for the weekend by Ulysses Club, Sam was awarded a Suzuki motorcycle, which he was excited to add to his collection.

"I'd definitely like to thank Ulysses Club and Suzuki for the honour, as well as my teacher, Jeff Morris from TAFE Queensland and my employers – Harbour City Harley Davidson – I couldn't have received this award without them.

"Now I'll have to make some room in the garage," Sam joked.

Sam initially trained as a diesel mechanic, but after being drawn to the idea of building performance motorcycle engines, decided to undertake a motorcycle mechanical technology apprenticeship. It was Sam's TAFE Queensland teacher, Jeff Morris who nominated him for the accolade, with Sam's dedication impressing him during his workplace visits.

"It's so great to see Sam getting the recognition he deserves," said Mr Morris.

"Sam is very passionate about the what he does and it shows in his work."

National Vice President of Ulysses Club, Peter Baulch said it was this very passion that made Sam a stand out for the judging panel.

"Our selection process is detailed and we conducted substantial interviews with each nominee, their registered training organisation and their employer. Sam interviewed incredibly well, and when we also spoke with his employer and his teacher, it became evident that he was exceptional," Peter said.

"The fact he'd already completed an apprenticeship in diesel fitting before and was willing to undertake another apprenticeship so soon in order to do what he's really passionate about shows he has strong commitment, which is something to be commended".

The Ulysses Club Motorcycle Apprentice of the Year Award was first awarded in 2003 and has been presented annually to outstanding apprentices in their final year of study ever since. The award was introduced to reward quality motorcycle mechanics and encourage those entering the field so as to ensure good motorcycle mechanics into the future.... the very essence of the MAOTY Award when first suggested by "old No 1" – Stephen Dearnley.

**Peter Baulch - #27672**





# MOTORCYCLE APPRENTICE OF THE YEAR

## Sponsored by Suzuki and Supercheap Auto in conjunction with Ulysses Club.

### ZONE WINNERS

**Qld - NT:** Sam Fry - Employed at Harbour City Harley. Gladstone Qld  
Tafe Teacher - Jeffrey Morris

**NSW-ACT:** Jake Tilley - Employed at Gowanloch Motorcycles. Kingsgrove. NSW  
Tafe Teacher - Michael Downie

**WA - SA:** Jacob Black - Employed at Harley Davidson . Beckenham WA.  
Tafe Teacher - Jason Hoesle

**Vic - Tas:** No suitably qualified applicants were nominated from within this Zone.

Each of the Zone Winners will receive a Supercheap Auto Gift Card to the value of \$1000-00, along with MAOTY Certificates commemorating their achievements.

The MAOTY National Winner will be selected from the above Zone Winners and will be announced at the National Rally in Mornington in Mar 2019, and presented with a Suzuki motorcycle.

Thanks to Peter Baulch #27672, for his role as MAOTY National adjudicator this year.

### To everyone at the Ulysses Club,

My husband and I would like to just say a massive thank you to everyone for too many things to list but I will try. Our son Sam was fortunate to receive the MAOTY award for 2018 so we asked if we could just attend the ceremony to see him receive his award and motorbike. This was the start of a wonderful experience with your club. So this is my attempt to say thanks for just a few of the many things your club did.

Peter Baulch – Peter was quick to respond to my email request and followed up by phone to ensure my husband and I not only felt welcome to attend the presentation but also the dinner on Saturday night. Peter helped us keep our attendance a secret from Sam until we arrived in Melbourne and then came to welcome us on arrival at our accommodation. Thank you, Peter, for your warm welcome and hospitality throughout the weekend.

Chris and Tracy – Chris (Sam's' host) included us in a dinner invite on Friday night and he and Tracy made us feel very welcome and comfortable. They also introduced us to more club members and we thoroughly enjoyed our evening. Chris kept Sam informed all the way about what was happening and what was expected which is terrific. His kind words introducing Sam's win and even his diesel fitting trade being appropriate to progress to Harleys line! Great giggle from many and a line that has kept many of our bike riding friends entertained. Huge thanks Chris and Tracy.

The Ulysses Club Members – From the walk to the bike parade, to the presentations and the Saturday evening dinner we could not find a negative thing to say about anyone associated with the Ulysses Club. It was a very proud moment for us to see our son acknowledged for his skills and ability while doing something he loves to do but to then watch how Ulysses members congratulated him and spoke with him about their bikes was so heart-warming. The Ulysses Club members were so engaging and really embraced Sam's win with such positivity and enthusiasm. You could feel the absolute joy of everyone attending the events and I think it was only 5 minutes into the speeches that my husband turned to me and said "It just makes you want to go and buy a road bike just to be a part of this doesn't it?". I am hoping you will be able to let the Ulysses members know how grateful we are and how this is a celebration that we will always hold very dear for being part of and we can only say that because of you all.

Again our heartfelt thanks and appreciation and I hope that it won't be too long before we too become part of the Ulysses family.

**Kind regards,  
Kathy and Neil Fry  
Gladstone, Queensland**

The end of January is fast approaching and it's time to compose and submit another UCARF report.

The UCARF national biennial raffle account at this time shows a balance of approximately \$14,000.00. There are 111 outstanding books worth \$11,100.00 if all were sold and there are 46 books that have not been requested. There will be raffle tickets available to purchase at the National Rally in Mornington.

Thank you to the branches and individuals who have been supporting this excellent cause and many thanks to life member and former national treasurer Mike Abberfield who is the raffle administrator.

The raffle winners are as follows:

1st Prize: Craig Garden ticket #01385.  
2nd Prize: Keith Wellfare ticket #01333.  
3RD Prize: Steve Longworth ticket #00910.

The club is currently involved in the financial process of honouring our sponsorship commitments to RA research centres Sutton Laboratories, IBJR and Monash University.

The following is a list of donations that have been received from various branches and individuals since the last published recognition in the Summer 2018 edition of Riding On. The generosity and support of our great club cause is something we can all be very proud of.

Sunshine Coast Branch \$327.00, Wombat Golf Club, on behalf of member Keith Greenland passing \$100.00, Southern Cross Tourers \$150.00, Darryl Palin, donation on behalf of Bill Chacksfield funeral proceedings \$125.00, Lockyer Branch \$6,263.00, Hobart Branch \$500.70.

Torrens Valley Branch, Westgate Wanderers Branch and Grampians Branch \$160.00, Woy Woy Peninsular Branch \$250.00, Tamar Tourers Branch \$500.00, Hills Branch \$1,000.00 St George/Sutherland Branch \$1,000.00, Redcliffe Branch \$1,000.00, Port Macquarie Mid North Coast Branch \$500.00, Lake Macquarie Branch \$500.00, Warnbro Sound Wanderers Branch \$200.00, Burnett Branch \$250.00,

Torrens Valley Branch \$300.00. The Torrens, Westgate Wanderers and Grampians branches kind contribution was a result of barbeques.

The Warnbro Sound Wanderers branch kind donation was derived from various raffles. Sadly, Keith Greenland and Bill Chacksfield were members that I was very fond of and have known for many years. Both were true gentlemen and will be sorely missed.

On an invitation from Hills Branch I attended their January social meeting and was presented with a \$1,000.00 cheque for UCARF. Hills branch are long term proud supporters.

The branch winners of the Jo Dearnley Memorial Award and the Good Joint Award 2018 have been identified and the appropriate shields are being engraved and the relevant trophies produced. The awards will be presented at the opening ceremony on the completion of the grand parade.

There were six branches that donated \$3,000.00 or more during 2018 and were in the running for the awards, that is very impressive.

This does not diminish the generosity of the many branches that supported UCARF according to their ability and the collective funds are vital to the ability of the club to sponsor rheumatoid arthritis research.

It would be wonderful if every branch in the club got behind the cause. Please note that as the coordinator I am happy to accept any donations including those which are the cost of a cup or mug of flat white.

I have committed to travel to Queensland early April to attend the Lockyer Branch social meeting to talk on UCARF and thank the branch in person for their tremendous support which has occurred over a number of years.

An invitation to attend the Mornington Peninsular Rally as a guest has been eagerly accepted by Professor Eric Morand of Monash University.

It is planned for Eric to be a pillion in the Grand Parade and to be involved with UCARF award presentations thereafter.

At the AGM Eric has been requested to give a brief talk on rheumatoid arthritis research. I will leave you with a quote that is sadly all too real for RA sufferers. I'm too functional to be disabled and too disabled to be functional.

**Kim Kennerson,  
UCARF Coordinator.**

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22 YEARS



# MONASH University

Professor Eric Morand MBBS(HONS) FRACP PhD  
 Head, School of Clinical Sciences at Monash Health  
 Faculty of Medicine, Nursing and Health Sciences  
 Monash University

December 3, 2018

Mr Kim Kennerson  
 UCARF Coordinator  
 Ulysses Club

Dear Kim,  
 Please find attached a report on the Ulysses club funded rheumatology research for 2018.

Monash has been honoured to be in receipt of support from the Ulysses club across several recent years. Your support has enabled us to work on molecular pathways of unique potential to deliver better treatments for rheumatic diseases. I look forward to a long and successful relationship with Ulysses.

With sincere best wishes,

ERIC MORAND

## 2018 Report: UCARF Rheumatology Research Funding, Monash University

With the backing of generous donations from UCARF over several years, rheumatic disease research at Monash has built a steady research program aiming to develop better treatments for rheumatoid arthritis and related rheumatic diseases. In 2018, this has taken two major directions.

Firstly, we continue to focus on the harmful effects of steroid drugs, and ways to lessen them by finding molecules that provide their desirably therapeutic effects but lack their side effects. To that end, the group led by Dr Sarah Jones at Monash has pursued the function of a molecule called GILZ, which holds great promise as a way to mimic the good, but not the bad, effects of steroids. Sarah's group's work in 2018 has shown firstly that the harmful molecule 'interferon' (often called IFN) is resistant to treatment with steroids, potentially explaining why some patients need such high doses, and even more excitingly that GILZ is able to control IFN. This means that a treatment directed at increasing GILZ could have new benefits in arthritis, in which IFN is a molecule of emerging importance.

Alongside this, the group lead by Sarah has studied whether GILZ is indeed free of steroid side effects. To do this, we have treated mice with steroids and measured their development of diabetes and osteoporosis, two of the most common side effects of steroids when used to treat arthritis. This work is not yet complete, but so far it looks as though GILZ may indeed be safer than steroids in terms of these side effects. We hope to continue this work into 2019 and beyond.

The second focus of work that UCARF funding has allowed is on another steroid-related molecule, called MIF. In the group lead by Dr Jim Harris, a scientist Dr Nadia Deen has for the first time generated a comprehensive protein map of the ways that MIF works in the immune system. This map confirmed some things we recently proved about MIF, published in a very high profile international publication in 2018 in Nature Communications, and more importantly unveiled new and unexpected functional relationships for MIF that we can now pursue.

These two major directions of work have been directly supported by UCARF. Alongside this, the Monash group continues to be at the cutting edge of research in diseases related to rheumatoid arthritis, like lupus and scleroderma, and have published some major new data in 2018. Publications from outside Australia have proven how much the outlook has improved for rheumatoid arthritis patients in the last 20 years, with long term survival greatly improving, but sadly also how far there is to go in less well-understood diseases where young people still die from the disease.

In addition, we have continued to attract 'new blood', in the form of scientists and doctors recruited from around Australia and overseas to work with us, as well as attract local students to come and learn about arthritis research from us – hopefully producing the next generation of arthritis research leaders. Our working environment at Monash, where rheumatology specialists and lab scientists work side by side, contributes to a culture of doing what we do to improve lives for patients. Sometimes we all wish the path from lab to new medicine was faster, but in the meantime we know that continued hard work will provide the answers.

**Professor Eric Morand**

## PORT MACQUARIE MID NORTH COAST BRANCH 30TH ANNIVERSARY

The Port Macquarie Mid North Coast Branch of the Ulysses Club celebrated its 30th Anniversary in November, and what better way to do it than to have a ride.

On Melbourne Cup Day, thirty-four of our members, both male and female, set out on a 1600 kilometre, four-day ride that took us out to the drought-affected areas of western NSW. Our destination was the Rabbit Trap Hotel at Albert 100 kilometres west of Dubbo.

The riders were PMMNC members, as well as members from the Manning Valley Branch, who up until eight years ago were part of the PMMNC branch.

We departed Wauchope on a hot Tuesday morning, stopping at Walcha for coffee and on to Werris Creek for lunch. At 3 o'clock, we pulled into Spring Ridge Hotel to watch the running of the Melbourne Cup, and naturally joined a couple of sweeps. From there it was onto Coonabarrabran, encountering a dust storm along the way. We had an overnight stay and enjoyed an evening meal together.

Wednesday, we headed west in cool, wet weather, through the Warrumbungles National Park, stopping to look at the Siding Springs Telescope and then on to Warren for our lunch stop. Whilst having lunch, we received a phone call from the Publican of the Rabbit trap Hotel, informing us that a huge storm had passed through and taken out their power supply and that they could not guarantee we would have power for the night. After a ring-around the area, it was determined that there was no alternative accommodation available for thirty-four people, so we informed the Publican we would be there, even if we had to spend a night in the dark. Fortunately, luck was on our side and the power was restored half an hour before we arrived.

During the evening, we had a game of throwing golf balls at a rabbit trap to set it off to raise funds for a donation to the Drought Relief. This proved to be popular, and both locals and our members participated. Thursday morning was cold and windy, and after breakfast in the park, we headed to Tullamore, where we met up with ladies of the Country Women's Association from the three Ts being Tullamore, Tottenham and Trundle. On behalf of our branch, our



riders and the members who were not able to participate on the ride, we were able to donate \$2,190 to these ladies for distribution to those in most need in the area. The CWA ladies were over the moon to think that a bunch of old bikers from the coast were thinking of those doing it tough in the bush.

From Tullamore, it was on to Parkes, Orange, Lucknow for lunch, then Bathurst for a lap or two around Mt Panorama, travelling on to Kandos for the night.

Friday saw us travel through the beautiful Bylong Valley in perfect weather to Denman then up the Pacific Highway and home.

The comments and feedback from the ride have been excellent. Apart from the great company, the way everybody got along so well together was fantastic, as was the fact we were able to give a little support to those in need.

After a bit of a look around our big back yard, you might say we did it in true Ulysses style, contributing to our motto "Grow Old Disgracefully".

Thanks to all who participated.

**Robert Johns #12115**  
**President PMMNC Ulysses Club Branch**





## SYDNEY BRANCH 28TH ODYSSEY HELD AT NARRABRI

Planning for the 2018 Odyssey started soon after we regrouped from the success of the event in 2017. Sydney Committee had decided that we would visit the Northwest this year to suss out a suitable town. We visited many and although the competition was tough, we were convinced that Narrabri would be a great location after the show of enthusiasm from the local council, tourism centre, tourism operators and accommodation venues. They didn't disappoint.

Little did we realise at the time of making our decision, that Narrabri was in the heart of one of the most severe droughts in NSW in years. From a selfish motorcyclist's perspective, I suppose that might have meant no rain and safer riding, but it took no account of the heartache being experienced by the locals, both farmers and townsfolk. But as luck would have it, the rain did arrive just before our planned Odyssey, stopped again over the next 3 days and started again when the Ulyssesians had left town. Couldn't get better than that!

Regrettably, I was personally a late withdrawal as I had to go into hospital over that weekend, a great disappointment to both Joy and I but unavoidable in all the circumstances. Didn't matter anyway from the feedback we received from many who attended. Everything went off without a hitch. The local Tourism Manager Penny Jobling was a wonderful help right throughout the preparations and acted as the linchpin between the Bowling Club where all meals were held, the coach operator who organised the tours out to Sawn Rocks, the CSIRO Radio Telescope and the Wee Waa Museum as well as NPWS and CSIRO who provided guides to walk the group through Mt Kaputar and the Research facility.

This year we had 107 people registered including our National Treasurer John Osborne, Life Members Tom and Mary Dudley, Ted Richards, Mike and Colleen Abberfield as well as former Natcom members Ken Taylor and Rob

Toshack and long-term members Ian Hurley (member #18) and Val Welsh (member #19). Unfortunately, National President Jen Woods sent her apologies as she was involved in Club events in Western Australia at the time but assures me that she'll be with us next year! In all, we had a total of 17 Ulysses Branches from NSW, Victoria, Queensland and even Tasmania represented at the Odyssey, testimony once again to the high and enduring regard our great club has for this event.

As usual, members were treated to a fabulous BBQ on the Friday night followed by a 3-course dinner on Saturday night which left no one hungry. The food was excellent and in abundant quantity thanks to the catering team at Narrabri Bowling Club.

Sydney Branch President, John (Robbo) Robertson presided over the "formal" events on the Saturday night dinner and had the honour of awarding the various milestone awards such as the male and female rider travelling the longest distance (awarded to John Peter and Jackie Duffield) and the pillion travelling the longest distance (awarded to Sharene Chan).

As part of the Saturday night events, we always hold a raffle with monies raised going to UCARF, but this year, Robbo announced that the money would be donated to the local CWA in Narrabri to assist local families directly affected by the drought. In total, \$1,100 was raised. This received warm applause and extreme gratitude from the CWA. It received positive publicity within the area reflecting admirably on our great Ulysses Club.

We hope to see many more at our 29th annual Sydney Branch October Odyssey, so keep your ear out for an announcement early next year.

**Dave Williams**

**Member #13590  
Secretary, Sydney Ulysses Club Branch**

## WIDE BAY BURNETT BRANCHES BBQ

The Burnett Branch hosted the 5th combined branch BBQ for the Wide Bay Burnett branches on 20 January in Kingaroy.

We had another great turnout with over 100 attendees from seven branches: Burnett, Fraser Coast, Bundaberg, Gympie, Sunshine Coast, Blackall Ranges and Glasshouse Mountains. A group from the Sunshine Coast made a good trip of it with an overnight stay in Nanango.

It was a pretty hot day but the park was shady, and everyone enjoyed the sausage sizzle and cold drinks.

It was great to see members from Blackall Ranges and Glasshouse Mountains attend for the first time.

We look forward to seeing everyone at the next event.

**Ros Rees**  
**#44090**  
**President, Fraser Coast Branch**  
**Ulysses Club Inc**



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## Hello fellow members and fellow RVers...

Hi everyone, and welcome to the new year. What a hot start to the year it has been and it doesn't look like letting up too soon. One of the advantages of having an RV is travelling in an airconditioned vehicle and settling down to sleep in an airconditioned van. Not that we are bemoaning all of those years that we travelled on the bike, trailer behind and then pitched the tent, pumped up the air mattress and enjoyed all that Australian nature has to offer. Nowadays, in Rick and Sherol's case anyway, we do neither, the caravan and 4WD having gone to new owners, and in the near future the bike will do likewise.

You have to wonder at the greed of some organisations and people. On the weekend of the 9th - 11th February, the Melon Festival will be taking place in Chinchilla, out here on the Western Downs of Queensland. Our Qld coordinators planned and plotted a route for a tagalong tour to the festival, where our members could travel to a set destination every day with pre-booked camp sites arranged in advance, and then

arriving at Chinchilla to set up at the showgrounds on the 8th February. On enquiring with the showgrounds' management, our coordinators discovered that the cost of an overnight site there with power and water had risen from \$15.00 a night to \$45.00 per night, dropping back to \$15 a night after the event had finished. Accordingly, only two of our members had booked, and so our coordinators had no option but to cancel the tour.

Don't forget that the Ulysses Members RV Group is there for all Ulysses members, not just those that own an RV. If you are thinking of purchasing a caravan or motorhome in the future, come along to one of our rallies, (details available at <http://ulyssesrv.org/rallies.html>) pitch a tent or hire a campervan, motorhome or caravan, or stay in an onsite cabin to get the feel of it. Wander around and talk to the other Ulysseans there, pick up points on various types of vehicles and all the time enjoying the good company of like-minded people.

For those fellow members going to the AGM Rally at Mornington, travel safe and we trust that you all have a great time.

**Rick Bedford and Ken Tacan,  
National Co-ordinators, Ulysses Members RV Group.**

## Confessions of a RV Group Member

I finally admit it! I'm a member of the Ulysses RV Group!

So how did this sorry drift occur? Well we need to go back a long, long time... To a Council (Commission) house in a non-descript post war housing estate in the UK.

There in the 1950s was born the third boy to a railway worker and the daughter of a Yorkshire hill farmer.

As you can see from the parental combination, there wasn't much spare cash around and, as I grew, up we felt great excitement at opening the usual two Christmas presents we got each year. This leads to transport. We never had a car; in fact, my father never passed his test 'til he retired; and then he had his licence cancelled six months later due to deteriorating eyesight from an industrial accident back in the 1940s.

So I grew up around motorcycles and loved going on the back of the Triumphs and BSAs. Thought the sidecar outfits were luxury and tolerated the Velocette Noddy bikes he had a disposition for buying!

Then came secondary school and I was successful in the British class system and passed my 11+ sufficiently to gain a place at the local Grammar school. I was one of the very lucky two from the council estate to get a place. Apparently, they were much cleverer in the nearby private middle-class estate where everyone else in my year lived!

So... I, of course, made best friends with Keith, who lived

nearby as the only two from the 'wrong side of the tracks' and we became inseparable.

Now Keith had a much old brother who was an out and out Rocker; that was the name for the local motorcycle hooligans at the time. There were always some of his mates around and they sort of adopted us as mascots and we got hair razing rides designed to scare the s\*\*\* out of us, (they had the opposite effect!), and they also would offer us old bikes to play with, ride and take apart.

So, bikes became ingrained in my early teenage years and I naturally could not wait to get my licence at 16. I was riding earlier but the local copper, in the mode of policing in those days, suggested quite strongly that we should cease immediately or feel the 'clip around the ear'. (I will resist dropping into the mode of 'In my days'...)

I did have my licence on my 16th birthday and passed my test around two weeks later in the classic, "Just ride around the block for me, please." bike test!

So, fast forwarding quite a few years, and I'm now living in Melbourne, having had various bikes and generally continuously ridden as a preference for transport, with some breaks for my time spent at sea. Married and commuting down the 'old' South Eastern Arterial on rat bikes for work with sports tourers for leisure.

Age is catching up and Marilyn is complaining of the less-than-comfortable pillion on the bike and also seeing Goldwings on the road!

Bowing to pressure we head off to Reg Jeffrey's, now long gone emporium in Ferntree Gully for a look and strictly just the test

ride... Collecting our new Goldwing a few days later... I recall mentioning that now we are Goldwing owners we had better join the oldies in the Ulysses Club!

We rode down to Tooradin one evening and joined the group meeting of the early Shearwaters Branch. There was one other 'new' couple there and we were made very welcome by the 20-30 members. The other new member is incidentally the Shearwaters President this year!

So started a great series of friendships, rides and camping weekends etc. We did many of the day rides, and Shearwaters was certainly known for its brisk pace on rides. They also organised weekend rides with camping and the tent strapped on the back was not going to work with a Goldwing. Too down-market! So we bought a small trailer and a large tent and had lots of fun!

Now, at this stage we are still riding a bike, (Goldwing haters can debate this statement in the letter columns in later editions), and just towing a trailer. We did AGMs, Odysseys, and other weekends and enjoyed the Ulysses 'family' we had joined.

Now age is just starting to bite and Marilyn is complaining that getting down on the ground with the cold and the effort is getting harder on her knees, which were starting to need replacement due to overuse on the Netball courts in earlier years.

So, time to investigate camper trailers! Yep... We bought one. It was a bit heavy on the tow bar but we were still on a bike and camping was now entering the luxury stage (once I sealed up all the leaks that allowed it to become a mobile bath when travelling in the rain)!

You can spot the first signs of the slide here, but we are still doing weekends with our Ulysses friends and really enjoying the company

This was great and we were enjoying our rides but... On an impulse we bought a small pop top caravan we saw whilst heading out to buy a garden shed! I think my early upbringing kicked in and having just been given a company ute with fuel card and unlimited private use we thought of the 'free' holidays we could take...

Anyway, we still had the bike and did day trips and motel weekends as the camper trailer had to go, partly to pay for the caravan.

We enjoyed the caravan, and it wasn't as bad as we had been told by the die-hard Bikers. Mostly the other caravanners were friendly, but a little cliquy at times. We decided to upgrade and do some serious touring.

and see what it was all about.

The group seems to have formed amongst the NSW and Qld contingent, so we were the only people from 'south of the border' who attended. We didn't know anyone, but they were Ulysses members and gave us the same welcome we would have got had we gone to a state-based Odyssey. We chatted bikes and rides and generally about life.

We also went away as the Victorian Coordinators and happy to organise a rally 'down south'! That was around 10 years ago! So, life went on and Marilyn's health meant the long weekend rides on the Goldwing were a thing of the past, so it went and was replaced by another impulse buy, a maxi scooter, for strictly solo rides. (meant to be a short-term owner but still in the collection and another story in the slippery slope from 'real' bikes).

A collection of temperamental classic Ariel 2-strokes also joined the scooter, great for one-way short trips (try starting a hot 2-stroke running modern petrol and you will understand).

We were entrenched RV Group members and the van gave way to the ultimate 'palace': slide outs, washing machine, reclining seating... And we went to the Various RV Group AGM events and caught up with all our Ulysses friends from around the country and talked bikes and caravans. We did some Ulysses AGMs, but had to stay in local caravan parks away from the action which wasn't as much fun.

At this point I designated the van and ute as an 'official' mobile chicane for AGM riders to break up the monotony of the straight roads, and placed a large Ulysses sticker on the back; a sort of coming out!

Now it's time to fully confess after seeing that we were not alone at the recent Riverlands AGM and that we can still be part of the mainstream Ulysses club!

The RV Group has allowed us as long-time members and still active in our 'local' Echuca Branch to join in all the functions, not just the day rides and be part of the social club we joined all those years ago.

The younger members will eventually replace us in the RV Group as they grow older and will probably keep their electric bike for the day rides!

So yes, I'm an RV Group member and I'm also a Ulysses Club member. I still ride my bikes, as I have done for most of my life and will continue to attend National Rallies in the Caravan and do day rides with my local branch. So, feel free to either wave or abuse me as you pass, and I'll feel free to ridicule the overly tall, dressed up, featureless Charlie Boorman signed Sahara rally replica that looks great but is totally impractical - too top heavy and cost more than my caravan! But we will do it over a beer at a Ulysses event!

**Richard Flinders #12124  
(& Ulysses RV Group Member)**



We were hooked! We bought a new full van with shower and toilet and headed off for a few weeks' holiday up the east coast to Cairns and back. I had seen something from ex-Ulysses President Rick Bedford about a new Ulysses RV Group, and they were having their first AGM in Cowra NSW. This was basically on our return route, so I suggested we drop in



# Letters To The Editor

*Hello Editor,*

I have been involved with the Warnbro Sound Wanderers Branch of the Ulysses Club since 2001 and I became a financial member in January 2004. I have fulfilled many tasks in various roles during this time for example: Door meet n greet (at Social Meetings), Welfare Officer, Editor of our Sound Rides newsletter, PR Officer, Raffle lady, Social Committee member, Assistant Ride Coordinator, Secretary and now in 2018 I find myself as President.

It was this Branch and its' members (my 2nd family) which was the reason behind my decision to get my motorcycle license in 2002. I started on a 250cc Yamaha Virago and I really felt comfortable on it. I was having trouble finding a suitable sized bike to upgrade to my R license, as this was before LAMS came in. Finally after almost giving up hope a fellow Ulyssian from Fremantle was selling his 750cc Honda Shadow and after just sitting on it and taking it for a short spin, I felt at home! My hubby knew from that moment that his wallet was going to be lighter and he happily followed me home after the purchase.

My red Shadow lovingly bears the name "Brmstik"! You can make of that what you wish...!

Over the years we have had so much fun with various social gatherings. From dress up, bowling nights, Soup kitchen nights, movie nights, to Christmas parties, BBQ's and Restaurant nights.

We are lucky to have rides every weekend, going around the country side and even beyond when we have Rallies over East.

I hope we can all continue to tell stories, laugh, live and ride for so much longer into the future, as long as our health allows. We shall keep doing what we do best: Grow Old Disgracefully!

**President  
Julie Wilcox #35151**



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Faster than a Hyabusa....Mornington come and gone! What a wonderful time! Ahhh....the rides, the camping, the friends (old and new), the rock and roll (wow!!). The memories. Yes we had a few gripes, but when we realised how hard many worked we decided to keep them to ourselves....Well Done to organisers. Well, God willing and our money box a filling we'll see you in Lismore 2020.

**Peter & Sonia Hollier #16111**

---

*A friend asked me "what it is like to Ride a Motorbike?"*

Which made me think "Well when your wheel your faithful steed out of the garage, admiring her fine lines, and brute strength you smile, and know it is about to be a very good day. Once you throw a leg over, and start the beast, you feel the roar, and heartbeat of the machine. The Bike and the Man now become one, to enjoy the journey ahead. Taking off gently, the smile increases. We journey together on a trusted and fine piece of machinery, to explore new and old Roads. She is always faithful and obeys every command. The tighter the corner, the greater the lean angle, with a gentle squeeze of the throttle, you execute another bend, and increase the adrenalin levels. Resting with mates for a coffee and chat, creates the bond that only Bikers really know.

Yes it's a bit dangerous, but how else would you experience so much enjoyment? And you will only know it when you do it!"

Does that answer your question?

**Peter "Monkey" Monk  
#44837.**



Ulysses Club, St George Sutherland Branch

(Photo supplied by Keogh's Vision Photography)

# UPCOMING EVENTS

## **GLEN INNES BRANCH : CELTIC CRUISERS: ULYSSES CLUB INC.**

2019 Annual Meet & Greet.

We are very proud to announce that this year we have a major sponsor.

That being the Glen Innes Jockey Club.

This years event will be held at The Glen Innes Racecourse  
1st - 3rd November 2019.

For more particulars & copy of entry & information forms:  
Ph: Neil 0408669856 or email; nellemllocks@gmail.com



## **CHRISTMAS IN JULY ULYSSES CLUB REDLANDS BRANCH**

The Ulysses Club Redlands Branch invites you to join them at the Tenterfield bowling club, NSW for their Annual "Christmas In July" celebrations.

Date: July 20 2019

Time: 6pm onwards

Dress: Loud Christmas shirts/outfits welcomed!

Enjoy great company, lots of laughs and a 2 course meal \$30.00 Per person (paid on the night).

Secret Santa gifts – boy brings for a boy, girl brings for a girl - \$15.00 Limit.

Santa, music, games and lucky door prizes.

Raffles with funds raised going to UCARF.

Sunday breakfast at the club 7.30am to 10.30 Am - \$20.00 A head.

To book your seat at the table please contact Marilyn: 0417 419 619

RSVP BY 13TH JULY 2019

## **ADVANCE NOTICE OF 21ST MELBOURNE BRANCH ODYSSEY**

After some seven years at Nagambie we are planning to celebrate the 21st Melbourne branch odyssey back where it all began – Mansfield.

So we'll be in Mansfield from 18 to 20 October 2019. Come and join us.

It will be at a different park and registration details and prices are still to be finalised but put this date in your diary now. We plan to keep the format the same:

Casual BYO drink and food bbq on the Friday night

Saturday ride followed by catered dinner on Saturday night

Details will be updated on Melbourne Branch website.

See: <https://ulyssesmelb.com>





Victoria’s summer has made for perfect riding weather and those conditions look set to continue as the new year continues.

Motorcyclists are some of the most vulnerable road users because they’re less protected reducing their chances of surviving a crash.

Transport Accident Commission data shows that in 2018 37 motorcyclists lost their lives on Victoria’s roads, making up about 17 per cent of the total fatal crashes from last year.

A relatively high number of motorcyclists have lost their lives on Victoria’s roads already this year, highlighting the importance of being aware while driving.

TAC spokesperson Nic McGay said road trauma had devastating and long-lasting impacts on families and communities.

“We know that a majority of people are doing the right thing when they hit the road, but mistakes do happen,” Mr McGay said.

“That’s why it’s up to all of us to make sure we make every journey a safe journey and ensure we make it to our destination,” he said.

**“It’s crucial that everyone going for a ride plans ahead and takes regular breaks, avoid fatigued driving and drive to conditions.”**

Drivers and riders have a shared responsibility in ensuring road safety and reducing the number of fatalities involving motorcyclists.

Tips for drivers to help ensure motorcyclists’ safety:

Remain vigilant at all times and be on the lookout for motorcyclists in their vicinity

Always use indicators when turning or changing lanes

Use mirrors and do a head check when changing lanes to make sure blind spots are all clear

Provide motorcyclists with sufficient room to move

Make eye contact or acknowledge riders so they know they’ve been seen

Tips for riders to ensure their safety:

Wear bright clothing so you’re seen.

Ensure you are visible to drivers through correct road positioning.

Wearing a helmet and suitable protective clothing when riding can significantly reduce the risk of serious and fatal injuries.

ABS braking technology could also reduce a rider’s risk of death or serious injuries.

Check the safety of your gear at [www.motocap.com.au](http://www.motocap.com.au)

Mr McGay said while 2018 was the lowest number of lives lost on Victoria’s roads ever recorded any life lost was too many.

“We’ve already seen too many motorcyclists lose their lives on the roads only a month into 2019, and we don’t want to see anymore,” he said.

“It’s crucial that everyone going for a ride plans ahead and takes regular breaks, avoid fatigued driving and drive to conditions.”

For more information on ensuring every ride is a safe ride visit [www.spokes.com.au](http://www.spokes.com.au)

For more information on ensuring every ride is a safe ride visit:  
[www.spokes.com.au](http://www.spokes.com.au)



# 2019 National Rally – Mornington

At the 2019 National Rally several awards were presented. The recognition of members and Branches is an important part of any rally and over the years at AGM Events (as the National Rally was previously called) many awards have been presented.

At each rally, we ask members to register for various awards and the 2019 National Rally committee were determined to continue the tradition. Members were asked to nominate themselves for these categories

Longest Distance by Rider (up to 250cc) -  
Longest Distance by Pillion  
Oldest Rider – awarded to Jos Bots #9006  
Longest Distance by Rider (250cc +) – awarded to Terry Brennan #49520  
Oldest Rider + Oldest Motorcycles Combination – awarded to Bruce Reid #3403

All distances were measured by Trip Planner (from RAA or RACQ websites) by most direct route.

There were no nominations received for Longest Distance Pillion or Longest Rider up to 250CC.

We encourage everyone who rides to the 2020 National Rally to be held in Lismore, to register for one (or more) of these awards .

## The Spirit in Action awards

The National Committee introduced the Spirit in Action Award in November 2015; an initiative to acknowledge the selfless act of goodwill enacted by a Branch or an individual member on behalf of the Branch.

This Award is presented to the Branch by the National Committee.

At Mornington, three Spirit in Action awards were presented. The recipients were

Westgate Wanderers Branch in recognition of the Branch support for two members who had been involved in a horrific crash - this support is ongoing

Greg Douglas # 49357, as President of the Westgate Wanderers Branch for his support to all Branch members who were supporting those members involved in the crash, as well as providing care and support for the injured members themselves

Macarthur Branch, in recognition of their annual ongoing organisation of the national Memorial Day ride to Cordeaux Dam.

# 2020 VISION – SEE YOU IN LISMORE

Well now that Mornington is over it is time to set our sights clearly on Lismore. Find the nearest pen and piece of paper and write the dates down – “4th – 10th May 2020 see you in “Lismore” put a big smiley face next to the dates and stick it on the fridge. Just to remind you each day not to forget.

The 2020 Ulysses Club National Rally Organising Committee cannot wait to welcome you to our great spot on the Far North Coast of NSW and remember all roads lead to Lismore.

The venue for the 2020 National Rally is the Lismore Showground. The venue has plenty of space so no matter if you are coming in your RV, bring your own tent or staying in tent city we will be able to fit you all in. Just a note for our RV members there is a dump site on the grounds and plenty of flat area for all. We even have stables filled with hay for those who like a little more comfort.

The Traders will have plenty of space to choose from with two pavilions and plenty of outdoor space to cater for everyone’s needs. Please spread the work to those who may be interested in participating as traders.

We will be entertaining the North Coast style for our Meet and Greet night with an Eat Street dinner and relaxing music to take in the serenity. Saturday night’s dinner will give you

the opportunity to dust off the rags of the seventies. The theme for the night is “Return of the Aquarius”.

The Grand Parade is going to be approximately 8 klms and will commence from Hepburn Park located on the outskirts of Lismore. We will wind down the hill towards the central business area and through the streets ending at Oakes Oval for our Civic Ceremony.

Entertainment on site will be an area of focus and we are anticipating showcasing the talents of the Northern Rivers by engaging a number of our local entertainers to assist in providing you with a very relaxed atmosphere and good entertainment.

Last but not least we have some magnificent roads to enjoy and plenty of activities to keep you all occupied during your stay. To check out the options in more details head to the Lismore Tourism and event webpage <https://www.visitlismore.com.au/> you will find our Ulysses Club Logo - click on it to find more details. Last but not least remember all roads lead to Lismore!!



## Mornington Peninsula

# 2019 ULYSSES CLUB NATIONAL RALLY TRADERS & MOTORCYCLE MANUFACTURERS



We would like to acknowledge the following companies who supported the 2019 Ulysses Club National Rally.

General Traders: Across Oz Campers, Adriatic Moto Tours, Alastair Paton, CMS AutoSol, Barmah Park Restaurant and Cellar Door, Bikesnbeers, Bush Essentials / Aromapendants, Christian Motorcyclists Association, Clark Rubber Chirnside Park, Compass Expeditions, Crazy Horse / Zorros, Draggin Jeans, Earmold, Elite Campers, Good Wool Store, Grinfactor, Innotesco, Maurice Blackburn Lawyers, MC Performance, Motomuck, Oz Trikes, Pain Pod, Rocky Creek Designs, Slow Cruze Tours, Step Forward Orthotics, The Airhawk Guy, Time Plus Communications, Touroz Trikes, Transport Accident Commission, Turmeric SA, V-Sport Australia and World on Wheels.

Motorcycle Manufactures: BRP, Peter Stevens Importers, Polaris, Suzuki and Team Moto Frankston.

Thankyou for your support and hope to see you all at the 2020 Ulysses Club National Rally – Lismore, NSW.

**Heather Knowles DM #62**

**Member #38058**

**2019 Ulysses Club National Rally Trader Co-ordinator.**

## THE ULYSSES STORY



Stephen Dearnley



## THE ULYSSES STORY BOOK NOW AVAILABLE

This book, *The Ulysses Story*, will give you the background of how we got to this point in the club's history, from a few guys talking about a social club for riders over the age of 40 and the first meeting of the Ulysses Club in December 1983 with just 5 people in attendance including old No 1 Stephen Dearnley, through the dynamic rise in members and through to 2018. This is a fascinating journey of our club, that we as Ulysses members should embrace.

This is now available through our Gear Shop or by contacting the Admin Office ph. 1300 134 123. The cost is \$20.00 per copy.

# NEPAL; RIDING ON TOP OF THE WORLD



If you are wondering what might be a ride with a difference, my wife Linda and I can highly recommend a trip around Nepal. Along with three others from Victoria - Meghann, Paul and Daryl - we completed a ride in May last year (2018) from Pokhara down to the Chitwan National Park on the Indian border, and then north to the Tibet border. From 200m above sea level, hot, humid and tropical, to around 5000m of cooler, dry, desert country, where there is little to no rain; only snow.

We booked with Hearts and Tears Motorcycle Club in Pokhara owned by Matt, an Australian from Melbourne I think, using local guides. They were an excellent crew.

Standard means of transport is a Royal Enfield, with Chinese copies of the Honda CRF 250 also available but for us, with one exception, the Enfield nostalgia won on the day. There were only a couple of minor issues, which is really surprising when you consider the treatment these bikes get delivered. The Enfields are too high geared, (different gear sprockets are not available), so you could not idle through the rough ground, you had to give it full noise and ride a bit of clutch. This was always a challenge in the deep bull dust hiding rocks and boondies that would catch you out. It was not unusual to see a bike lying down having a bit of a rest with the rider.

The ride to the Tibet border, up the Mustang Valley was definitely the highlight. Around 700kms of pretty tough roads/tracks most of the time. These tracks are quickly becoming formed roads and in the next years will be a main highway from Tibet to India with a lot of the cost covered by the Chinese. We rode over several suspension bridges that swung across the river, just wide enough for the bike and shared with pedestrians. One such bridge was 350m long and 150m off the water, don't look down...

Pokhara is nestled in a valley with a small lake surrounded by mountains, and as we rode up the valley, these mountains got taller and the scenery became more spectacular. Only a short ride from Kalopani, 20kms to Kagbeni, the terrain went from lush green mountainsides to absolutely dry dirt desert and mountains, with the only green down by the river where the locals had irrigation. Amazingly, a lot of apples and grain were grown in these oases.

Our guide, Prabin, was always looking to keep us entertained with side trips; often taking us off the gazetted road to a track up some valley or to a lookout, even once to a mine site where we rode the bikes 2kms into the mine.

Most of Nepal is Hindu, but the closer you get to Tibet, the influence is mainly Buddhist. The country has an untold number of Hindu temples and Buddhist monasteries, and some of these are hundreds of years old. One such temple was at Mukthinath, where Hindus from around the world visit on a pilgrimage.

In not so many years past, the Nepal/Tibet border was an imaginary line in the sand. But as Tibet is now under Chinese rule, the border is more clearly defined, with a wire fence that disappears over the mountains in both directions.

On the Tibet side there were armed guards, cameras, checkpoints, and work had begun on a big new immigration office. A reminder of who's paying for the road.

**Graham `Nungers' King #52396**

**Lynda King #60364**



"THE KIND OF RIDER  
AID I CAN USE EVERY  
KILOMETRE".

You know, I'm not usually one to whinge. I like to think of myself as a positive person, and always try to see the good in things. As they say, it's not what happens to you in life, rather how you deal with it. Not sure who "they" are, but I won't let that detract from the truth of the aforesaid little gem. It's served me well for these past many years.

Having said that, I find myself uncharacteristically frustrated and dismayed by the latest "adventure" motorcycle offerings from leading global manufacturers, and in need of a good whinge, as follows hereunder.

Has that tight-knit cosy club gone stark raving nuts? Really? Given the "adventure" motorcycles each of them is attempting to foist upon the unsuspecting buying public at present, I feel it is a more than reasonable question.

#### **Allow me to elaborate.**

Here's just a sampling of "adventure" models currently on the market or due for imminent release:

**BMW R1250GS**  
**BMW F850GS**  
**Honda Africa Twin**  
**Yamaha Tenere XTZ700**  
**Triumph Tiger 1200**

Now, at first glance, this may seem to be a glorious list of modern motorcycles worth drooling over, fair dripping with the latest bling. Must-haves so to speak. Inspiring you, at the very least, to slot in a visit to your local showroom to admire, and maybe even, perish the thought, BUY!

#### **But outward appearances can be deceptive.**

You see, there's a lesson to be learned from history dear reader. When BMW decided to replace the venerable, and successful (to wit Charlie and Ewan) R1150GS they set one target specification in concrete. They decided, in their infinite wisdom, to limit weight on the new 1200 cc model to not a feather more than 199 kilograms. That's right...199. Fast forward fourteen years, and we have the latest version of that same bike. But now it's partly water cooled, has variable valve timing, has a raft of electronic "rider aids", and has increased engine capacity of something north of 80 cc's. And what's more important for the rider who wants to exit the bitumen for at least some of his/her

jollies, it now weighs a quarter of a tonne! That's the equivalent of TWO steel jerry cans full of water over and above the original model that you, the rider, have to wrestle through the mud or sand, and pick up if you lose the argument. That's what I call progress.

Ah, now we move to the laughably "middle-weight" BMW F850GS. This new model replaces the venerable F800GS, which weighed in, road-ready, at about 210 kgs. The 850 represents a complete re-design from the ground up. Once more we see the introduction of all sorts of electronic "rider aids", an extra few cc's, and one other very appealing specification...it now weighs 229 kgs. That's only ONE extra jerry can full of water over and above the original 800 model. Ah, but it sports all sorts of new "rider aids" dear reader. Must be great.

Now we move to the biggest selling "adventure" bike in Australia today, the Honda Africa Twin. Right from the outset it weighed in at a very hefty 238 kg's, and that's not even the dual clutch version. You can add another 7 kg's for that beauty. Now Honda has "updated" the AT, and released it with...you guessed it...more electronic "rider aids". Wow, must be good. But wait for the weight... Sadly, the popular AT has porked up to an astonishing 243 kg's. So I imagine the DCT version will be around 250.

#### **Is a pattern emerging here?**

Let's now look at the much-anticipated Yamaha Tenere 700. I was excited about this bike, and even saved a few pennies as a deposit. But one specification needed to pass my test before I darkened a Yamaha dealer's door. And you know exactly what it was, don't you? Yep, the moment I saw it weighed in at a "leisurely" 205 kg's I spent my money on a holiday to Thailand instead. You see, I've owned adventure bikes that weigh 205 kg's, and can say with great confidence, that when they are fully loaded with camping gear, food, extra fuel, and assorted mandatory battery chargers and USB cables, your eyes will water when you hit a patch of super-slippery mud between Pooncarie and Menindee at 100 clicks. And watery eyes will be the least of your problems with all that weight to wrestle into submission. Trust me on this.

And now to the last machine on my little sample list, the Triumph Tiger 1200. Just one figure... 248 kg's...WITHOUT fuel. Nothing else to say really. Oh, apart from the fact that it features an attractive array of "rider aids".

Don't get me wrong here. ALL of the motorcycles listed above are first class machines, and represent years of engineering excellence and dedication by the teams of experts around the world who craft them into reality. They're machines that almost anyone would be proud to own. But this isn't the point here. I'm talking about the SUITABILITY of these offerings for the REAL WORLD of riding, fully laden with camping gear, on the dirt. Particularly when circumstances turn to shit. Steep rocky hills, deep soft sand, sloppy treacherous mud. That's when we need the one RIDER AID that really matters...LOW WEIGHT. No amount of lean-angle sensitive ABS, variable traction control, or colour TFT displays will save your sorry arse when conditions deteriorate. But a light-weight machine may well do just that. Save your arse.

Give me a low weight "rider aid" any day over an electronic "rider aid". It's the kind of rider aid I can use every minute of every day, every kilometre of every trip. And what's more...it's always switched on! Bonus.

OK, OK, I know there are those riders out there who just want to tour around with their partner perched on the pillion, and only occasionally and gingerly enter the world of gravel. The bikes listed are perfect for that. No, what I'm talking about is the people who want to go adventuring "proper-like", and hit the forests and deserts on previously unknown trails that can deteriorate into bouldered creek crossings, snotty hills, etc at the drop of a hat. They need a genuine middleweight machine. Something between a 110 kg enduro and a 220 kg "adventure". What I'd like to call an "all terrain" bike. A bike robust enough to carry the payload, and light enough to be manhandled in challenging conditions.

My comments above aren't just some random whinge. Rather, they're based on years of talking to, and listening to, the average adventure rider. They often don't really know what they want because of naivety, and so can't express their needs. Instead, they buy what is served up to them, and then pay the price afterwards. I can't count the number of people I know who started out their ADV career with a BMW 800GS or KTM 1190 etc, and then within six months sold it and bought a lowly (but light!) DR650. It happens all the time, and it flies under the radar of the major manufacturers. It is of course different in Europe and the USA where most roads the bikes are used on are sealed, but here in Australia what we see is exactly this phenomenon. Suzuki sells shiploads of DR650's, and Kawasaki KLR650's, to people who have discarded their heavy bikes after encountering their limitations. Having said this I do understand that the Oz market is small and therefore not substantial enough to influence bike design. Pity.

It is obvious that all the manufacturers are in an arms race, trying hard to outdo each other with technologies that genuine adventure riders, in my view, don't really need. All they do is increase the weight, complexity and of course price. But...they will sell huge numbers of these models as uninformed buyers flock to the showrooms to get the latest offerings, which of course are a "must have".



Unfortunately, these healthy sales figures confirm to the manufacturers that they have made the right decision with their bikes' design.

So, it would seem that manufacturers are universally up-scaling their ADV bikes with more and more goodies, to try and trump their competitors. And the end result is bikes that are more and more ludicrous, and forever departing from the core of what we REALLY need for all-terrain motorcycling. All the bikes listed above are very capable indeed in the hands of an expert rider, of which there are a few out there, but complete overweight nightmares in the hands of an average rider, of which there are thousands out there. So, the average rider buys one of these bikes, thinking he's doing the right thing because he read a magazine article written by an expert rider, and then finds that the bike is too much to handle on the dirt. So, he then forsakes dirt and sticks to the Princes Hwy on Sundays, without ever understanding what happened, and most importantly without ever contacting the manufacturer to express his disappointment. I've seen it time and time again. And so... the problem is not solved, and in fact is left to escalate.

And to make matters worse, the fall-back lightweight(ish) bikes of choice for these past twenty-something years are likely for the chopping block. Kawasaki has announced the end of the KLR650, and with increasingly strict emissions standards signalling the death-knell for air-cooled carburetted engines, it seems likely the venerable DR650 will follow suit. The way of the dodo. That leaves just one mainstream option for the genuine adventurer. The KTM 690R. But it too is not a perfect ADV solution, for a range of reasons best left for another time. And even the much-heralded KTM 790 falls short for entry level average riders. Too much power, too much weight, too many dollars.

What we want, nay NEED, is an engine producing say 75hp (no need for more), a dirt-bike frame with 21/18" wheels, good suspension, no electronics other than switchable mandatory ABS, effective windscreen, comfy seat, decent fuel range, and weighing in at NO MORE than 180 kg's WET! Is that too much to ask? It would seem so...

### They can do it for Dakar. Why not for us?

In simple terms, I'm asking for manufacturers to add genuine middleweight offerings to their ranges, some 60 kg's lighter than their current heavy (and getting heavier) models. Oh, and if you think my argument doesn't hold water, next time you get the chance grab three 20L steel jerry cans full of water and walk 50 metres with them. Then you'll know what I mean...

### See you out there.....

John Baker #40633



# Ladies of Ulysses

Jay Mair #52901

Just received my 10-year badge. Wow, how time flies! I have attended four AGMs and I'm coming down to the first rally. I love to ride and especially love to lead rides for any of our local clubs. If my riding buddies say, "Wow! There were roads I had never been on before!", then the ride was worth every km that I explored prior to the ride itself. Motorcycles have been a part of my life for nearly 50 years. This is part of my journey!

Going on 15, with a couple of hundred dollars saved, did I want to buy a horse or a motorcycle? Rebelling against my parents, the motorcycle won. My first motorcycle was a second-hand Yamaha CT90. Friends had room on their bike trailer, so weekends were spent trail riding the vast forests of Flowerdale, King Lake and Yarra Glen. As my skills improved, I tried Enduro riding and "Scottish Trials". Bruises, cuts and scratches got no sympathy from my folks. At least there were no broken bones.

By the time I was ready to get my licence, I could handle a bike pretty well; I just had to get used to the road rules and cars on the road. By that time, I was riding a Honda CT185 Skipper. With licence in hand, I was exploring Victoria, NSW and South Australia.

I modified the rack on the back to include side panels that would hold an Esky in one canvas pannier and a camp stove and gear on the other side. With my pack strapped across the top of the rack, I headed to New Zealand. In the early 70s, ships were plentiful and transporting cars and motorcycles across the Tasman was easy.

A two-week holiday was planned with \$365. I was intending to head south to Stewart Island and then ride all the way to Cape Reinga at the top on the North Island. Despite all the research I did, I was unaware of the \$350 bond I had to pay to get my motorbike off the ship. The bond would be refunded when I shipped the bike back to Australia or would be refunded at the end of a two year stay in New Zealand.

Asking my folks for a loan was out of the question, so with \$15 to my name I fuelled up for a dollar and headed to the local Youth Hostel. Three dollars got me a bed for three nights. By the end of the three, days I had a job, a room in a share house and not much else. Weekends were spent exploring Wellington and the northern towns. Some days, the winds through the Ngaio Gorge were so strong that I couldn't ride up the gorge so had to turn around and head home. No mean feat trying to do a U-turn when the wind was blowing so hard I could hardly stand. After the first failed



attempt I took heed of the warnings of "High Winds" on the highway out of Wellington.

Took a couple of weeks over Christmas to explore the East coast of the North Island - Hastings, Napier, Gisbourne, Hicks Bay, The Bay of Plenty and the Coromandel Peninsular. In the early 70s, most of the roads were very narrow strips of bitumen with the odd passing turnout. If two cars met on one of these roads, someone had to back up 'til they got to the turnout. Other roads were only gravel. The Coromandel Peninsular had large, chunky gravel and lots of corners where you would go from brilliant sunshine to dark shadows. It would take me a few seconds for my eyes to adjust to the dark. Luckily, there was no traffic, but then my back wheel slipped out on the rocky gravel and I dropped my bike. Didn't manage to get one foot out before the panniers trapped my leg. I wasn't travelling too fast so no damage; I just couldn't get to my boot laces to get my foot out. Now the lack of vehicle traffic meant I had to lie on the gravel road for three-quarters of an hour before a car came. Fortunately, I was not in dark shadows and the driver was able to stop and help get the bike off me. There was no damage to the bike or my foot so I continued on my way. No mobile phones in those days. Just one of those memorable adventures I had.

After six months, I had saved enough for the ferry across Cook Strait to explore the South Island. I picked up work in various places: apple picking in Havelock and a 'short order' cook in a number of different cafes. One great job I managed to pick up was to help crew a boat that sailed through the fiord lands from Queen Charlotte Sound and around D'urville Island to Nelson. It was a 'milk run' supplying essentials to the many residents who had either very poor or no road access to the rest of the South Island.

In Christchurch I met up with another Aussie female motorcycle rider, a rarity in New Zealand. We became the best of mates and travelled together for many years on a variety of motorcycles but that's another story. In those early years, there was very little protective motorcycle gear. In the colder weather, we would have 'long johns', jeans, T-shirts, woollen lumber jackets and Japara (oilskin) Jacket and over pants, lace up boots and gloves.

At one stage, we drove through Arthurs Pass to Greymouth. The road was very narrow and the sun



only shone on the road for around an hour at midday. The youth hostels we stayed at were fairly warm and we had good sleeping bags, but the riding was cold. In those days, each traveller at the hostel would be allocated a chore that had to be completed before they headed off. It could be cleaning up the kitchen, living rooms, bedrooms, toilets or whatever needed doing. Lynette and I would do our chores in just our long johns, jeans and t-shirts and then, when we were ready to hit the road, we would put on all the other gear. By the time we were ready to ride, we were usually sweating. On this particular trip, within an hour we were cold, and by two hours we had to stop for a hot drink to warm us up. The camping stove came in very handy.

Another memorable adventure was when we arrived in Dunedin. We heard that there was a fancy musical water fountain in the middle of the 'Octagon'. As we pulled up, there were motorcycles everywhere and around 40 blokes admiring someone's new Mach III HI 500. We admired from a distance as our bikes were probably 'laughable' for the guys ogling the new bike. Apparently, there were only two of these bikes in New Zealand. The other one was in Auckland. We enjoyed the fountain and headed off for more sightseeing.

A couple of days later, we headed to the Royal Albatross Colony on the Peninsular. Unfortunately, the colony was closed as it was breeding season. We stopped off at Lanarch Castle before heading back to Dunedin. A couple of miles down the road we saw the new Kwacka pulled over on the side of the road. We stopped to ask what the problem was. The guy was really pissed, as he had been told he would get around 28mpg, and with a four-gallon tank, he ran out of fuel after 100 miles. I had plenty of fuel and a line of hose attached to my bike so we pumped some fuel into his bike. Ray recognised our Aussie accents and after getting over his initial embarrassment that two female riders had stopped to assist him, he asked where we had been travelling. We told him about our disappointment that the colony was closed. He asked

us where we were staying and then we all headed off in our respective directions.

Later that night we got a phone call from Ray at the hostel, a pretty rare occurrence. He said if we wanted to come back to the Albatross colony tomorrow, he and his Dad would take us on a private tour of the colony as his Dad managed the colony. Glad we stopped to help him out!

After exploring much of the South Island, even Mt Cook, we eventually made our way down to Bluff and over on the ferry to Stewart Island. We then started our trek north to Cape Reinga. Back to Bluff, Invecargill, Queenstown, Lake Wanaka, Omarama, Tekapo, Timaru, Christchurch, Kaikoura, Blenheim, Picton, Wellington, Palmerston North, Taupo, Rotarua, Hamilton, Auckland, Whangarei and Kaitaia.

At Kaitaia, Lynette's bike needed repairs so we worked for a few weeks at a commune on the beach. We would collect the seaweed each morning, dry it out on the beach and each week we would take it to the local garage that would give us cash. After a while, it was obvious that Lynette's bike wasn't going to be fixed; too many parts were required that were hard to get and she needed to head back to Australia soon. So, Lynette caught a bus up to Cape Reinga while I rode my motorcycle. We made it at last.

On the way back, I was keen to ride through the Te Pahi quicksand stream and sand dunes out to the 90-mile beach and ride down the beach highway to Kaitaia. As I approached the beginning of the quicksands, it had started to rain. There were seven buses also going to drive across the quicksands. I stopped to have a chat with the bus drivers. Their recommendation was to follow them as they would help to compact the sands a bit. It would take a couple of hours for a bus to sink and about 15 minutes for a motorcycle to sink if I broke down. The best suggestion, if that happened, was to get off and start floating on the surface! With some trepidation, I started to follow them. Around 20 minutes into the ride the buses started doing figure 8s in the sand. It was crazy trying to follow them. Eventually we came around a corner and I could see the 90-mile beach in the distance, so I took off. Thankfully, I had a trail bike with a high exhaust and I had left my panniers and pack at the hostel in Kaitaia. I had to cross six more streams that got progressively deeper. On the last stream, the bike started spluttering as water was starting to get into the exhaust, but I managed to ride out of the stream before the bike took any more water. I stopped on the hard sand on the 90-mile beach and gave my bike a really good pat, wiped it down and then headed down the beach.

I had accomplished what I had set out to do. We took a couple of months as we had to pick up work along the way. Lynette headed back to Australia and I spent another three months exploring more of the North Island before heading back to Aus. What was supposed to be a two-week holiday took two years! Back to Australia and another couple of months later Lynette and I were planning a trip to the UK and Europe, only we would buy our bikes over there. We needed bigger bikes for more adventures. I will work on the next part of my journey. See you on the road sometime.

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

# Ladies of Ulysses



I started riding when I was 27; my first bike was a Honda CD250 that I bought from my sister when I split with my husband and had no transport. Dad had a Honda when we were kids, and we have photos of us sitting on it, so it was in the blood. I went from the Honda 250 to a new Kawasaki 550 Zephyr. Nice bike. Rode it to work and back most days. This was the bike I had when I started dating Steven. He had just bought a new bike, and we kept those bikes for seven years.

I joined the Ulysses Club as soon as I was 40. Steven and my sister, Ann, had joined a few years before me. We joined and went to the Nepean Branch monthly meetings, and this was the year that the AGM was to be held at Penrith, so great timing! That was our first AGM, and we had a ball and met some great people.

I have now been a member for 10 years and just had my 50th birthday. Over the last ten years, I have owned two Kawasaki ER6N,s a Honda CB 1100, CB 400 and CTX 1300, as well as a Yamaha 125 dirt bike. We have been to eight AGMs and enjoyed every single one. We have gone places on our bikes we never thought of, thanks to the club.

Late last year I had an accident on my CB 400 on the way to work (in fact I could see work). I had just traded the CTX in on a new bike and was thinking about what to do with the 400, but the accident made that decision for me as the 400 was written off. I fractured both wrists, left only slightly and it did not

need an operation, but the right wrist was dislocated and fractured, and I now have a plate and nine screws in my right wrist.

All the medical staff I dealt with were wonderful. The paramedic (Christian, fellow bike rider) came and checked on me every time he came back to the hospital. The ER staff were great (Abby, who got me sandwiches) and took good care of me as did the ward and operating staff.

It could have been a lot worse, and I am very glad I was covered head to toe in gear: boots, pants, jacket, gloves and helmet. The fractures were not going to kill me, but broken skin that infection can get into, could!

My new BMW R1200 RS with the lowered seat was ready before my wrists, so Steven got to ride it home for me. I was allowed to ride the new bike just before my birthday, so I was happy and am back to riding to work every day.

The Ulysses Club is family to us, and we have enjoyed a great 10 years and look forward to having decades more fun with them.

P.S. when you meet me, please don't say "gee that's a big bike for such a little girl" I am short but I am not a girl I'm a woman, and the bike is the right size ☐

**Karen #53148**

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# SUZUKI V-STROM 650XT

## THE COMPLETE ADVENTURE BIKE PACKAGE.

I've just completed a fairly comprehensive test ride of the latest version of Suzuki's V-Strom 650XT, along with a colleague riding an older version of this very popular V-Strom.

At one stage late in our test ride, during a well-earned coffee break, my colleague offered the comment that this latest Suzuki V-Strom is really, a very boring bike.

His comment sparked my interest, as he had been nothing but very complimentary of many of the features, characteristics and performance of the bike.

He then proceeded to explain that he described the bike as "boring" simply because it did everything he asked of it without any fuss or bother, and was entirely predictable in virtually any situation.

Apart from being very attractive now with anodised wheels and updated styling, our test bike also featured a number of other initiatives which I'll detail later, along with the optional "Adventure Accessory Package".

On first appearance, the 650XT looks like a slightly scaled down version of its older brother, the V-Strom 1000. The "XT" Cross-Touring variant comes fitted with wire spoked wheels, hand guards and engine under cowling as standard. It looks "purpose built" to slot comfortably into the

middleweight division of the fast growing Adventure Touring class of motorcycle. Some bikes in this class can appear big and bulky, to the point of being a bit intimidating, particularly if you "drop" them. However the 650XT has been trimmed and thinned over the years to make it a very easy bike to handle, even in trying circumstances.

When I first threw my leg over the bike, I immediately felt "comfortable" with everything in place. The wider handlebars and revised tank shape assist in providing better handling and control, particularly on broken surfaces, gravel, dirt, etc.

Once fired up, featuring the Easy Start System – one touch and release of the start button- the 645cc, 90 degree V-twin engine purred through great sounding pipes. Selecting first gear (in the 6 speed gear box) and releasing the clutch brought in the innovative Low RPM Assist, whereby the ECM increases the revs slightly during take-off to prevent a stall.

Underway, initially on suburban streets before stretching its legs on the freeway, the bike demonstrated a very smooth power delivery right through the range.

Out into the country, we soon found ourselves exploring the boundaries of this bike on a number of variable surfaces, terrain with hills and bends, all of which the bike adapted



**"HAVING GIVEN THIS BIKE A FAIR "WORKOUT", I WAS A LITTLE SURPRISED WITH ITS FUEL ECONOMY. CONSUMPTION OF BETWEEN 4LT AND 5LT PER 100KMS, PROVIDES A VERY HEALTHY RANGE OF WELL OVER 400KMS BETWEEN REFILLS."**

to with ease. The dual purpose tyres provided plenty of confidence on both sealed and off-road surfaces. It was very apparent that the suspension provides stable, predictable handling, giving a "planted" feeling.

A well-deserved coffee break at a country bakery provided an opportunity to take in some more of the changes to this latest model – including adjustable screen, great peg position, new-shape comfortable seat (low & high genuine seat options are available). The bike also features many new or upgraded engineering components, which was evident with more power and more torque. It also features dual-channel ABS (non-switchable) and an easy to navigate 3-level (including OFF) traction control system.

Back on the bike for an afternoon of thoroughly enjoyable country riding and highway running, the V-Strom 650XT proved to be equally comfortable cruising fair distances at 100k's plus or traversing unstable sandy-gravelly tracks, or picking its way through slow muddy off-road terrain.

Having given this bike a fair "workout", I was a little surprised with its fuel economy. Consumption of between 4lt and 5lt per 100kms, provides a very healthy range of well over 400kms between refills.

However compared, I think the Suzuki V-Strom 650XT represents exceptional value for money in a bike that just does everything asked of it, without fuss or bother.

The near perfect Adventure Bike package, maybe not so boring after all...!!!!

Test and Report compiled by Peter Baulch #27672

\*\* This Suzuki V-Strom 650XT, is the prize bike for our UCARF Raffle \*\*



# TRIPPING THE LIGHT FANTASTIC

It has been in plain view for a long time: the drift to bigger capacity motorcycles. In the last issue of Riding On the favoured species were a Triumph Tiger with a three-cylinder 1200 cc engine and a Honda Goldwing with six cylinders and 1822 cc. Kerb weight of the 'Wing is 383 kg or about five and a half of me fully dressed as the rider, while the Triumph is a relatively lithe 250 kg or so, or three and a half in my units. In contrast, the bike highlighted here, fit for adventure touring, weighs just 137 kg wet, and has an engine so small I'm shy to broach the subject.

The only big bikes I've ridden are a Honda ST1100 and a BMW K100; both could do the ton effortlessly and both were supremely stable and comfortable. I owned neither of these bikes, nor did I wish to. Fundamentally they were a whole lot more than I needed, or wanted. And I would struggle to move them around in the garage...

In my fifty years of riding, the heaviest bike I owned was a '61 featherbed Norton 500 twin, or perhaps it was my '96 MuZ Skorpion with a 660 cc single driving it. These at the kerb were under 180 kg, and each had all the power I needed, or wanted. The lightest weighed about 155 kg ready to roll, and ran a 350 cc two-stroke engine: a Yamaha RZ350 that needed a racetrack, and a petrol bowser every few laps.

I still prefer the petite to the grande. On the mature side of seventy I have three bikes in the shed, none awfully powerful or awfully heavy: a 2003 Ducati 620 Sport, a 1992 Honda Dominator, and a 2013 KTM 'Supermotard' that's

classed as a road bike and is light enough at the kerb to be less than two of me.

The KTM is the first technologically advanced bike I've ridden – it has an all-digital dashboard (it's called a 'Combination Instrument') that tells me everything short of my heart rate, and its illumination comes on progressively as the sun goes down (or I pass through a tunnel). I'm not accustomed to such refinements, but if you have six gears to play with between zero and 100 km/h it's really handy to read which gear you are in, and having a little geek in there who can calculate your past few minutes' fuel consumption and advise that you have 67 km left in the tank - this is IT that conveys really useful information.

All this in a bike that cost me \$3200. No, I didn't buy it new. I bought it five years old with 11000 kms on the original tyres, from a younger codger who'd carried it on the back of his motorhome so he could set up camp and then tootle down to the milk bar. I've now ridden it, joyfully, for thousands of kilometres on dirt roads, fire trails, country bitumen by-ways and the odd motorway. It's an absolute gem, but they don't sell them in Oz any more because in Oz we like big bikes. They still sell them in India, by the tens of thousands - they are a big bike there.

This bike runs on a 199.5 cc single-cylinder engine that's way-over-square, liquid cooled, high compression (11.5:1) and built to spin at 8000 rpm all day. With a dry weight of 129.5 kg a bike with an engine producing 19 kW (26 hp) can power pretty well through six gears to outrun the traffic.





Forgive me, but I just love working a small engine the way the design team designed it to work, and if they could see this old fart grinning as he wails through the twisties, they would know they had done their job well.

The KTM 200 Duke was on the Oz market for about four years, but was comfortably out-sold by the 390 Duke – a 373 cc single. Visually the bikes were alike, with the same 10.5-litre fuel tank. The 200 Duke does better than 300 km on that tank. The original 390 needed too-frequent refuelling, but the 2019 model now boasts a 13.4 litre tank and a sensible range. I've test-ridden the 390 Duke and it's such a hooligan treat I could hear my mother saying it was time I grew up. With the 200 Duke I think I can keep my licence points in single figures. And suffer less of the architecture of service stations.

My commendation to the reviewers who think to mention fuel consumption figures. We pay regard to fuel thirst in cars but it's been slow to become a concern for motorcyclists - and so for motorcycle designers. A modern Honda Goldwing can tour at under 5 litres/100 km and the Triumph Tiger 1200 not much more. A current model Honda NC750SA can take you interstate sipping 3.5 l/100km and is I think the best of the bikes in its class. What won me to the KTM 200 Duke is that this Austrian design made in India averages around 2.9 litres/100 km. Beat that! And it can take me interstate.

No, it's not the bike for a big rider. I'm 65 kg stripped and

178 cm tall and I'd say I'm about at the design limit for a KTM 200 Duke. Lucky me, because this bike is comfortable for a couple of hours in the saddle. It takes a tank bag and soft saddlebags and a small topbox – so yes, I can load it for an overnight camp-out. It has ABS brakes, so I feel safer should my reflexes be slowing – and the brakes are excellent. It sounds purposeful enough. It's a breeze to clean. It's simple and cheap to service. Traction control settings and electronic suspension adjustments are entirely, and perhaps blessedly, absent – in many ways this is a bare-bones purist motorcycle. And oh, so lightweight.

The frame is taut and the suspension never bottoms out on rough roads, though I do feel the irregularities on my local country bitumen. On better surfaces it travels very well. It holds its line perfectly through bumpy corners – confidence inspiring! It even has a headlight that is generously illuminating – and in rural Australia, that's a godsend. I've upped the gearing and at 8000 rpm the 200 Duke is singing at 118 km/h, with 2000 more rpm to the limiter. This bike does so much of what bigger bikes do, albeit without tyre-shredding acceleration or licence-shredding top speed.

What about torque? Don't ask me how KTM does it but the 200 goes up the hills on the Newcastle-Sydney Motorway at 110 km/hr. In 6th gear! (It can tootle down my home town's main street in top gear too.) Would it keep up with the others on a group ride? No problem if they are within coo-ee of the speed limit. But you'll have to ride solo - even a chihuahua wouldn't tolerate the KTM's pillion seat...

Do we like our bikes to look good? Black, white and orange. Naked but idiosyncratic. Supermotard or street-fighter or kinetic sculpture? And where's the bloody muffler? This bike is abstract art. Park it at the café and coffee gets spilt.

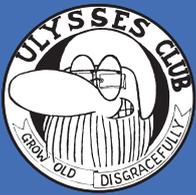
So, I say go and consult a dealer. Ask them what's lean and frugal and naked and edgy. (And inexpensive, and probably sold mainly to learners.) KTM, Kawasaki, Yamaha, whatever... Cast aside preconceptions and have a fling on something no more than twice your body weight. Tell them you'd like to come back in an hour (or two - they are kind to Ulysseans) so you can get a feel for the fun of the light fantastic. If nimbleness is not your cup of chai at least you'll have a story to tell.

Over the road from the Gosford KTM dealer, who kindly lent me the 390 Duke, there's a Harley Davidson showroom. Come on, I thought, why not sample the solidity of a real steel Harley heavyweight? Alas the weakling in me said maybe another time...

To each his or her own; but for some a light bike feels just right.

**©2019 Ken Rubeli**  
**Ken Rubeli**  
**Ulysses Club Member #61309**





# Ulysses Club Incorporated Club Awards Guide

The Ulysses Club recognises outstanding member contributions in service to the National Club and its Branches via three main awards. They are the Telemachus Medal, the Dearnley Medal and Life Membership.

**Telemachus Medal** The Telemachus Medal is awarded in recognition of outstanding service, contributions and commitment to a Branch. The proposal to recognise outstanding member contributions at Branch level was agreed by members of the 2009 National Committee, and the Telemachus Medal was subsequently ratified at the Extended NatCom meeting in Albany on the 12th of March 2010.

**Dearnley Medal** The Dearnley Medal is awarded in recognition of outstanding service, contributions and commitment to the Ulysses Club. It is named after the Club's founder Stephen Dearnley, member #1. The Dearnley Medal was introduced in February 1998 and announced to members at the Annual General Meeting held in Bunbury that year. The criteria for the medal are designed to ensure that the awarding of the medal is a significant event and that it is never trivialised.

**Life Membership** Life Membership to the Ulysses Club is awarded in recognition of outstanding service at National Club level over a prolonged period. This does not mean that only National Committee members can be awarded this prestigious honour. Life Membership is only awarded upon recommendation by the National Committee and ratification by an Extended NatCom meeting. Fittingly, the first Life Membership of the Club was awarded to Club founder, Stephen Dearnley at the 1986 Annual General Meeting in Tenterfield, NSW.

Further information is contained in Ulysses Club Incorporated Document G7 – Guide to Awards. Login through the member's page and search documents.

Contacts:

National Administration Office: [administration@ulysses.org.au](mailto:administration@ulysses.org.au) or Ph:1300 134 123

National Secretary: [secretary@ulysses.org.au](mailto:secretary@ulysses.org.au)

## The following members were presented with a Dearnley Medal at the 2019 Annual General Meeting held on Saturday 2nd March 2019.

Graham Moore #62762  
Dearnley Medal 60

Jenny Meredith #25929  
Dearnley Medal 64

Paul Butler #17758  
Dearnley Medal 68

Ian Keeley #4403  
Dearnley Medal 61

Phillip Johnston #14255  
Dearnley Medal 65

Tony Collins #34687  
Dearnley Medal 69

Heather Knowles #38058  
Dearnley Medal 62

Leo Farrelly #21630  
Dearnley Medal 66

Dianna Glover #31050  
Dearnley Medal 70

Rex Meredith #17134  
Dearnley Medal 63

Ken Eaton #51189  
Dearnley Medal 67

The National Committee congratulates all these members, and sincerely thank them for their service to the Ulysses Club.

### HIGHLIGHTS

Rome, Palermo, Valley of Temples, Mt. Etna, ancient cities of Taormina and Syracuse, Maratea, Amalfi Coast, Pompeii

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# Telemachus Medal for Michael Sandley #4318

Michael Sandley became a Ulysses Club member with the Adelaide Branch in 1992. Around 1994 he initiated Wednesday rides for Adelaide Branch members and took on the role and responsibilities of ride leader. At first, rides were monthly and then evolved into weekly rides. He did this for 15 years.

As part of his Wednesday rides program, Mick Sandley introduced 3-day midweek rides away to country areas, such as the Flinders Ranges and York Peninsula. He organised the itinerary, meals and accommodation for participants, and led the rides. These rides are still popular today.

During his time as Wednesday rides leader, Mick Sandley had a couple of setbacks that interrupted his riding, including two knee replacements in 2009 and a heart attack the following year. Undeterred, Mick soldiered on to the extent of purchasing a scooter to enable his early return to his beloved Wednesday rides while convalescing from the heart attack. Eventually he returned to weekly rides leader.



Now in his 80s Mick still leads a regular group of more senior Ulysses riders from Adelaide and Torrens Valley branches, who still maintain the passion, on a weekly ride through the Adelaide Hills and beyond.

Mick was presented with the award at the Combined Branches Wednesday Ride Groups annual Christmas lunch on the 19th December.

Wednesday, 6th November, 2019 will be the 25th anniversary of the Ulysses Club Adelaide Branch Wednesday rides.

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NB. Motorcycle shown is a right-hand configuration. Models for Australian market are built with sidecars located on the left side of the motorcycle

# *A Ural Charged. Literally.*

**Iconic sidecar motorcycle brand reveals an all-electric prototype.**

Ural Motorcycles finalised the first development phase of an all-electric sidecar motorcycle. The electric prototype was built on the existing one-wheel drive cT chassis utilizing Zero Motorcycles' proprietary powertrain package (motor, batteries, controller and other components). California-based company ICG developed the overall design and was responsible for fabricating the initial prototype. Zero Motorcycles also provided the necessary engineering support during development and testing of the prototype that made this project possible.

"We always knew our sidecar is the perfect platform to build an electric motorcycle because it can offer what regular two-wheeled motorcycles can't: passenger comfort, stability and safety, not to mention more space for batteries," says Ilya Khait, President and CEO of Ural Motorcycles. "We're very happy with the results. At a glance it's still a Ural, but the electric bike offers a totally new experience. It's very easy to control, thanks to a low centre of gravity and optimal weight distribution. It's very stable thanks to its three wheels. It doesn't have a clutch or gear shifter, twisting the throttle is basically all you need to operate the bike. And it accelerates very quickly – for a Ural ... Overall it's a fun and very versatile vehicle that you can use almost like a car."

"Proof of concept was the main goal for this project," says Jason Rae, Ural VP of Operations and project manager. "We went through several iterations, searching for the best configuration of the electric powertrain package. One of the main challenges was to find the optimal location for the batteries while maintaining passenger comfort, storage capacity and stability distinctive to Ural sidecars. The bike was tested

intensively in a real world conditions – in the rain and snow, on cold and hot days, on the highway and city streets. We accumulated a lot of data that will be used in the next phase of the project. Admittedly, I was apprehensive in the beginning that an electric Ural was something worth putting our resources into, but now I'm totally convinced and looking forward to development of our production intent prototype."

The company has no immediate plans to manufacture an all-electric model at this time. The decision will be based on market research, consumer and industry experts' feedback. Ural estimates it would take approximately 24 months to ramp up serial production upon final design approval. Production bike design would incorporate the latest battery technology and charging options.

The Electric Ural is currently making its way around the North American market for trade shows and demo-ride events to collect feedback before moving to the next phase of this project.

IMZ-Ural has been manufacturing the legendary Ural motorcycles with sidecars since 1939 first for the military effort during WWII and later for civilian use. Urals popularity has grown around the world with international distributions in North America, Europe, Australia, Japan, China and a number of other markets.

For technical info visit the IMZ Ural website: [www.imz-ural.com.au/electric](http://www.imz-ural.com.au/electric)



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## **William George, "Bill" Dayble. #2668.**

**18-12-49 - 23-1-19.**

Late in January 2019 I was informed through a friend that one of Albury Wodonga branch's founding members, Bill Dayble had passed away. Bill joined our branch in the early 1990s. and although he hadn't been active in our Branch for quite some years, Bill was still a Ulyssean and still close friends with some of our members. By all accounts Bill was quite a character and held in high esteem by those who knew him. Although most of us didn't know Bill personally our branch attended his service and we formed a guard of honour, and provided a motorcycle escort behind the Hearse, such is the bond of fellowship that goes with being the band of brothers and sisters that is Ulysses.

Farewell Bill from all at Albury Wodonga branch.

**Greg Mckenzie #21911.**



## **Jan Horsfall #61305**

**07/03/1948 - 25/01/2019**

An active member since 2014 when she joined to assist with the AGM in Alice Springs.

A regular attendee at our club's social functions and fund raising activities, and would attend several ride in her 'HORS FRUCK' a 4WD Landcruiser.

She loved socialising at our monthly dinners and meetings and enjoyed reminiscing about her younger motorcycle riding days.

Sadly, she was taken by an aggressive brain tumour after a relatively short period of time.

The Central Deserts branch expresses condolences to her family. Farewell, ride on old friend.

## **Stephen Robinson #49946**

On behalf of the committee and members of the Central Deserts branch, Alice Springs.

## **Wayne Grant McCormack #55445 Telemachus Medallist #66**

Wayne "Grizz" McCormack, Born 30 My 1955 in Sydney passed away at the Mater Hospital Brisbane on 4th October, 2017. Grizz spent most of his life on the seat of a motorbike, so it was fitting that he went off the stage of life on a Harley Hearse.

Grizz was the sort of bloke who would go without, or shirtless if it was going to help someone else, such was his dedication that he spent a lot of time collecting money for the Mater Little Miracles with his great mate Senior Sargent Terry Armstrong of the Queensland Police; I believe Terry misses Grizz as much as his other family the Mt Lindesay Ulysses Branch.



Grizz was into anything Ulysses, or bikes, he held positions of committee member, welfare officer and club member. He was seen on most rides just to keep them honest. Very often he took up the position of tail end Charlie T.E.C

One of his pet loves was rallies, camping out in his trusty old tent with friends old and new. Friends as you can see from the photo supplied he went prepared; somewhere in there is the kitchen sink.

For a few of us that really got to know "Grizz" he is going to be sorely missed. As I have written a few obituaries to Riding On this has got to be the hardest one thus far, not because he's gone, but because he's not coming back.

Grizz was responsible for collecting prizes, trophies, monies for the likes of our Blues Rally, Toy Runs and anything else the club ran. He would hound, pester, nag at business for prizes and merchandise so the branch could do what it does.

Wayne "Grizz" McCormack was Mt Lindesay's one and only Telemachus Medallist. A medal he wore on his sleeve with pride. He believed he didn't deserve it, no one believes you Grizz.

One thing Grizz was planning to do was to ride around Australia, take a couple of months to do it, meeting a whole swag of Ulyssians along the way, this was bought to a sudden halt when he discovered he had the Big "C". Cancer doesn't discriminate.

Grizz only told me one lie the whole time I knew him; he said that there would be another Wayne "Grizz" McCormack.

## **Paul "Feathers" Jones #54808**



NAME: BOB FLEMING  
NICK NAME: STAN  
MEMBER NUMBER: 36429  
DATE OF BIRTH: 8 JUNE 1940  
DATE OF PASSING: 20 NOVEMBER 2018  
AGE: 78 YEARS  
BRANCH: BUNDABERG

Bob's first bikes were as a single man in the Gatton area where he aspired to own a Harley one day. He achieved his goal and along with his lifelong partner, Heather, enjoyed many years travelling the country side around Goondiwindi and surrounding towns. Bob and Heather rode with friends but enjoyed their solo rides taking in all that makes the rural area so attractive to so many. Bob's time as airport caretaker at the Goondiwindi airport were joyous and adventurous.

Bob and Heather moved to Bundaberg in 2005 in retirement and soon became part of our local Branch.

Bob's moment of anguish came when he was forced, due to declining health, to sell his beloved Harley - the 'Dream Machine'. Pushing his beloved machine onto someone else's trailer was the hardest task he had ever undertaken.

Bob had enjoyed the company of his friends in the Branch and shared many a great story as well as being part of Branch rides.

Bob's health continued to decline but he was supported by his close family in Bundaberg.

Ride on, Bob.

## **Ron Henry for Bundaberg Branch #17600**

## **Dave Krick #57268**

**25/8/53 - 27/1/19**

Sadly, we lost a dear friend and a member of the Yarra Ranges Branch (Ulysses) on the 27th January 2019.

Dave K, as we knew him was a quiet man that didn't like fuss but was a person that would always be there to help someone in need.

Dave passed away after an accident doing what he loved and that was riding his 1250 Bandit. He used to go out for what he called a short ride which would turn out to be an all day adventure. Upon such adventures, he often called in for a coffee and a general catch up. He was never too far away from his much loved family and of course his little dog Millie.

Dave loved fixing things and no task was too great. If the job had him beat, he would stop and work through the solution to get the task sorted. The tasks that he took on we're always finished to a high standard....when he did something, he did it right!

He is sadly missed by Sue and family and his friends from the Branch. Dave's big powerful bone crushing handshakes will be missed.

Rest in Peace Dave and we hope you are riding many K's watching over us.

## **Ed & Jo Morris #52228**

## **Barry (Darby) Raison**

**#24524**

**22/06/1938 - 06/01/2019**

Ode to Darby  
Here in Tweed West  
I've discovered the best  
Neighbour that anyone could  
wish for  
His name is Barry Raison  
And he's simply amazin'  
But all his friends call him  
Darby.  
He's a country boy at heart  
So up at sparrow fart  
Weeding and trimming and  
mowing  
Not only his place  
But he does with good grace  
The lawns, bins and trees of his neighbours  
Such is the man  
He does what he can  
To show care and consideration for others  
One of the loves of his life  
Was not only his wife  
But a Honda 750 cruiser  
With a great group of friends  
They'd travel the bends  
Spending many a day just cruising.



## **Fred Phillips**

**22/8/1937 to 5/12/2018**

### **Lockyer Branch**

Fred rode motorcycles his entire adult life and his love of riding was clear to anyone he rode with. His motorcycle journey started out in 1950s with British made bikes such as BSA, AJS, and Matchless.

Fred bought a new Yamaha DT1 and raced it on short-circuit, it sparked a life-long love affair with Speedway. He loved to follow Speedway, even attending rounds of the World Speedway Championship in Auckland and Melbourne.

During the 1970s he owned a Honda 4, and rode his Z650 Kawasaki around Australia in six weeks. He wore out his Kawasaki GT 750 and ST 1000 through his love of long tours, travelling over every state in Australia – sometimes riding a 1000km a day.

In the 1980s and 90s Fred rode a red K100 BMW, and it was around this time that he first joined the Ulysses after the MRA had faded away.

Fred would always attend the annual Toy Run and National Rally on his K100 when time allowed. The BMW was eventually replaced by a Honda Shadow 750.

When Fred's age slowed his ways, he moved onto a Suzuki 650 Burgman and finally down to a 400 Burgman, which Fred rode right up to the time of his death.

Fred encouraged all his family to join him in his love of motorcycling. Fred leaves us with memories of long rides, followed by cold beer and a fire-cooked meal while camping out on a side road of the highway – setting out early the next morning to do it all again.

Fred was a Living Legend and will be greatly missed by his family and friends.

Ride on Fredo.





# MEMBERS SNAPS

THE ULYSSES CLUB  
NATIONAL RALLY,  
MORNINGTON



## WHERE TO ACCESS ONLINE CONTENT:

### GEAR SHOP

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

If a login is required, please contact Administration on [administration@ulysses.org.au](mailto:administration@ulysses.org.au) with name and member number

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### CLUB CONTACT LISTING

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

### INFO ABOUT YOUR CLUB

Info About Your Club. The same information is listed in the FAQs page, under the Members Page – a member needs to login to access this page.  
<https://www.ulyssesclub.org/Members/FAQs.aspx>  
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# X-903 Ultra Carbon



- + Compatible with Nolan's fully integrated N-Com multi-media systems.
- + Tinted VPS Internal Visor. + LPC Liner Positioning Control system for customised fit.
- + Multi-Density EPS Damping System for outstanding safety.
- + Hand laid Carbon Fibre shells with special blends of Multi-Axial hybrid fabrics.
- + 3 Shell sizes & 6 EPS sizes for optimum fit / volume / safety
- + NERS Emergency Release Cheek Pads. + Carbon Fit Comfort Liner with high tech Anti-Bacterial / Anti-Static microfibre materials.
- + Eyewear Adaptive cheek pads. + MVA Magnetic Visor Assembly. + Active Tilt Visor Mechanism & Ultrawide Visor port for enhanced vision.
- + Pinlock Anti-Fog visor insert. + 5 YEAR WARRANTY.



Designed by Nolan. Engineered by Nolan.  
100% MADE IN ITALY BY NOLAN.

# N702-X



- + Compatible with Nolan's fully integrated N-Com multi-media systems.
- + VPS Tinted Internal Visor with multi-point opening & quick retract.
- + Multi-Density EPS Damping System for outstanding safety. + Multi-Config design can be configured 8 ways. + High Airflow Peak. + Ultrawide visor port for enhanced vision & easy goggle fitment. + Pinlock Anti-Fog visor insert.
- + Clima Comfort Liner with high tech anti-bacterial microfibre materials.
- + Air Booster vent system with multiple internal channels & rear extractor vents.
- + Two shell sizes & 6 EPS sizes for proper fit & safety. + 5 YEAR WARRANTY.

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