

Riding is all about the Journey
Riding On
ULYSSES CLUB INC. NO.144 SPRING 2019

**REMEMBERING THE MOON
LANDING 50 YEARS AGO!**





“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”



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

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

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



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

SHARE THE PASSION

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

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

CELEBRATING

25
YEARS



www.WorldOnWheels.tours

Himalaya - Morocco - Peru & Bolivia -
Iceland - Rajasthan - Turkey - Nepal
& Bhutan - South Africa - Baltics -
South East Asia - Dalmatian Coast ...



Pioneers in exhilarating adventure




HEAVY DUTY
MOTORCYCLE TOURS



RIDE AMERICA!
with Australia's only Harley-Davidson authorised tour operator




BOOK NOW FOR THE 2020 USA STURGIS TOUR!
For pricing & details visit heavyduty.com.au or call 03 9317 5004. Reserve your spot now!

Riding On

THE JOURNAL OF THE ULYSSES CLUB INC.

Issue 14 SPRING 2019

OUR COVER

While at the Christmas in July weekend organised by Newcastle Lower Hunter Branch, members from several Branches took the opportunity to ride to Parkes and visit the Telescope.

ADMINISTRATION OFFICE:

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

NATIONAL COMMITTEE

National President – Jen Woods

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

Webmaster

webmaster@ulysses.org.au

National Vice President – Allan Pratt

Email: vicepresident@ulysses.org.au
Mobile: 0408 807 579

Sponsorship Liaison

Email: sponsorship@ulysses.org.au

Motorcycle Liaison Officer

Email: mcliaison@ulysses.org.au

International Liaison

Email: international@ulysses.org.au
Mobile 0408 807 579

National Secretary – Henry Rokx

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

National Treasurer – John Osborne

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

National Purchasing & Advertising Officer

Dave Wright

Email: purchasing@ulysses.org.au

Email: advertising@ulysses.org.au

Mobile: 0418 954 424

Membership Liaison

Email: membership@ulysses.org.au

Chair, Road Safety

roadsafety@ulysses.org.au

National Rally Organiser

Blue Knowles

Email: nro@ulysses.org.au

Mobile: 0427 669 903

Ulysses Club Arthritis Research Fund Coordinator

Kim Kennerson

Email: ucarf@ulysses.org.au

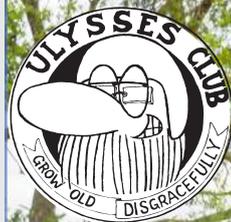
Mobile 0429 040 027

MAOTY Liaison - Sharryn Nankervis

Email: MAOTYadmin@ulysses.org.au

Ulysses Club Plate Scheme Facilitator

Mobile: 0417 355 326



Contents

National Committee Reports	6
UCARF Report.....	12
NEWS	13-18
Letters to the Editor	19-20
Upcoming Events	21-22
Ridden On	40-41
RV Group Column	42

Features

YAMAHA NIKEN REVIEW.....	24-26
Ladies of Ulysses.....	28-29
ALPINE RALLY	30-31
SHARK BAY RALLY	32-33
Gear Shop.....	42



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 July for Spring (September) issue

31st October for Summer (Dec) issue

31st January for Autumn (March) issue

30th April for Winter (June) issue

CLOSING DATES FOR ADVERTISING SUBMISSIONS:

16th February for Autumn (March) issue

16th of May for Winter (June) issue

16th of August for Spring (September) issue

16th of November for Summer (Dec) issue

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



A definite highlight of the period since my previous Riding On report was the very recent visit that the National Committee and UCARF coordinator Kim Kennerson made to the Sutton Lab, Kolling Institute at the Royal North Shore Hospital, to meet with Professor Chris Jackson, as well as Meilang Xue and Haiyan Lin. The work being done at the lab by this team is amazing and utterly fascinating, and fully justifies the efforts that you the members and Kim as the coordinator make to raise funds

for UCARF. The Director of the Kolling Institute, Dr Carolyn Sue, also came to meet us and to thank the club for its support. I felt very proud that the team is so very grateful to the Ulysses Club for the support we provide – you should all feel proud. It was also lovely to catch up with Kelly McKelvey, who many of you have met previously – Kelly received funding from the club some years back and continues to work in research.

The 2020 National Rally Lismore website will be available very soon – perhaps by the time this magazine is in your letter box. The National Rally registration portal will be available very early in 2020 – well in time for you to register to attend. If you have in mind to order the rally merchandise, you'll need to register promptly once the registration portal is open.

The 2020 National Rally team in Lismore is working hard as the countdown to the event gains momentum. Like many of you I look forward to the journey there, and the opportunity to catch up with friends I haven't seen for a while, and the chance to meet new members and make new friends.

I will attend the Memorial Service for our dearly loved Life Member, Rick Bedford 7481 who lost his battle with cancer on 22 June. Our thoughts continue to be with Rick's wife Sherol, and their families.

The nomination announcement for the 2020 National Committee is included in this edition of Riding On. All positions will be declared vacant and I urge you to consider nominating – it is a privilege to serve the club.

Capricornia Branch (in Rockhampton) recently celebrated their 25th anniversary and I jumped at the chance to leave the cold weather in Canberra and be with the members for their celebration. This branch started in 1994 and they intend to celebrate more milestones in the years ahead. Well done Capricornia Branch, and congratulations go to other branches also reaching significant milestones.

It was also great to see so many members at the social morning for the South Coast Branch recently – thanks for making me feel welcome and well done to you all for successfully growing the branch there.

Memorial Day rides are being organised and I will again head to Cordeaux Dam to be with members who gather there every year to remember those who have ridden on. The national committee appreciates all of you who organise and attend the many memorial day rides – it's not just a chance to remember, but also a chance to meet other members.

Jen Woods

#21395
National President

IMTBIKE
PASSION FOR MOTORCYCLING

Mar 21 — Apr 06, 2020

MOROCCO & SOUTHERN SPAIN
TOUR

The Ancient Moorish Kingdom

Official Partner of BMW Motorrad

tours@IMTBIKE.com www.IMTBIKE.com

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

22 YEARS

ULYSSES CLUB INC. NATIONAL ANNUAL GENERAL MEETING 2020

Nominations for positions on the National Committee for 2020 must be received by the National Secretary by November 30, 2019. Nomination forms can be requested from the National Secretary or the National Administration Office.

Completed nominations should be addressed to the National

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

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

Henry Rokx
National Secretary, Ulysses Club Inc.



Hello fellow Ulyssians

For the National Committee the last few months have continued to be very busy and a lot of our time is spent in considering Ulysses Club member concerns, letters and queries.

Some of you are worried about the direction the Ulysses Club is heading and I am pleased that members come to us with solutions. Even if

this solution has been advocated before, please know that it is not discarded immediately. What did not work one year, may work the next.

Please continue to have your say.

I have spent time communicating with the motorcycle manufacturers and the supporting sponsors of the Ulysses Club. I have been encouraging their attendance and support at National Rallies and at Branch level.

The Ulysses Club Inc. is like a lot of the businesses we deal with – going through a time of change, numbers are down and finances are affected.

Those that support us are also being affected by the financial downturn – motorbike sales are down and all report a loss of profits, pleasingly the continued support still appears to be there, although for some in a reduced manner. Please support those that support us.

Perhaps it is time to rethink about what we expect from our Club.

Is it time to go back to the basic aims of the Ulysses Club?

Seeing more of this fantastic country while we ride to a destination, meeting new friends and renewing friendships at National rallies without expecting anything more, continuing to support each other through both the tough and the good times and just plain having a good time with like-minded people!

Internationally, the overseas Ulysses Clubs in the northern hemisphere are enjoying the best weather to ride.

Knut Sveen in Norway reports 30c temperatures – for them this is really hot, but does mean they can get out and ride a lot more. Ulysses Club Norway is hosting the 2020 International Rally. For more details go to: <https://www.solvgarden.no/english/>

The New Zealand National Rally will be held in Blenheim, from the 13 – 15 of March 2020, registration is now open on their website. <http://www.ulysses.org.nz/>

In this issue of the Riding On, you will see an article by Michael Richardson from Thailand promoting the Thai Ulysses Club and the country he calls home. A great read; this will make you want to take the trip there, just to see the places and roads he mentions.

By the time you read this Riding On, the International Gathering hosted by France will be over and done with and I hope to be able to bring you interesting stories from my trip there.

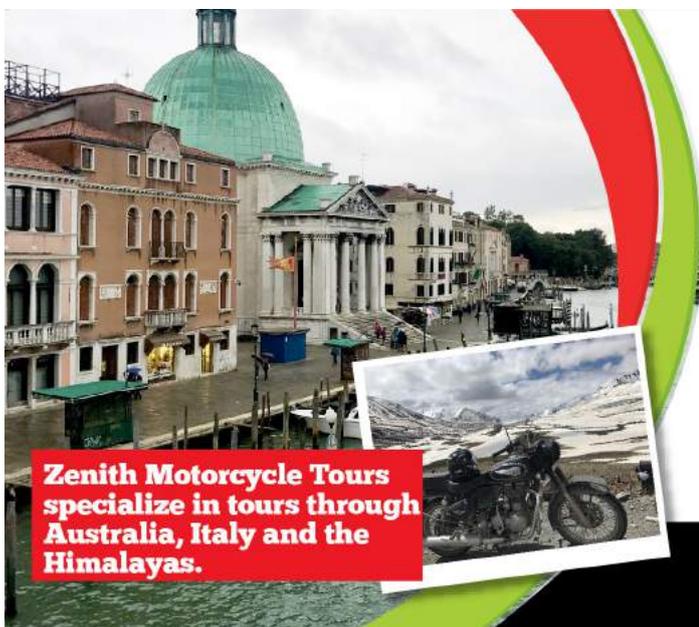
If you have any questions regarding the International Ulysses clubs, I will be pleased to help you find the answers

Always look on the Bright Side of Life

Regards

Allan Pratt

#9186 DM #21
Vice President



Zenith Motorcycle Tours specialize in tours through Australia, Italy and the Himalayas.

**Australia
Italy
Himalayas**



Zenith Motorcycle Tours
The ultimate riding experience

HIMALAYAS TOUR HIGHLIGHTS:

- 21 DAY FULLY INCLUSIVE TOUR.
- RIDE THE HIGHEST ROAD IN THE WORLD.
- A VISIT TO THE TAJ MAHAL.
- STAYING ON THE HOUSEBOATS IN KASHMIR .

ITALIAN TOUR HIGHLIGHTS:

- 16 DAYS FULLY INCLUSIVE.
- RIDING AMAZING ROADS IN TUSCANY.
- SARDINIA AND CORSICA.
- ATTEND THE ITALIAN MOTOGP.
- STAY IN BEAUTIFUL TOWNS LIKE VENICE, FLORENCE AND SIENNA

GET IN TOUCH TO SEE ABOUT OUR AMAZING SPECIALS FOR ULYSSES MEMBERS AND TO BOOK YOUR SPOT!
E- ZENITHMCTOURS@GMAIL.COM
M- 0405 197 182



Before I go on with my report, I must say a big thank you to our esteemed President, Jen Woods, who stepped in to look after the secretarial duties while I was away overseas. Jen was kept very busy over the last month and a half with not only my work but doing minutes during the absence of our minute secretary. A very commendable effort on

Jen's part given she had her own work to contend with at the same time. So, if she's looking a bit overworked, this is why.

I was fortunate enough to be away for a month, most of that time visiting family in Holland. It was my first return "home" after 57 years, so there were quite a few things to catch up on. Marjorie (my wife) and I had a great time. Apart from all the sightseeing, family visits, cakes, coffees and more, I did have the time to observe plenty of traffic movement, not only Holland, but also Germany, Austria and Switzerland. The traffic is busy almost all of the time, but except for the odd accident or breakdown, it flowed very freely. Despite the volume, I saw no road rage, aggravation, horn beeping, or plain old lack of courtesy. Everyone appeared to be relaxed and drivers basically made way for each other as best they could. Something that many drivers in Australia could learn from. Also, particularly in Holland the movement of scooters and bicycles was fairly consistent and mostly trouble free. In many areas in big towns small scooters and bicycles share a dedicated lane, staying off the main road as much as possible. Scooter riders do not need to wear a helmet up to either 25kph or 40kph subject to their registration type. It is quite remarkable to see people venturing around town in the Sunday best or work clothes with no helmet or safety gear virtually all day, every day. It would be interesting to see their accident statistics, but a cousin who is actually a motorcycle policeman said it is quite the norm and there are almost never any problems. One other notable item – in Germany, if the freeways do get jammed up, all cars move to the left or right of the road, leaving a clear path for emergency vehicles down the centre. How well do you think that this would work in Australia?

Our trip was an experience that I hope we can repeat. But after a month away it was nice to get home to family, friends, my bike, and our own bed. We are now looking forward to the upcoming MotoGP at Phillip Island and lots of summer riding. And of course, looking after the needs of our members. Stay safe over the Spring period and start planning for Lismore next year.

Henry Rokx
National Secretary
#28636 DM#45

**ROCKY CREEK**
DESIGNS

SMART. COMPACT. GENIUS!

**4 tools in 1**

MotoPressor™
Puncture Repair Tool
Pliers, rasp, needle insertion tool, knife and
5 pre-glued plugs, all in a handy pouch.

- 1** Remove offending item from your tyre.
- 2** Use the rasp to clean out the hole.
- 3** Thread needle with plug, push into the hole, twist 1½ times before pulling out.
- 4** Separate the knife from tool and cut the plug flush with the tyre.

The knife slides off the tool to easily cut the plug.

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

www.rockycreekdesigns.com.au
02 6689 5703



At time of writing we have the trading results up to 31st July 2019 available. These reveal a deficit on our operations of \$8,860. This outcome is in line with the reforecast budget considered by NatCom in May. Net membership numbers have held steady over the last six (6) months with total membership standing at 13,468 at July. It appears

this number will hold out until December when the bulk of renewals for this year will fall due. We have 3,400 renewals due this coming December. Over the past 3 years the ratio of renewals at December has fallen from 72% to 61%; these numbers would indicate we shall lose a further 1,350 members unless we re-double our efforts to have the bulk of these members renew in December 2019 and January 2020.

Clearly, a substantial loss of members will adversely affect our financial position and force further focus on our costs. In that regard, the contract for publishing, printing and distribution of Riding On has been renewed for another year with no change in major cost components. We are beholden however to Australia Post regarding mailing charges which we trust will not be significantly increased in next 12 months. In this regard we need to be mindful of saving that can accrue to the Club by members opting to receive Riding On by electronic means

and by households, where two members reside, reducing the delivery to only one copy per address. A brief e-mail to administration@ulysses.org.au requesting a change will help streamline our distribution process.

With our operations now in deficit and the Rally cash not flowing until early 2020 we have a liquidity problem. As we operate essentially on a cash basis we need funds available to cover ordinary costs and development activities as bills arrive. Consequently, for the first time since I have been Treasurer we have needed to withdraw funds from our term deposit reserves at the bank to cover day by day costs.

In this issue of Riding On there is a notice calling for nominations from members for positions on the National Committee. With the 2015 changes to our Constitution a number of National Committee members have now completed 3 years continuously in office and can only stand again if no other members offer themselves for election. I would love an apprentice as National Treasurer and would offer comprehensive training to any member who would like to carry on the work I have been doing. Please consider your suitability to fill a position on the National Committee – call me or others on numbers listed in the front of the magazine for clarification of duties/requirements for a role on the National Committee.

John Osborne

#41785
National Treasurer

Balkans and Adriatic Explorer

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

HIGHLIGHTS
Adriatic Coast, Dubrovnik, Split, Plitvice NP, Durmitor NP, Kornati NP, Sarajevo, Mostar

NEXT TOUR DATE
AUG 29 - SEPT 15, 2020

COUNTRIES
Slovenia, Croatia, Bosnia & Herzegovina, Montenegro

DURATION
18 days / 16 Riding days

Klim **SCHUBERTH** **BM** **TOURATECH**

motorcycles RINGWOOD

Phone: 03 9870 3807
info@ringwoodmotorcycles.com.au

BMW Specialists
Service
Repairs
Spare Parts
All Motorcycles Accessories



Keep your eyes out on the website and Gear Shop E-newsletters and in this publication for new products arriving soon, including spray jacked in maroon, umbrella, and new colours and styles of T shirts.

We have had some problems with the supply dates from our clothing supplier which has caused some problems for our Admin Staff , In future we will endeavour to order stock that is running low that

is sourced from China 13 weeks in advanced, this of course requires some guesswork and the use of the Ulysses Club crystal ball.

I thank you and our Admin Staff for your patience in this matter. Please understand that orders being delivered to us late are out of our control and the ladies in our office are serving us well and should be treated with respect by members who call up enquiring about purchases.

Advertising. Advertising enquiries for Riding On and our website have been slow recently, although it appears to have picked up recently.

We will be working on an improved digital advertising package to offer prospective advertisers, that will include more detail of what we can offer them.

Ulysses Club Road Safety Committee. Following the last UCRSC E-Newsletter by Terry McCarthy your UCRSC representative in Tasmania on rider training we received many reply emails and we always appreciate feedback from our members

Future E-newsletter will cover Road Safety subjects including road infrastructure, motorcycle maintenance, ride/driver distraction, keeping hydrated and more.

We will be taking up the issue of older riders being retested as most states other than Qld and WA require after the age of 80 or 85. Also the requirement that the test must be undertaken on a two wheel motorcycle, although many older riders have chosen to use a trike or sidecar motorcycle for stability and safety.

Our involvement with The Crash Card is progressing well and this week we received permission from the copyright owners (The Ambulance Motorcycle Club) to use their brilliant concept along with their logo. I have since contacted Maurice Blackburn Lawyers who are partners with us in this action to modify the Crash Card. The UCRSC members will now ensure that the emergency agencies in each State and Territory know if its use and benefits.

Membership. It is encouraging to see many more branches using Facebook to encourage new members to our club. I believe this (through photos and stories) shows prospective members what a good group of people we are.

We need to make sure that all branch contact details are up to date, as I believe that contacting the link on our website e.g. bogo@ulysses.org.au may not reach any person as the link has not been updated recently. Many people are looking for a club to join but are unable to find one that suits them, so we need to make our club is the one that they can find information on easily.

Dave Wright

#51871

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

Our comprehensive motorcycle website gives you daily updates on the world of Motorcycling News, Views, Reviews and Lifestyle.

You can also share your stories, photos and comments with more than a quarter of a million other motorcycle fans here and around the world.

WWW.MOTORBIKEWRITER.COM



National Rally Organiser
Welcome to the Spring edition of Riding On, welcome to the new members of this great Ulysses Club.

I would like to start my report with a little explanation of what my role is in the Ulysses Club. The position of National Rally Organiser (NRO) previously National AGM Event Coordinator (NAGMEC) is an ex-officio position in other words the role

is an extra voluntary role normally outside of the National Committee. The role of the NRO is not to organise the National Rally as indicated by the name but a Liaison role as the link between National Rally committees and the National Committee of the Ulysses Club. I give guidance to the National Rally committees on how a National Rally is to be run in accordance with the National Committee requirements. In turn the National Rally committees are continually seeking guidance on their National Rally, and where I can't answer their questions, I then refer to the National Committee. I stated above that the position of NRO is normally an ex-officio position however for the last 2 years I have also been a member of the National Committee due to a casual vacancy that occurred in 2017.

One of the most satisfying roles of the NRO is to announce the

successful bidder/location of the Ulysses Club National Rally to be held in 3 years' time at the Extended National Committee Meeting conducted at the National Rally i.e. at 2019 National Rally I announced that Warwick Queensland was the successful bidder for the 2022 National Rally.

I am looking for a Branch or group of branches that may be interested in running a National Rally in 2023. Running a National Rally is a truly satisfying task and the friendships made while on the organising committees are lifelong.

2022 ULYSSES CLUB NATIONAL RALLY

Dates for 2022 National Rally Warwick, Queensland. 4th – 10th April and will be at the Warwick Showground, Kingsford Drive, WARWICK, QLD

AUSTRALIAN MOTORCYCLE FESTIVAL

Troy Bayliss Events is running a new event in November, the Australian Motorcycle Festival, will be conducted in Wollongong from Friday 9th to Sunday 11th November. The Ulysses Club will be represented at the Festival with a display and recruiting stand. See you there.

Blue Knowles

#33140

National Rally Organiser

SLOW CRUZE TOURS

www.slowcruzetours.com
21 years experience travelling in Vietnam
Australian, Vietnamese and Burmese tour guides

Vietnam 2019/2020

OCTOBER 2019 and 2020 21 days riding the mountains of the Northern frontier - fantastic scenery \$6,200.00
MARCH 2020 - 26 days south to north ride \$6,800.00
AUGUST 2020 - 14 days centre explorer, from the central highlands to Keh Bang National Park \$5,200.00

MYANMAR 2020 see website
phone: 0264935123
0498191543
email: slowcruzetours@aapt.net.au
AIRFARES INCLUDED!!!

GRAND European Tour

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

HIGHLIGHTS
Vienna, Budapest, Krakow, Prague & Austrian Alps

NEXT TOUR DATE
JUN 6 - 23, 2020

COUNTRIES
Slovenia, Austria, Hungary, Slovakia, Poland, Czech

DURATION
18 days / 16 riding days



The weather has been so ordinary here in Ballarat (yeah, yeah, I know the jokes about Ballarat weather) and my bike is feeling unloved, so I really hope the sun comes out soon. There are many events advertised for the spring/summer months and I'd like to get to a few of them.

In Victoria anyone who has let their Ulysses Club membership lapse will find their permit(s) are instantaneously invalid. Club membership expiration is advised by the Ulysses Club at least three months prior, either by email (IF Natcom has your email address) or on the postal label in your Riding On magazine. VicRoads give approximately six weeks notice of permit expiry. If in doubt of either, check your Ulysses Club membership card for details (it's on the rear of the card). For your permit expiry, it is noted on your permit label, which is affixed to your bike, (or should be).

Historic Plate Scheme (Red Club Plates)

I'm pleased to report that the Club Historic Plate scheme is running smoothly. NSW has 455 bikes registered while Victoria has around 370 registrations and Queensland has approx. 15.

NSW Road Authority has introduced a 60-day logbook (similar to the 45 and 90 days in Victoria). The initial cost is \$95 with \$45 renewal fee, which covers the issue of the plate and the CTP insurance.

Congratulations to Neville Gray #3394 OAM and his team of SA members who have been successful in their submission for Historic Plates registration in SA. Neville and others are busy visiting all the SA branches to spread the word.

The historic bikes registration cost in Queensland has been reduced and now costs \$175 instead of \$300. Hopefully this will mean more bike with historic registration in the future.

The Victoria Club Plates coordinator, Paul Butler #17758, had some difficulty with VicRoads where members were told at the counter of one office that Paul was not authorized to sign permit renewals. This was due to two versions of the club permit forms circulating which have two different titles for Paul. This has now been sorted at a higher level in VicRoads and Paul has reported that he has had no problems since.

A question for Victorian members with club plates – Do you have your permit in order?

Motorcycle Apprentice Of The Year (MAOTY)

This year there are very few 4th year motorcycle apprentices looking to complete their course and some training facilities have decided not to offer the motorcycle mechanic course in the short term due to low numbers or have stopped offering the course all together. This is sad news for the motorcycle industry but hopefully it is just temporary and next year we will see more 4th year apprentices.

Telemachus Medal – website

The Telemachus Medal recipient list on the website is being updated with entries, photos and/or information on all medal recipients.

I have contacted Telemachus Medallists for a photo and hopefully the website will be completed soon. If you received an email from me, please send your photo.

Cheers,

Sharryn Nankervis
#36204

An AMAZING Motorcycle Journey!

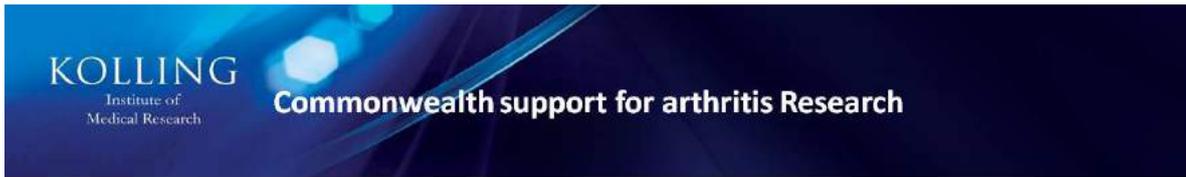
16 Days - 9 Countries
From 2,869 €

 **Romania 12**
Motorcycle Tours Years

**Explore The Balkans
Guided Tour**

www.romaniamotorcycletours.com
GET 5% discount with the link below:
www.romaniamotorcycletours.com/ulysses-discount
office@romaniamotorcycletours.com

Checkout our 2020 dates NOW!
August 24th - September 9th
September 21st - October 7th



Burden of Disease Conditions (BDC) and financial support from Commonwealth, Australia in 2017

	BDC	Support
1. Arthritis	6.2%	\$4m
2. CVD	3.8% (61%)	\$220m -55 times
3. Cancer	2.4% (35%)	\$1billion-250 times
4. Mental Health	17.4% (280%)	\$125m-31 times

CVD: Cardiovascular diseases



We wish to acknowledge the following donations that have been received since the last published list in the winter edition 2019 of the club journal Riding On.

We also wish to acknowledge the generous support of the club branches throughout Australia that keeps the UCARF cause alive and kicking.

In no particular order –

Mid North Coast Branch \$500.00, Northern Beaches Branch \$1,000.00, Gloria Gorman \$50.00. Northern Gateway Branch \$139.65, Davis Scott \$200.00, Goulburn Valley Branch \$745.82, Lower Murray Branch \$1,000.00, Bairnsdale Branch \$300.00, Warwick District Branch \$345.00, Mildura Branch \$1,000. Redlands Branch \$455.00.

It is always interesting to learn of the ways the various branches and individuals raise funds for donation to UCARF. We are receptive to these stories.

The Mid North Coast Branch raised their donation through a Bunnings Sausage Sizzle.

Member Gloria Gorman has been hand-knitting beanies of which she sold five to members at a recent Nepean branch meeting and promptly handed the cash donation to UCARF.

“We make a living by what we get, but we make a life by what we give,” Winston Churchill. As the UCARF Coordinator I arranged a recent visit for the NatCom members to attend the Sutton Arthritis Research Laboratory of the Institute of Bone and Joint Research (IBJR) Kolling Institute.

We were hosted by Professor Chris Jackson, Director of Science and Medicine, IBJR, Deputy Director, Associate Professor Meilang Xue and Dr Haiyan Lin who is our current UCARF sponsored RA researcher.

The NatCom members were treated to three brief lectures, a big Friday afternoon tea, an opportunity to meet the scientists and a guided tour of the workings of the laboratory.

Four of the current seven committee members had not had a previous opportunity to experience first-hand these aspects of the scientific research that we support.

As the coordinator I consider this interaction important as a creation of a much better understanding of RA research.

For the information of members, I wish to refer to the accompanying graph which reveals the hugely disproportionate level of Commonwealth funding for arthritis research in comparison to other common diseases.

Life begins at 40, but also too often does arthritis.

Kim Kennerson,
#6929 LM 14
UCARF Coordinator

MC PERFORMANCE
motorcycle mufflers

AUSTRALIAN IMPORTER

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

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

Tweed Heads Branch Monthly Ride Sunday May 5

This month's ride was planned for the usual Sunday after the May meeting, but owing to that day being Mothers' Day, we decided to change the ride to the Sunday the week before.

So, the plan: Don awaits a call from Alan at STSC, to ascertain the numbers for our sausage sizzle. He then purchases the goods and meets us at our coffee break, where we can offload our liquid refreshment into Don's Esky for cooling prior to arriving at Rocky Creek Dam BBQ site.

Did all go to plan? Well... No... Not quite... But all will be revealed.

After days of heavy cloud and a lot of rain, today turned out to be excruciatingly beautiful, with clear blue skies and mountains to contrast. The colours of the landscape were so unbelievably sharp. And as we rode through the countryside, Dave even remarked on how clean and scrubbed the cattle looked.

Seven bikes and eight riders arrived at STSC for the ride, and 9am had Don ringing Alan for numbers for the purchase of food for today's BBQ. So, after the ride briefing, we departed about 10mins late, which put us way behind our schedule for Coffee at the Sphinx, due also to all the Qld'ers taking up our road space while they meandered around rubbernecking on their 'Labour Day' weekend. Also, I hadn't programmed this into my GPS schedule. See, I can programme in 'Paddocks' but not Labour Day for Qld'ers, as it changes depending on whether Liberal or Labor are in Government.

We took the roads through Bilambil, Dulguigan, Chillingham, Talgum (see Don, there is no 'y' in Talgum), Eungella, Uki, Kunghur, and on to Sphinx Rock Café. There sat Don and Ros, complaining we were late. They had arrived a half-hour before and were bored with no Ulysseans to talk to. Coffee time was full of chatter, with some riders very hungry, and not being able to talk with a mouthful.

So, leaving Sphinx after another quick briefing, we headed southwest up the range between Nightcap and Border Ranges National Parks, but before Cawongala we turned at the 'third' Nim-bin' sign, heading south through Stony Chute, bypassing Nimbin and the Mardi Gras Festival currently happening over the weekend. Alan deliberately bypassed Nimbin, to avoid any temptation for riders to join in on the 'Smoke Fest', which was



happening all weekend. (What a killjoy). On our Friday Pie Day ride two days before, we rode through Nimbin, and on leaving most of us had our 'wobbly boots' on, finding a great deal of concentration was required to navigate the corners; and that's why the ride was progressing so slowly.

Heading south through Coffee Camp, we turned east through Koonorigan, rode through The Channon, another most glorious part of Australia, up via Dunoon, taking the Rocky Creek Dam road to the Picnic Area, where there was a free gas BBQ and tables for us all.

Don and Ros brought food from the Trailer, Alan fired up the BBQ and cooked dinner on his Teflon Mat, which kept the BBQ plate spotless. With everyone hungry and the smell of the snags and onions, Alan was beating off the ravenous with his tongs, until "Ready" was called.

The next hour was a very happy time in a beautiful part of our world, but as always, the time comes to leave for home. From Rocky Creek Dam, the ride was just as glorious through the rainforest trees, winding eastward towards Mullumbimbi, following Coolamon Scenic Drive, some leaving for a quick ride home up the motorway, leaving three to take Tweed Valley Way back through Burringbar and Murwillumbah, finally arriving home safely, with another 270Km on our tyres.

Today was one of the best Sunday monthly rides we have had in many months; a great social time together over some lunch. Thank you to all who came. It's a pity that a few were away and missed the day. Happy Birthday to Paul, who had the original idea for this day, but he was in Port Douglas sipping Champagne for his special day.

Alan Jones #29149



WILL FROM PERTH TOURED THE US FOR 11 WEEKS

~~BIKE HIRE~~
~~\$18,480~~

BOUGHT \$15,660
SOLD \$12,500



visitor.us

BUY A BIKE IN AMERICA, EVEN IF YOU'RE VISITING

WWW.VISITOR.US/ULYSSES

May the Force (oops!! that's the 4th) – Be With You

May the 4th, 2020 is fast approaching and the 2020 National Rally Organising Committee is starting to step up the pace to be ready for you. In our planning, we did not realise until just recently that the 2020 National Rally is commencing on International Star Wars Day, so we thought we would have a little fun with it and are hoping to have a little surprise for the Star Wars fans amongst us.

We are well and truly starting to discover the finer details of the event, with the Camp Ground plans coming together nicely thanks to the hard-working team. Locations on the grounds have been tossed and moved around many times to ensure they best met our needs. Who thought that would be such an issue when there is so much space to choose from!?

There have been many meetings held with key stake holders, making sure they are all happy with the finer details on the event. This has seen the Grand Parade Route decided upon and being approximately eight kilometres long. The busy work of completing all the background paperwork has commenced and, believe me, there is more paperwork than you think. Rules and regulations are all being considered, discussed and appropriate actions taken to meet them to ensure we do not encounter any issues during our week of celebrations.

The team have been out testing and sampling entertainment and food, having a good time in the process. We hope our taste buds are attuned with yours as we all know how important that a good cup of coffee is and that the food is not only tasty but nutritious as well. We have confirmed the band for our Saturday night dinner, which we are sure you will enjoy. We are still working on providing opportunities for lots of fun. Are there any keen cricketers out there? I here there is a grudge match coming up, but more details on that later.

Lismore City Council are certainly maintaining their enthusiasm and support for our event, requesting details of the roads we will be travelling for the organised rides and instructing staff to



identify parking areas to be specified as motorcycle-only parks during our event. They have been behind us all the way and are looking forward to our event as much as we are.

There are some great bus trips being planned for those who are looking for some time off the bike. They will intertwine their way around the area, providing you with some interesting sites and points of interest. The details will be released as soon as they are finalised.

Commemorative merchandise has now been finalised with our traditional shirt, badges, caps, hats and stubby holders. And yes, for the girls who approached our team at Mornington, we have included the Tote Bag as requested. We have also included a very versatile piece this year by choosing a head buff which can be worn as a neck scarf or a bandana.

Please keep your eye out as our web page should be active in the very near future.

If you have not already put that little note on the fridge to remind you where to be on May the 4th, grab the pen and paper and do it now!! Remember, May the force – be with you, and bring you to Lismore for our 2020 Ulysses Club National Rally. Don't forget the dates - 4th to the 10th May 2020. Can't wait to see you then!!!

Lismore Rally Committee





Redlands Christmas in July 2019

On Saturday 20th of July, 87 Ulysseans attended the annual Redlands Branch Christmas in July at Tenterfield, N.S.W. We had people attending from over 13 Branches across QLD and NSW. Those that travelled the most distance were from the Blue Mountains Branch, just pipping St George Sutherland Branch by three kilometers! The closest attendees were from the Glen Innes Branch.

Also enjoying the evening was the National Vice President (Santa) and the National Treasurer. John enjoyed the cuddle when he received his gift from Mrs Claus!

The venue was the Tenterfield Bowling Club and, as usual, the club was only too happy to assist us with whatever they could to make the evening a great success. The cook gave us a traditional Christmas dinner - buffet style, with plenty of food available – the usual country hospitality coming to the fore.

A young lady enjoying her 18th Birthday party at the venue will never have such a huge crowd sing her Happy Birthday again!

This year the entertainer was a local musician who was very happy to encourage those who believed they could sing, to get up and have a go! As he had the whole karaoke set up, quite a few did. There were energetic Ulysseans singing and dancing along and a good variety of very talented local singers that made it all very entertaining to watch!

Games of trivia meant we were exercising our brains – some of those questions Steve! Dodging the flying chocolates is also fun! Raffle prizes were donated and altogether we raised over \$450.00 for UCARF – thanks to everyone

for your support. Special thanks to Ron Cauldron and Flannagans Menswear of Tenterfield that donated an Akubra for the main raffle!

Lucky doors were won - literally, lucky chairs lifted and even Santa and Mrs Claus came to visit! It was wonderful to see such large participation of both men and women keen to participate in the Secret Santa gifts, being kids again and getting the chance to sit on Santa's knee. Some got very affectionate and Santa and Mrs Claus seemed to relish the attention! Some of the gifts raised a few eyebrows and caused much laughter, good to see that growing old disgracefully is still out there!

It was so good to look around, hear the laughter, the conversations and see so many smiling faces! This is what the Ulysses Club is all about.

Thank you to all that attended and as everyone assured us that they would be back next year, we look forward to making it bigger and better!!

To the hardworking team that did such a brilliant job organizing and bringing us all together – I am proud to know you and work alongside you, thank you, you deserve a medal!

See you in July 2020

Savaugn Pratt #20508





Brisbane West Branch Turns 1

Hard to believe it's been a year already. Our branch is growing and slowly gaining momentum within our chosen area of the Centenary suburbs located on the western fringe of Brisbane. This was an area we identified early in the conversations relating to a new group as it is a fairly untapped resource when it came to motorcycling enthusiasts. Also, the local tavern that hosts our monthly gatherings is ideally situated near two major highways, making easy access for some interesting rides. From the country to the city and further east to the coast, we are definitely spoilt when it comes to new and exciting places to explore.

The date was February the 11th 2018. A few of us met at the local watering hole in Middle Park to discuss the opportunity of starting a regular ride group. The aim of one day was to chat about what we wanted it to be and who we wanted the group to serve. The long-term goal was to establish a new branch of the Ulysses Club Inc. But first, "Baby Steps". The wheels were finally in motion. A steering committee was put into place and we commenced a week later with our first organised group ride.

It wasn't long after this initial meeting that our now branch secretary, Vince Robertson, and I sat down to start the tedious job of drafting our proposal for the new branch. If you know me, you will know I may not always be one for detail. One of my many

flaws. Vince, on the other hand, leaves no stone unturned. We, together, put down our thoughts and ideas, along with the relevant info that would help our National Committee in granting us our charter.

Approximately eight weeks later, the word

came through.

The Ulysses Club had itself a new branch. The Brisbane West Branch was born and ready to hit the ground running or in our case riding. The support from our regular riders and our ever-increasing new members has been overwhelming. The branch rides every 2nd and 4th Sunday of the month, with the odd ride of interest thrown in from time to time. We regularly have between 10 and 20 riders on most of our days, which I like to think is a good number. Any more and it's like herding cats... hahahaha. You're welcome to join the cattery anytime.

The branch also recognises and acknowledges our families. We try to manage our ride and family time so as to never neglect the ones we love. With that in mind we conduct "home socials" where we meet at various members' homes for a casual sit down and to share a meal. There may also be alcohol involved for some, but always consumed in a sensible manner... Geez, I nearly choked on my GT as that came out. But seriously, these are great nights where we can relax with our families and our friends and just chat about anything. Sometimes motorcycles come up in the conversations as well.

We meet every 3rd Saturday night of the month for our info/Social gathering. Most of us arrive earlier for a meal and casual conversation. Then we move into one of two meeting rooms within the Centenary Tavern to conduct our meeting/gathering. For those who have come to our nights you will know we love a good laugh and don't take too much too seriously. We love to keep it relaxed and casual. If you find yourself at a loose end on one of these nights, please come along and experience the Brisbane West Branch. We'd love to have you visit.

Daz
#64146



TWO WHEELS TO WELLINGTON

MOTORCYCLE AWARENESS MONTH
SUNDAY 20th OCTOBER 2019
CAMERON PARK

Nanima Crescent Wellington NSW

Get your bikes out and come along to catch up with old friends and enjoy a cooked morning tea and lunch. All proceeds from the day will go toward the Ulysses Club Arthritis Research Foundation - (UCARF)

COME AND ENJOY:
BBQ | RAFFLES | BIKE DISPLAYS
BIKE SHOW AND SHINE

Capricornia Branch 25th Anniversary

There were about half a dozen Ulysses members in the Rockhampton area of Central Queensland in the early 1990s. On 3rd July 1994, a meeting was held at the Rockhampton Botanic Gardens with a view to forming a Branch of the Ulysses Club.

Fourteen people attended and the Capricornia Group was formed. This name was subsequently changed to Capricornia Branch.

The Branch celebrated our 20th anniversary in 2014. Following on from there, this year we achieved our 25th, or silver, anniversary.

We had an anniversary dinner at the Frenchville Sports Club on Saturday night, 29th June. This was followed the next day by a ride to the first destination the Branch rode to as a group in 1994. That was to Awoonga Dam, near Gladstone.

Our Branch was pleased that National President, Jen Woods accepted our invitation as a guest at the dinner.

I think the warm Central Queensland weather played a part in her decision. Jen left Canberra with a temperature of 0C and arrived in Rockhampton to a warm 22C.

Our Branch nominated our long serving Secretary, Steve Sagnol, for a Telemachus Medal in recognition of his service to the Branch. Our submission was successful and fittingly, President Jen presented him with the Award at the anniversary dinner.

To say Steve was stunned is an understatement. I was pleased that we were able to keep it a surprise for him and to see his reaction when Jen did the presentation.

We were also fortunate that the local newspaper, The Morning Bulletin, was receptive to giving our Branch a half page feature article. I am hoping that it might engender interest in Ulysses and maybe new members.

The Ulysses slogan is "A social club for motorcyclists over the age of 40".

To that end we have rides every Sunday and every second Wednesday. We have camp-overs and monthly dinners. This is a nice mix and I believe we offer something for everyone.

Bob Holbeck #60714

President Capricornia Branch



Age won't hold these guys back

Ulysses celebrate club milestone

THIS 25th anniversary is a milestone for the Ulysses Club, one of the world's oldest motorcycle clubs, as it marks its 25th birthday.

President Bob Holbeck said there are a lot more members and more bikes than when the club was first formed.

Mr Holbeck said the club has grown from a small group of riders to a large, active community.

He said the club's success is due to the dedication and passion of its members.

The club's 25th anniversary is being celebrated with a special event.

The event will be held at a local venue and will feature a variety of activities.



GLADSTONE: Ulysses club members Steve Sagnol and Bob Holbeck get ready to celebrate 25 years. Photo: Alan Holbeck/ABC/Queensland



Excerpt from Shining On The newsletter of Ulysses Club GB Issue 58: June 2019

"...For newcomers, we meet up with Ulysses Clubs from Germany, France, Switzerland and Norway quite regularly and, of course, we often meet travelling Aussies from the original Ulysses Club Inc who are visiting Europe. In addition, UCGB members visiting Australia are made welcome by Australian Ulyssesans and Steve and Gray, who visit Australia annually, often attend the sizable Australian annual gathering if their motorhome happens to be in the area! There is usually an annual gathering of Ulysses Clubs somewhere in Europe....."

Information on overseas Ulysses Clubs can be found at <http://www.ulyssesclub.org/News.aspx>

PORT STEPHENS ULYSSES BRANCH TURNS 20!

Last month, our branch organised a birthday party for its 20th anniversary. The Port Stephens Group was formed in Nelson Bay on 20th June 1999, and over the years grew to become one of the most envied branches in the eastern states.

It was renowned for its great midweek and Sunday rides, along the coast and around the Hunter Valley vineyards - and of course, its legendary Meet & Greet events.

Ulysseans would travel from interstate to participate in our awesome social occasions, including NatCom hierarchy!

Unfortunately, our members have aged (strange, that!) and a number of them have ridden on, a number have hung up their spurs, and our biking numbers have dwindled.

Sadly, in this frantic modern world, younger riders no longer seem to have the time or the need to join clubs, and we have struggled to maintain our very existence as a branch... but with a loyal small bunch of core members we have prevailed!

We were fortunate to have 58 acceptances for our birthday,



and eight of our original foundation members attended! There were also lots of ex-members who have either stopped riding or moved away. The day was crammed with happy reunions and the air filled with laughter, and a lot of old tales were recounted, quite often exaggerated somewhat. "What happens on the road stays on the road" seemed to be forgotten, for that occasion!

All-in-all everyone present had a damned good time, and for the real stayers, the luncheon carried through 'til almost dinner time. What a beaut day with very special mates, and my thanks to those who assisted in setting it up!

Congratulations Port Stephens Branch. Let's do it again for our quarter-century!

Bob Lucas # 32872
Webmaster/Newsletter Editor
Port Stephens Branch



Tweed Border Branch, Annual General Meeting – June 12, 2019

In addition to the AGM being held this night, it was also the 20th Anniversary of the Tweed Border Branch. Thanks to the South Tweed Sports Club. They provided the anniversary Cake, pictured above.

The meal at 6:30pm was held in the meeting room, with 40 members and guests, some of whom were past members, invited to share our memories and to bring in their photos of past glories, bikes, rides and friends. John Henderson had brought along three albums, perfectly presented with photos, and another album was brought along by Monica Raison, both of whom have just recently lost their lifelong partners. Thank you both for being with us and bringing your memories.

Also invited to our Anniversary Dinner was Natcom's Vice President, Allan Pratt, and his wife, Savaugn.

There was no General Meeting on the night, so it was straight into the AGM by 8:10pm, which followed the Anniversary celebrations. Don declared all positions vacant and handed over to Wayne to conduct the elections.

Allan and Savaugn Pratt were asked to conduct the Ballot count, and we are indebted to them for their assistance in this matter. Thank you both.

Alan Jones #29149





Letters To The Editor

Hello, I have today received the Winter edition of Riding On and refer to the comments made by John Osborne in his Treasurer's Report. In it John mentions the shortfall in attendance at the latest rally on the Morningside Peninsular. The registrations were 1,232 and represented around 9% of our total membership. That's not very good.

I wonder why that is. Is it not because the rally was held close to a big city and therefore was not attractive to a lot of members, particularly those of us who are country dwellers? Unfamiliar city/suburban traffic, traffic lights, etc could be a reason. I think I may be like a large number of riders who simply enjoy the long ride to a more regional based location - those of us who have attended more than a few AGMs would remember ones like the two at Alice Springs, Bunbury, Esperance, Mudgee (what a beauty that was), Cairns, Coffs Harbour and many others. I might mention here that my wife and I have attended 21 AGMs over the years, the first being Jindabyne and the last at Port Macquarie-Wauchope and have loved them all.

The AGMs of many years ago used to get about three or four hundred registrations and were simple affairs, no music (what a pain that can be, both around the camp sites and the dinners) few stalls, even fewer organised events - you made your own - and maybe a new model bike or two to ride. The Saturday morning group ride was really good and became a very impressive display as the years went by.

I know it can be a challenge to organise and hold these rallies in some places, however it is firstly, about the ride to get there,

secondly to meet mates and camp with them and thirdly the long ride home!.

As to the dwindling numbers, I joined up my now 42 year old son on his 40th birthday and know that he has not attended a rally or in fact had anything to do with our club so far. He is simply too busy with work and family to spend time with us old blokes. Over the years he and I and two of his brothers did many rides together all over the place, which was great until they all got married and had kids! Two of them though ride KTM 500s and have ridden the Simpson and Gunbarrel Highways (both of them) the last couple of years, only last month completing a direct ride from Steep Point WA to Alice Springs. I hope my youngest son will renew his membership in 2020 but will not be surprised if he doesn't.

Having said all that, we certainly look forward to Lismore next year and all going well (we are getting on!) hope to get to Mandurah in 2021 as we love that Nullarbor run across country.

Regards and keep riding,

David Jobson
Corowa NSW
#2146

Dear Editor,

I'd like to present you a report that may catch the attention of Riding On readers.

With the petrol prices being a hot topic all over the world, Picodi Analysis Team decided to take a closer look and compare the prices from over 100 countries. What is more, we cross-referenced them with respective average wages. The result is the petrol index which shows how many litres of fuel people in various countries can buy.

Australia takes the lead among all Asia-Pacific countries — with the average Australian wage you can get 3783 litres of petrol

In contrast, Filipinos can afford only 158 litres

Globally, in the best situation are the citizens of Qatar (6476 litres) and the worst off are Cubans (26 litres)

The whole report with interactive infographics can be found here: <https://www.picodi.com/au/bargain-hunting/petrol-price-in-australia-and-other-countries>.

Feel free to publish the information or use it in whatever way you see fit.

If you require any further information please don't hesitate to contact me. I welcome any comments or suggestions you may have about this report.

Kind regards,

Katarzyna Kobylka

Poland, Przemysłowa 12, Kraków, Małopolska, 30-701
research@picodi.com

Come ride Middle Earth

Ride the roads less travelled on one of our small group boutique guided tours

Lakes & Mountains Tour - 12 Days
Departs Auckland - 1st Nov 2019, 7th Feb & 19th March 2020

The Grand Tour - 11 Days
Departs Auckland - 11th Jan, 11th April & 24th Oct 2020

East Cape Escape Tour - 8 Days
Departs Auckland - 12th Dec 2019, 24th Feb, 18th May & 3rd Dec 2020

Far North Adventure - 5 days
Departs Auckland - 30th Jan, 3rd April & 1st May 2020



Letters To The Editor

Dear Editor

I am enjoying the latest edition of Riding On, as always.

It was nice to see Lester Martin's article about riding in Northern Thailand. It looks like he had a great trip and rode some beautiful roads.

However, I am writing to you as the International Liaison person of the Ulysses Thailand committee. We are obviously disappointed that Lester made no contact with us whilst in Chiang Mai but that is mostly our fault for not reaching out more actively to the wider Ulysses membership to offer our hospitality.

Of more concern is that Lester's article gave a poor impression of riding in Thailand in terms of safety. We at Ulysses Thailand are well aware of the potential dangers of Thai roads and traffic and have an excellent safety record on club rides.

I would like, if I may, to write an article for a future edition of Riding On to better explain Ulysses Thailand to members worldwide and make some observations on riding routes and expectations for moto touring in Thailand. I would submit this first to our committee in Thailand before sending to you. However, if you have any suggestions please let me know.

I would like to make clear, we do not intend to criticize Lester or in any way attack his tour leader Miles, just offer helpful information to anyone considering a visit and to offer ongoing assistance from Ulysses Thailand.

Yours

Michael Richardson
Ulysses Thailand

Dear Editor,

I have been riding motorbikes for some 4 and a half decades and appreciate the risks in motorcycle riding. My eyesight is good, and I have uncorrected distance vision.

I was in my car the other morning. The weather was fine, and the sun was out. I would have rather been on a bike, but life has to be attended to in a car.

I was making a left turn from a side street into a main suburban road. The main road is just one lane each way and the background is houses and trees as you find in the suburbs.

I carefully checked for any traffic from my right and deeming it clear proceeded to make the turn. I was then surprised to see in my rear view mirror a motorcycle rider flashing me, indicating that I had pulled out on him. Just to ease the readers mind, it wasn't a close call, but it did require the rider to slow down.

I then kicked myself (figuratively) for making such a rookie mistake and then thought why had this happened?

When the rider got beside me, I examined his bike and dress. He was dressed in all black. They were not leathers but regular biking gear in black. Black full face helmet and his BMW bike was also black. So even in good conditions, he would have been somewhat difficult to see. Which is why I missed him.

The challenge I pose to fellow Ulyssians is, do you slavishly follow some unwritten fashion rule and wear black or dark colours and have a dark coloured bike, or do you take the sensible approach and wear somewhat more visible colours?

Personally, I try and purchase anything but black jackets and bikes (my jackets also have reflective tape ironed onto their backs). I recently purchased a new helmet. Again, it's not black and chosen for its visibility rather than fashion.

We're all in our latter years. Let's extend that a few more by wearing and riding sensible (read safe) colours.

Robert Budniak #56056

Dear Editor, and other solicitous greetings,

Re adventure bikes being too heavy, I thought that I would pass on my own experience.

From a time on an R1150GS and even more on an R1200GS, I downsized progressively to an F700GS and then a Suzuki Vstrom 650, all excellent bikes. Creeping into my 75th year with increasing deterioration of joints through osteoarthritis, but still wanting to keep riding, especially on dirt roads and trails, I sought another solution, and found an excellent one in the Suzuki Vstrom 250.

Now, you may think it underpowered, and it is for some, but I can testify that it performs more like a 400cc bike of old, than a 250. It has a low seat height, but even my 181cm frame is comfortable. On my regular ride from Bathurst to Hill End and the local area, seldom do I need to change down from top, despite my 95 kg bulk. The suspension is acceptable for the speeds I ride, seldom above 95 kph, although it will cruise

happily at 110. The 17 litre tank gives a range of over 500 kms. For an on-road price of just a tad over \$7000, depending where you live, this is an excellent all-rounder which I believe would suit many an older rider, not just the inexperienced. It handles very nicely in the twisties, as small bikes tend to do, and is perhaps the most ergonomically organised bike I have ever owned in nearly 58 years of motorcycling. Highly recommended – have a test ride if you are sceptical.

See <https://www.suzukimotorcycles.com.au/range/road/adventure-touring/v-strom-250/features>

Wayne Talbot

Member # 6609

UPCOMING EVENTS

GLEN INNES BRANCH : CELTIC CRUISERS: ULYSSES CLUB INC.

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

ADVANCE NOTICE OF 29th SYDNEY BRANCH ODYSSEY

As our usual habit to wander around the state for nine years, this year we shall celebrate the 29th Sydney Branch Odyssey at the Snowy Mountains riverside town of Tumut. Please join us there from Friday 4th to Sunday 6th October, 2019, the NSW long weekend. So put this event in your social diary now.

Registration details and prices are available from the Secretary, Sydney branch, at: scrtsydneybranch@gmail.com from early August.

Our agenda follows our tradition of:

- a casual 'meet & greet' drinks before a 'sit down' dinner on the Friday night in a local club, located in Tumut CBD;
- an optional half day bus tour of the region from mid Saturday morning to late afternoon, from and to the CBD, with two buses going in alternate routes for the same stopover locations;
- then down time before our 'formal' dinner Saturday night at the local golf club. Bus transfers will be available.

More information will be posted on the Sydney branch website asap. See: <http://sydney.ulyssesclub.org> "

Hi, I have a solo bike trip coming up in August/ September from Darwin to Perth then back home to Sydney. I'm wondering whether the following detail could be put in the next magazine, to maybe contact other Ulysses members along the way or be aware of other members who might be travelling out there as well around this time? Planned dates are leaving Brisbane Friday 23 August (hopefully my bike turns up on truck the day before). Broome Monday 26 August then down the coast hopefully arriving Perth Saturday 31 August. A five day stopover then leaving Thursday 5 September then making the rest up but plan to be home in Sydney around the Friday 13 September. If you would like more information, please contact me on 0407739238.
Jeff Daniel # 14184.

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>

22nd GOLDEN DRAGON RALLY

When: Friday 27 – Sunday 29 September 2019
Where: Historic - Tarnagulla Recreation Reserve

Amenities on site. Showers. Ample camping space, Bands Friday and Saturday nights. Bonfires (weather permitting). Bar and food on site. Coffee van on site. Raffle Prizes and awards. Saturday Group Ride.

Entry: \$20 pre-paid, \$25 at the gate. Badge for first 200. Day Pass \$5
Direct Deposit: BSB 633 000- AC # 107992083
Central Victoria Ulysses Group
Cheques: Central Victoria Ulysses Branch
PO Box 736

Enter Ref: GDR plus your surname Bendigo Centreal 3552
For information phone Mel on 0421 7155 456 or email Sue at secretary@dvub.org.au

TRAVEL THE WORLD DISGRACEFULLY. RIDE WITH ULYSSES THAILAND!

Did you know that as a Ulysses member you, and others around the world, have reciprocal rights with Ulysses Thailand? You are welcome to spend time with us, hang out in our weekly meetings at Riders Corner in Chiang Mai, Northern Thailand. Come and share our local knowledge of the brilliant roads through the mountain passes and lush valleys of Thailand with thousands of kilometres of fantastic roads from the Myanmar border in the west to Laos and Cambodia to the east. Venture south to Malaysia or further afield to Vietnam. Thailand is a great base to explore SE Asia.

Ulysses Thailand is a lively mix of expats and locals who know local conditions well and are happy to share some "secret", lesser-known adventure rides which will open up facets of Thailand that few visitors see. We regularly ride either day trips or multi day expeditions staying in often luxurious but inexpensive hotels and guesthouses. The food can be memorable too! The Thai people remember are renowned for their friendly smiles.

It is not all easy travelling though. Thai cities can be a little frantic in the traffic and local "road rules" take a while to understand. It really helps to have local knowledge to guide you to the open roads, sweeping highways or rural tracks. We can also probably introduce you to tour operators, bike hire companies, etc that we believe to be reliable if needed.

Ulysses Thailand is not just about riding. We also uphold the great Ulysses tradition of giving back to the community. Our current project is to assist in the development of a village school in the mountains near Lamphun. In cooperation with two other local bike groups we have managed to contribute enough funds to restore the classroom and kitchen buildings and are now working to keep the road passable for this impoverished remote community. Maybe you can see this for yourself as a side trip from Chiang Mai.

A recent article in a previous edition of Open Road inspired many to consider a trip to Thailand. I can only suggest that you make contact with Ulysses Thailand to add that extra dimension.

Our hard working Vice President of Ulysses in Australia, Allan Pratt, also overseas liaison with many other Ulysses international outposts around the world. Each of these Ulysses groups are ready to welcome you. Remember, you already have friends in the following places! How about this as a list of riding destinations? Botswana, France, Germany, Great Britain, Netherlands, New Zealand, Norway, South Africa, Switzerland, Thailand, Vietnam, Zimbabwe, How about Cuba?



(Remember that all Australian Ulysses branches are ready and welcoming too)

So, get out and explore the world on two wheels. Much better than an ocean cruise or bus tour!

NB If visiting us in Thailand please note that Thai police demand that foreign riders are properly licensed for the relevant vehicle. They must also carry a valid International Driving Permit, which you need to obtain before you leave your home country. (The police here have recently reminded that failure to show the IDP can result in one month jail or approx A\$50 fine, take your choice) Thai traffic drives on the left (mostly) and international road signs are used so no great surprises.

Obviously, as with any travel, ensure you are properly insured including motorcycle coverage. Not all insurance companies accept this.

Michael Richardson
#64495





Hello fellow members and fellow RVer...

Hello Fellow Members and Fellow RVers

Well, it's been a sad couple of months with the passing of our Founding member and past President of the Ulysses Club, Rick Bedford, who passed away with Oesophageal Cancer on 22/07/2019.

He will be sadly missed by one and all.

It is pleasing to see a lot of applications for membership coming in.

I hope to catch up with you all at one of our rallies.

The Queensland group just had a great trip down to Killarny for

the Fire Festival. Although very cold, a great time was had by all who attended.

Also, our NSW Group is on their way to Coonabarabran for their Winter Rally, going the long way via Bourke. It is on between 7 and 14 August.

It is only a couple of months away from our AGM in Meningie SA, and bookings are filling fast, so don't forget to register now through the weblink www.ulyssesrv.org.

Travel safe and keep the sunny side up.

Ken Tacon #36130

National Co-ordinator Ulyssesrv Group

DEVILWIPES
VISOR CLEANER WIPES

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

ASK FOR DEVIL WIPES AT YOUR LOCAL BIKE SHOP

Proud supporters of **SAVE THE TASMANIAN DEVIL PROGRAM APPEAL**

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

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



Brisbane - Darwin
Outback Adventure via Hells Gate
5 - 16 September 2020

Earlybird sale! Save \$700

3500+km, on a small motorcycle? Riding north through the tropics the humidity builds, roads change from highway to single lane to wide red dirt. A serious adventure - remote country, small towns, bitumen, dirt, corrugations, bulldust, river crossings and crystal clear artesian water holes, make this a great adventure.

Entries open Aug 2019. Earlybird sale until 31/12/2019. NOW \$4950 (was \$5650): Incl bike, accom, meals, mechanics, spares, support vehicles and donation to community group(s).

www.postiebikechallenge.org Ph. 0411 090 891

YAMAHA

NIKEN

I was working in my lab late one night,
When my eyes beheld an eerie sight,
For my monster from its slab began to rise,
And suddenly to my surprise, he did the mash,
He did the monster mash...
Bobby "Boris" Pickett and the Crypt Kicker 5 from 1962

It'd been around for quite some time, but it was Rove McManus who made "what the!" a common household saying. One could well be forgiven for loudly expressing this sentiment when one first set eyes on the Yamaha Niken. It is very different from what we have come to expect in terms of a motorcycle. There are science fiction films where a 'Predator' comes to earth to hunt humans for sport? Well, you could very well imagine that alien riding one of these 'monsters'.

This bike is pretty much an MT09 with 2 very skilfully engineered front wheels grafted to what would have normally been the pointy end.

Piaggio and other scooter manufacturers (Yamaha's Tricity included) have proved this concept of 'doubling' the front-end grip of a cycle.

How many times have we watched motorcycle racing and witnessed a front-end loss; the front wheel 'tucking' up and chucking its hapless rider down the road?



I tested the original Piaggio MP3 when released, and it was the most sure-footed thing I'd ever ridden.

So, can the three-wheeled Niken 'Mash' it up in the real world with its two-hoop counterparts? Apparently, it can top around 210kph and was a full second quicker than its MT09 sibling around Yamaha's test track.

The bike tested was the Niken GT, and it can certainly live up to the Grand Tourer standard. It has heated grips, cruise control, touring screen, panniers, shift indicator, selection of three 'sport' modes, traction control, ABS, side and centre stands, comfortable seating position, and wide handlebars.

There's a 6-speed transmission, the 847cc DOHC triple cylinder engine develops 86kW (115HP) at 10,000rpm, curb mass is a hefty 263kg, an 18-litre fuel tank and seat height is 820mm.

Said fuel tank will give a comfortable range of 300kms before the reserve counter kicks in. This will, of course, depend on the sport mode used and how heavily you twist the power tap.

Sitting in behind the handlebars gives no indication of what's in front of you. The fairing may be a bit wider, but apart from that, nothing seems any different from a standard motorbike.

There is no requirement for tuition on how to ride the Niken. A CanAm Spyder, outfit or even a trike needs a skill set outside that for riding a normal motorcycle. You ride a Niken in the exact same way you ride any other bike. At slow speed, there is a slight noticeable 'drag'. You can brake later into corners plus use more front brake with confidence. Oh, and right-hand U turns? piece of cake... And... You can drag the front brake without pulling yourself down. You do need a side stand and it will fall over if you don't hold it up. There are no fancy hydraulics, electronics or sensors; just plain old good quality mechanical engineering.

The mirrors are well positioned and offer good rear and side views without being filled with the rider's shoulders or arms. They can be difficult to adjust being so far forward, however, they are positioned in such a way that there is little need to shift the eyeline from the road ahead. As a matter of fact, the instrumentation, mirrors and view ahead are virtually all in the same line of sight.

The one constant while riding this bike is stability. High speed, low speed, wet grass, gravel, uneven surfaces or cornering, it's all the same. A complete feeling of confidence that the bike will stay on track and be completely controllable. I threw it at everything I could think of and it felt like it was on rails at all times. I reckon that I'd have to do something completely stupid or idiotic to throw it down the road.

Lean angle? both front tyres are still planted firmly on the road by the time you are fully grinding the foot pegs into the tar.



With my treasured pillion onboard, we headed off to see what she thought of passenger comfort. There was a little difficulty getting on, leather pants and those stick out panniers putting her to the test. Seat comfort was good; grab rails were well positioned; footrests not too high. There was plenty of room for her to shift about. Now, as the rider, I noticed that there was no need for me to compensate for being with a pillion. Those small counterbalance shifts a rider makes to keep the bike stable two up - the Niken does it for you. Two-up at 10kph... easy... Two-up over soft ground and wet grass is a doddle. Amazing!

I'm 180cm tall and 90 odd kilos mass. The seat height suited me fine and I was able to get both feet flat on the ground and spread out for good support.

The panniers are a little unusual in that they're a cross between a soft and hard case with zipper closure (they came with a pannier liner bag). They appear to be a bit on the light side but hold 30-odd litres securely and can be carried around just like any old set of luggage. The main downside with the panniers would be their exposure to being 'booted' when getting on or off the bike. No, they won't hold a full face, but at a pinch will take an open face helmet.

Do I have any concerns? Well, apart from the obvious where you will need to purchase three tyres instead of two, the left-hand switch block is pretty busy and will occupy some time 'til you get used to it. The high beam idiot light is a tad too bright at night, as are the cruise control globes. I'd also prefer some adjustment for the windscreen.

Will the frontal appearance put people off from buying? How will the front end be affected by time and wear?

My experience with the Niken has been nothing but admiration for its abilities and, yes, I would be a potential buyer based on my time with it. My advice is to look beyond the appearance and take one for a test ride. It will surprise you; it certainly did me.

Most of my age group couldn't get past the appearance, "It just doesn't look right" was a common comment. However, a couple of young motorbike enthusiasts (both 21 I learned) walked up and started taking photos, plus had their attention fixed on the steering mechanism under the front. Their view was very much a desiring one. They also thought the price was good. Further to that, I found that the younger generation was very accepting of the Niken's appearance, even to the point of finding it 'cool' or appealing.

Many thanks to Yamaha Australia and Simon from Chris Watson Cessnock. \$24478, plus on-road costs for the GT as tested. Base model is \$22438, plus on-roads. Options for the base model? Panniers, \$775 the pair; \$523 brackets; \$781 centre stand.

May Your Lid Never Skid

Ian Parks #11735



THE DANGER OF POOR QUALITY ROAD SURFACES

You hit a stretch of road with damaged or unfixed surfaces, and your front tyre starts to wobble... Every rider knows the feeling. Potholes, debris, gravel, poor maintenance and soft bitumen can cause bikes to slip and injure riders. So what are the rules around poor road surfaces, and what actions can you take to help protect yourself and your fellow riders?

Road repairs and road injuries: Who is responsible, and who pays? Tamara Wright, Lawyer at Maurice Blackburn's Dandenong office, says the law surrounding poor road surfaces and who is responsible for repairing them is often not as straightforward as it seems.

"It is the responsibility of road authorities to repair and maintain road surfaces in Victoria", says Tamara. "However", Tamara continues, "when people are injured on the road, authorities are not found to be negligent simply because of the existence of a road surfacing problem such as a pot hole or a degrading surface".

In fact, unless it can be proven that the local council or road authority knew about the poor surface before the accident, it can be very hard for someone who is injured to claim compensation for the authority's negligence.

However, if a poor road surface injures a rider, and the relevant authority has previously been made aware of the problem but has not rectified it, an injured rider may find it easier to build a case for compensation. In addition to keeping road users safe, this is another reason why reporting poor road surfaces is so important.

Stephen's story

Poor quality roads have had devastating consequences for one of Maurice Blackburn's previous clients, Stephen (surname withheld).

Stephen was travelling slowly around a bend on his motorbike when he crossed an area of soft bitumen that caused his front wheel to slip. His bike fell and he was pinned between it and the road. Stephen broke multiple bones and underwent reconstructive surgery on both his thumb and collarbone.

After his accident, the local road authority fixed the soft bitumen. "I often wonder how many people drove over that soft bitumen without reporting it. If more people knew how important it is to tell authorities about these sorts of issues then maybe I would not have been injured", says Stephen.

Speaking up keeps your fellow riders safe

When it comes to safety on the roads, looking out for each other is important – especially as a rider. If you see a poor road surface, the best thing to do is to document it, and then report the issue to the local council or road authority.

For persons injured on the road, a previous report and clear photographs of the poor road surface can make the difference between losing their case and being able to recover valuable compensation.

"Road users are often unaware of what they can do to protect themselves and others. New smartphone apps such as Snap Send Solve let users quickly report issues to the correct local authority" says Tamara.

You can find your local road authority here:

australia.gov.au/information-and-services/transport-and-regional/roads-and-road-transport/authorities

IT'S ONLY A SCOOTER

First 'bike at 16. BSA "Beezer". Attached a car aerial to the back, and I was "cool". Then came a Triumph 650. Over the years, I bought quite a few 'bikes. There were Suzuki, Yamaha, BMW, Honda. Rode a "Suzi" GR 650 right around Oz. The Yammy, FJ 900 was magnificent. '75 Goldwing was great. However, time moved on and work became more important, particularly as I was driving interstate. I reduced the desire to ride fast down to a Honda CB 250, and an occasional "Postie" bike.

I recently turned 76. Keeping in mind that I have been fortunate enough to have never "thrown a bike down the road", I thought I would like to go for a good "fang" on a reasonably moderate, mid-size machine. Staying at a friend's place, 250Km north of home, I see that there's a motor scooter for sale in town. Thought I might buy it, after all, it's only a motor scooter.

It was raining quite hard, and I didn't have all my armour with me, so I paid the bloke for the motor scooter and the mate said we could chuck it on his trailer and take it to my place. Got it home. Took it off the trailer. Hmmm, it's heavy. There's no brake or gear change pedals? Well, it's only a scooter.

Climbed into the armour. Started the motor scooter. Force of habit, gave it a slight rev. The scooter tried to walk away. Oh, of course, it's automatic. Climbed on the scooter. A gentle rev, and I "walked" it out onto the main road. Controls are just

two hand brake levers. While testing the right-hand lever, the slight rev had me pulling both brake levers on - hard. Assuring myself that this "beast" was, just a scooter, I stepped through the frame and, increasing the revs, sat on the seat. It didn't feel "right". With most conventional-framed bikes I have ridden, the habit was to lock the knees onto the fuel tank, as this helps me to control it. This "beast" hadn't got anything there to keep me centred. I increased the revs. The bloody thing took off.

Within seconds "it" and I were doing close to 140 K's, and in an 80 zone. OMG!!!???. Of the few thoughts that rushed into my mind in those few seconds were, "You silly old fart!!! STOP!! I pointed it to the edge of the road, and slowly came to a stop. Even when pulling the right-hand brake on, I tended to roll the throttle. At that moment, I was positive that this "monster" was trying to go and leave me sitting on the side of the road. I have always had the habit of using both front and rear brakes gradually when easing to a stop. But this damned thing was trying to rev up!!

Making sure there was no traffic coming either way for 10 Ks, I turned the beast around, and pointed it back towards town. As I turned to go into the driveway, left hand down, "it" tried to run over two pedestrians walking by. They glared at me. I wheeled the bike inside, and promptly rang the local newspaper, and the FOR-SALE ADS.

Graham Pyper #2298

Some of the JUB Ladies gathered for Afternoon Tea on Saturday 29 June 2019. Here are their stories.



Ladies of Ulysses

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

Anne Keogh #66512

Joined Ulysses in July 2016. Moved as retired teachers from Ireland to Perth Dec 2015 to be with our sons and their families. Robert, my hubby had shipped his Honda Deauville from Ireland. We were delighted to be introduced to the Joondalup Ulysses Branch a few months after arriving here.

We have immersed ourselves in the club and have enjoyed in particular the many social aspects: the Sunday and Wednesday rides are wonderful – an exciting way to see around this beautiful part of W.A. which we have adopted as our new homeland. Our club is vibrant – we go ten-pin bowling and on grass, we dine together, go for coffee and occasionally boogie to the sounds of a tribute band.

We have met wonderful, crazy people for whom age is nothing more than a number, but whose lives are fulfilled with caring for others, travel and generally having a good time together and sharing a lifetime of experiences.

Marg Exell #55850

I was a late starter for various reasons, so was 53 when I first got my 250 licence along with a girlfriend of the same age. Unfortunately, she is no longer riding.

My first bike was a Honda CB 250. My 2nd bike was a Moto Guzzi Nevada (cream and grey) and my last and current bike is a Suzuki Boulevard 800, which I love and which has been very suitable for long distance riding.

Fran Dennis (Ross) #28988

I don't ride a bike but I've been pillion on my husband's many bikes for some 45 years. As I remember, together we've ridden all over Australia, including Tasmania. We've ridden, in France, Spain, the UK, Portugal, the French Alps, eight states of the USA, the Italian and Swiss alps and Jersey. That's nearly all, many with

repeats. We camped many times on bike runs when the children were small and our eldest son, John, is as bike mad as his Dad.

Zai Skehan (Mick) #53287

I am a pillion rider. My husband says I am dangerous on a push-bike. I have been keeping the back seat warm for over 42 years with him. From a 1957 Triumph Speed Twin 500cc, Honda 250, Suzuki GS850G, Suzuki GS1100G, and now the Honda ST1300. The past few years in retirement we have enjoyed many journeys. We have just finished a long trip around the UK, which completed our riding of 15 different countries. Now we are working on more OS rides.

Pam Martyn #53462

I have been riding for almost 15 years and currently ride my red Honda CBF1000. My love for riding started out as a pillion with my then partner, now husband, but I really wanted to be master of my own destiny. I learnt on Steve's GPX250 when he had finished with it, and we have seen our own great country on two wheels, taking my very first 'own' bike - my Yamaha Fazer 600 - across the Nullarbor to attend the Ulysses AGM in Penrith in 2009, and up to Broome and Derby with other WA Ulysses members some years later. I have also been lucky enough to tour with Steve through Morocco, Spain and many other European countries, as well as Vietnam. Nothing beats seeing the world on two wheels!

Gail Chester #51424

I bought my first bike in 1974, a 100cc Kawasaki road/trail bike that we enjoyed family outings with. I stopped riding in 1978 for 29 years. I got my road licence in 2007 on a Kawasaki ZZR 250.

In 2008 I bought a Yamaha V Star and Yamaha XT 250 road/trail. Sadly, the XT was stolen and burnt at Geraldton AGM.

I then bought a Kawasaki Eliminator and finally settled on a Honda Shadow C2 Spirit in 2009, which has a very low seat.

I have been to a number of AGMs, including Mildura, Alice Springs and Tasmania, as well as the inaugural National Rally at Mornington Peninsula in 2019.

I have attended various Odysseys and enjoyed many road trips with fellow Ulysses members.

Ricki Christie #68662

I was introduced to motorbike riding in Germany by a neighbour and loved being a pillion. When I migrated to Australia and didn't know anyone who could give me a lift, I got my own licence and started with a Honda GPX250, then upgraded to my first love; a Ducati Paso 750,. I also rode Honda CBR 600, Honda CB 600 Hornet, Honda VTR 1000 Firestorm and just bought myself a Kawasaki Z 900.

Robyn Hodnett (Barry) #57081

I've been a pillion for the last 45 years. A lot has changed, particularly the comfort and my riding gear. (I don't think a bikini top and shorts would cut it these days.)

My husband, Barry, and I have covered thousands of kilometres safely around Australia and Turkey. We have formed many lasting friendships and memories.

I look forward to my next long ride, when my packing space is half a pannier. (Obviously I'm not a high maintenance wife.)

We just love life.

Chloe (Ken)#51189

Chloe has been a pillion passenger for the past eleven years when her Dad began riding motorbikes again and joined the Ulysses Club after several years away from

riding. Over those years Chloe has travelled to eight AGMs and the inaugural National Rally, now having travelled over 200,000kms all over Australia. Adventurer Chloe has visited every capital city in Australia and lots of outback Australia, including Birdsville and Oodnadatta. Her favourite AGM was Mildura when she did her first across Australia trip as part of a group ride by the Joondalup Branch from Perth to Mildura via Lakes Entrance and home via Coober Pedy. She was also the first dog to attend a Ulysses National AGM!

Crouching: Jayne Saunders ("Angel") (Rea) #52192

My First bike was a 1969 Honda 400/four which was in 4 big boxes. I had no idea what I was doing so I bought a manual and put it together in my back living room in UK, but. didn't get to ride it due to pregnancy etc.

After moving to Australia, I bought a Honda Shadow 750s once my kids started high school. I love riding the country roads in warm weather -, definitely not a winter rider; I just love to blow off the cobwebs. My Current bike is a Honda Black Widow (VTX1300c)

Karen Moore (JUB President) #68143

I have been riding for 38 years. My hubby, Dave, taught me to ride when I was 20. We did a lot of off- road riding when the children were little. I got my road licence at 30, once both the children were big enough to be pillions.

I had a Moto Guzzi Lario 650 for 16 years; sold my car as I was riding to work.

Current bike is Suzuki V-strom 650. Loving it!

Other bikes: Honda CB750; Yamaha XJ650; Honda CB250N; Yamaha TY175; Honda CD200.



BALING UP SCARECROWS

From mid-March to mid-May each year the main street of Balingup comes alive with scarecrows. A truly wondrous sight to behold.

Some years ago, it was decided that Balingup would hold a "Small Farm Field Day" each year and a date in April was selected. With a farm comes a scarecrow, so the idea was to have a variety of scarecrows to delight visitors.

This year there was a proud Ulysses Club Scarecrow. There he was with his Geelong AGM jacket and patches from other AGMs (now called National Rally) he had attended over the years.

All items of clothing were donated by Liz and Leon Whelan (# 30005 and #12949) of Greenbushes.

Will he be back for 2020? We will have to be patient and see. Don't wait until then to visit Balingup. It has warm and welcoming coffee stops to enjoy.

Where is Balingup? It is in the South West of Western Australia, about 240 kilometres south of Perth.

Liz Whelan #30005.

SOUTH ALPINE

In 1969 some people were heading to Woodstock to hear Jimi Hendrix play, most people watched Apollo 11 land on the moon, and some hardy riders packed their bikes to ride to the first Alpine Motorcycle Rally. The Alpine Rally has always been held on the June long weekend. Sometimes at a site in the Brindabella Ranges closer to Canberra and other years at Yarrongabilly on the Snowy Mountains Highway.

This year we headed to the 2019 Alpine Rally on a new Ural sidecar to celebrate 50 years of the first motorcycle rally to be held in Australia. What a celebration it was with a magical ride after an extensive snow dump the week before. Approximately 340 bikes arrived and there was a fantastic firework display at the Yarrongabilly rally site.

My first recollection of the Alpine Rally is hearing motorcyclists in the pub talking in hushed tones about how only the toughest riders rode to the Alpine with the freezing conditions, snow, mud and ice on the access track. I thought I better check that out, so I headed to the 1977 Alpine on a highly polished black BMW, complete with twin leading shoe drum front brake. Being road safety conscious we stayed in the bar at Cross Roads pub on the outskirts of Sydney, until closing time, to allow the long weekend traffic heading for the snow to clear.

We had a few swigs of green ginger wine along the way and stopped at the Paragon Café in Goulburn for deliciously hot toasted sandwiches at about 1am. By 3am we were pulling into a Lake George rest area to a very warming campfire and a few hours' sleep. Next morning it was a regroup at Civic Pub in Canberra to ensure everyone had adequate provisions and then onto the Brindabella rally site.

When we had ridden over the hill to descend into Canberra, we were met with the sight of all the Brindabella Mountains being covered in snow from a large snow dump the night before. As we were riding up to Piccadilly Circus, snow was still falling out of the trees.

In the Snow



Ulysses Club Members from South Coast and Eurobodalla discuss how icicles can form in beards on the ride to the Alpine.

RALLY



The Frosty Rally Site

The snow was causing a hazard, with some riders falling. The forest roads changed to a farm track before reaching the rally site, causing more difficulties with mud. After a great Saturday night at the rally, we continued up the Rules Point Road to camp on two metres of snow near Cabrumurra

Now, getting back to riding the Russian manufactured 2019 Ural which has had major updates from previous year models. These include a new fuel injection system and upgraded cooling and better gas flow from redesigned cylinder heads. As well as a cooler running bike this has increased the bike's performance. It certainly ran cool on the 35km each way that we travelled through snow! The reverse gear is very handy in situations such as exiting from snow when it becomes impassable.

The redesigned fuel injection feels very precise. While the suspension is well and truly adequate, I would like more suspension travel for rough dirt roads. The bike runs like a dream although it is a bike that will require some tinkering, such as tightening of spokes. It comes with a comprehensive tool kit that includes a spoke spanner. It's more physical work to ride than a solo but it is so much fun. It really is a lifestyle bike.

This is my first sidecar. On the second day after picking it up, one of my first impressions when riding it on winding, steep mountain roads was that it felt like a high-powered race car trying to get power to the ground. Mind you, this was at a speed of only 80Kph and in the most fun way. This is due to the way the bike moves sideways when accelerating or braking.

Things started to click a bit more the next day with some carving through the traffic on multilane roads. After doing 1,200 Kms on the bike in the first week I realised how much of an upper body workout I was getting. Riding the Ural felt a bit like I was wrestling a bear from the Bolshoi Circus.

The bike was three weeks old when we left for the Alpine. It has excellent carrying capacity for taking camping gear and a comfortable seat for the passenger. I do travel slower on it than if I were riding a solo, but this new model certainly has ample power. The small factory screen and leg shields provide really good protection from wind, rain and the cold. This is a bike I highly recommend, although it is a good idea to do the three-hour rider training program that is available through 'Ural of Oz'.

The spirit at the Alpine Rally epitomises many of the values of the Ulysses Club. It doesn't matter what you ride, where you are from, what sort of career you had etc. What counts is you all rode through the same conditions and camped to enjoy the camaraderie of each other. The spirit of supporting each other really comes out with the conditions being more challenging than on most rides.

Steve Dwight # 67802

On the Dirt Road from Canberra to Adaminaby



2019 WESTERN AUSTRALIA RALLY SHARK BAY

We had another successful rally this year, this time at Shark Bay, with 41 registered from WA and two from Coffs Harbour. The weather gods smiled upon us with warm 30°C days and balmy 17°C nights. Most people arrived early on the Friday and we had three packed dinner tables on Friday night at the Old Shark Bay Hotel, Australia's most westerly hotel.

Saturday morning, after a hearty breakfast, we rode out to Monkey Mia to feed the dolphins and weren't disappointed, as a small pod came right to the shoreline to take fish from our hands. Amongst them were two mother dolphins and their babies, one that was only four months old, which made the moment even more special. A thirsty pelican kept us amused, drinking from a bottle while we sat on the veranda with our coffee and cake.

We made our own way back to town at our leisure, with many heading to the bakery for pies and cakes for lunch. The evening meal was a cook-your-own BBQ pack with a selection of salads,

followed by fruit salad and ice-cream, with everyone chatting around the BBQs with old and new friends. In Ulysses there are no strangers, just friends you haven't met yet.

David from Bunbury told us his rear tyre had lost a big chunk of tread right down to the canvas, and being a long weekend, he would have to wait until Tuesday, and try to get one shipped up from Geraldton, and then try to fit it himself. After a search on our computer, Dianna found Sandy McGinn's phone number. Sandy is a member in Carnarvon, who also happens to own the local motorcycle shop. David gave him a ring, hoping to buy a tyre from him, but Sandy did one better. It turns out Sandy owns the same bike as David, a Honda VFR1200X (not a very common bike), so he took his whole wheel out and sent it in down by truck! David swapped the wheels on Monday, and was soon on his way back to Bunbury, 1000kms away. Thanks for your very generous loan of the wheel Sandy. This is what Ulysses is all about.

" THANKS FOR
YOUR VERY
GENEROUS
LOAN OF THE
WHEEL SANDY.
THIS IS WHAT
ULYSSES IS ALL
ABOUT. "





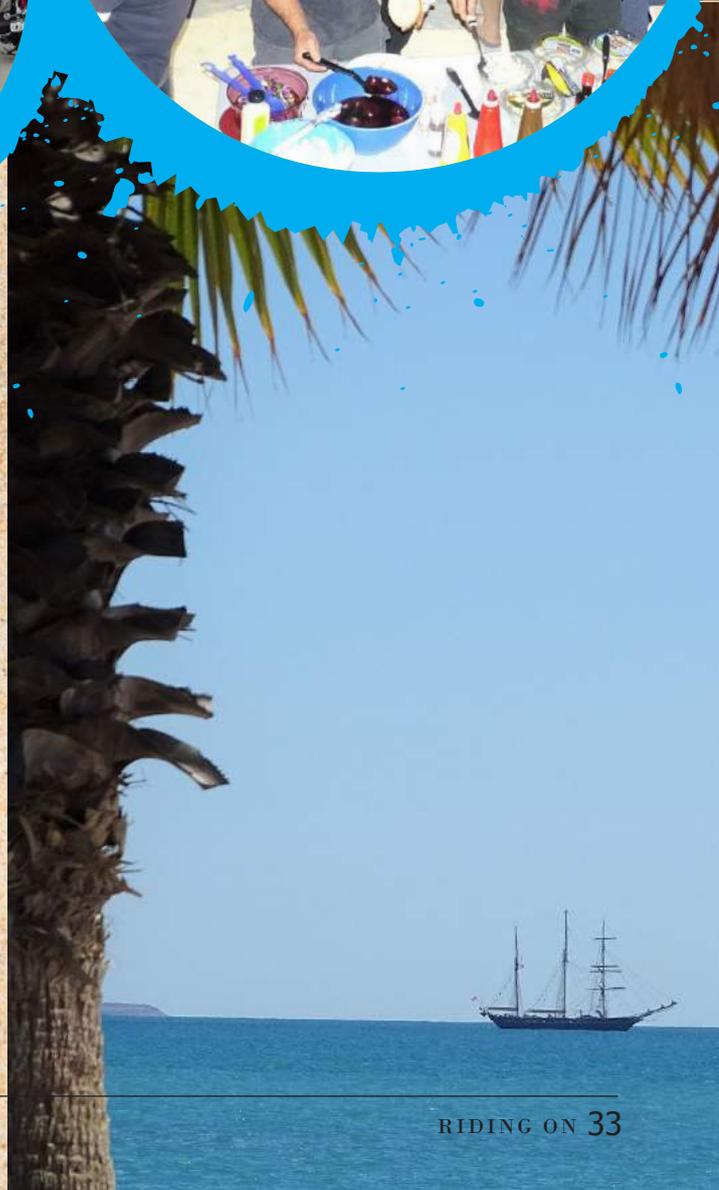
Next morning, it was off to Shell Beach, which is made up of tiny white shells and is 70 kms long with shells 10 metres deep. Early settlers cut the shells into blocks and used them for constructing buildings, with some of them, including the town church, still standing today. Almost as amazing as the shells was the number of flies, blown towards the coast by the easterly winds. As soon as we stopped the bikes, they swarmed all over us and no amount of waving or slapping discouraged them. At one stage Keith had wondered why his chewing gum had suddenly become crunchy and removed it to find several little black legs sticking out of it!

On the way back to town we stopped at the Ocean Park Aquarium for lunch. The restaurant was perched on a hill overlooking the clear turquoise bay and had a good selection of delicious food. Quite a few did the shark feeding tour and said it was very interesting and informative. At the evening meal that night there were stories about huge snapper caught by those who did a fishing charter during the day, and a couple that went skinny dipping in a hot spring on the previous evening. After dinner, a small group huddled around a phone, desperate to watch the MotoGP on the small screen.

Next morning, everyone was up early to pack the bikes ready for the journey home; some only travelling 400kms, others up to 1000!

We think everyone had a great weekend, and a huge thank you to everyone who helped.

Chris Glover #25012 and Dianna Glover #31050





HOW TO GET A TRIUMPH DIE HARD TO RIDE PILLION ON A HARLEY AND SAY "THANKS MATE!!!!!"

Well it won't happen on home turf (too many witnesses) but it did happen in the South Island of New Zealand.

As we all know 16 of us had five weeks in the beautiful South Island of New Zealand. We shipped our bikes over via a container in December to start our much-anticipated ride after many months of planning. We had five bikes and some hire cars. We flew into Christchurch late Sunday night. The plan was to pick up the bikes Monday and head off to Queenstown Tuesday.

THAT DID NOT HAPPEN!!!!!!!!!!

A big stuff up with quarantine meant our bikes had not cleared customs and we had no idea when this would occur. Our accommodation was already pre booked in Queenstown. It made sense for the cars to move off with Vicky and Linda (biker chicks) and we bike riders would meet up with our mates ASAP.

The five of us then shared accommodation in Christchurch, filling in the days sightseeing (via public transport yuk !) and drowning our sorrows.

FINALLY!!!! We were to get the bikes Thursday morning. After catching a taxi to get the bikes out of the container depot, we then had to ride the bikes to NZ Roadworthy Authority to pass their inspection criteria (see photo)... and pay temporary rego fees, a long frustrating delay as we just had to wait in line with all the locals doing their own stuff.

Finally, by 2pm we were FREE... YEH HAH !!!!... the roar of engines... Wind in our faces... Adrenalin flowing through every square inch of us.

Four hundred and fifty glorious kms in front of us to Queenstown... A magic moment in time. A hundred and fifty kms later, we passed through the small village of Farlie. Five kms out of Farlie, all going great, three bikes in front of me; 2BOB behind me... Then no sign of 2BOB's headlight behind me... WTF NOW!

I go back looking for 2BOB as the others ride on in the distance. A short distance back I see 2BOB on the side of the road with his bike on its side stand. His helmet off... Head hanging down... Shoulders slumped (in other words he looked like he had the weight of the world on his shoulders)

"WHAT'S UP MATE "

"RADIATOR'S - - -KED !!!"
"OH SHIT MATE!"

We contact the other three riders and suggest they keep going to Queenstown... No point we all stay in the middle of nowhere.

So poor old 2BOB is feeling down... What the hell do we do now? Broken down with a stuffed bike on the side of the road in a rural area in a foreign country.

WHAT ELSE COULD POSSIBLY GO WRONG????!!!!!!

It's about 4pm now and we decided I will ride back to Farlie, find a trailer and get someone to get him and his bike back to town and work out a plan from there.

So riding back on my HARLEY to Farlie, I was thinking "How the hell are we going to get out of this one?"

Out of the corner of my eye I thought I saw a sign with something about bikes on it in this paddock surrounded by cattle and grazing land.

I THOUGHT "WHAT ARE THE CHANCES????!!!!!!"

I rode back for a good look at this sign in the middle of nowhere.

WELL STUFF ME!!!

It was a Big sign advertising... DRUM ROLL... HARLEY DAVIDSON... SALES AND REPAIRS!!!!!!

MATE... WHAT ARE THE CHANCES????!!

I rode down this gravel driveway of about 300 metres and here in the middle of nowhere is this friggen awesome HARLEY WORKSHOP AND SHOWROOM... AGAIN... WHAT ARE THE CHANCES????!!





So here is this pristine shed full of gleaming chopped HARLEYS (see photo) on a work floor so clean you could eat your dinner off it, run by a sole proprietor by the name of NOEL who turned out to be a top bloke.

I gave NOEL our bad luck story and where 2BOB was stuck. NOEL locked up the shop hooked his trailer up to the Ford Transit and followed me out to 2BOB.

Once back at the workshop, we unloaded the bike and had a closer look. NOEL had nothing to fix 2BOB's radiator and couldn't even doctor something up. He made a number of calls to his contacts no radiators for a triumph in NZ. "BUGGER!!".

2BOB rang a mate in OZ. No luck, and this was late Thursday with the weekend looming up... Bloody hell!!!

Anyway, NOEL suggested he take the radiator out for a better look. If it's repairable, he has a mate in Timaru a town 75kms away down on the coast, who has a radiator repair business. We were to come back Friday morning at 9am.

So old mate gets himself all nice and cosy on the back of THE HARLEY... And the happy odd couple go looking for a pub room in Farlie.

We find a good old country pub (but had to share a room), had a good meal a few too many drinks (see photo)... And played pool.

Time to hit the sack. 2BOB went to sleep while I went to the dunny down the passage. When I came back to our room, 2BOB was snoring his friggen head off, mouth wide open, head back making this horrible guttural throaty gargling roar!!! - - -CK THIS!! CANT SLEEP. HAVE TO DO SOMETHING. Need ear plugs. Haven't got any. What to do? A HUH!! IDEA!! Make some ear plugs! Down the passage to the dunny, tear up strips of toilet paper, with a touch of water, roll into shape of earplugs, push as hard as I can into earhole to block out boofhead's snoring.

WORKED A TREAT... SLEPT WELL... BUT GOT MY OWN ROOM NEXT NIGHT! HA HA!

We got to NOEL'S workshop 9am Friday morning with good news the radiator is repairable, the fan blade had been rubbing the back of the radiator, we reckon the bike must have been

damaged in transit cause 2BOB's top box was dislodged from its mountings as well.

So old mate TRIMUPH MAN remounts the trusty HARLEY in pillion seat with SAID RADIATOR ON HIS LAP, as we take the 75 km ride to the coastal town of Timaru with the help of my phone navigation blue toothed to my helmet to the radiator repair shop (see photo).

Two hours later - hee, hee... OLD MATE TRIMUPH MAN re-mounts trusty HARLEY with SAID GOOD RADIATOR ON HIS LAP IN A PLASTIC BAG!!!

With very strict instructions from the rider of "THE HARLEY" rider... "WHATEVER YOU DO NOW, DONT DROP THE FRIGGEN THING!!! OK?!!!"

So, back to NOEL'S workshop (see photos) late Friday arvo, all good now... BIG SMILES ALL ROUND.

NOEL asked us to come back Saturday morning to take the bike. AT LAST... NEW ZEALAND, HERE WE COME !!

Another night in the friendly town of FARLIE... And what to do????? Hm... More good food, frothies and pool... AND MY OWN ROOM... WHAT COULD POSSIBLY GO WRONG (again)??

NOEL, true to his word, had 2BOB's bike ready to go as promised. Of all the places to break down... YOU KNOW... YOU HAVE TO GIVE 2BOB CREDIT... AS IT TURNED OUT... HIS TOUR COULD HAVE BEEN RUINED HAD HE BROKEN DOWN SOMEWHERE ELSE... WELL DONE OLD MATE! YOU ARE A FRIGGEN LEGEND!! HA HA BUDDY.

We rode off together after a very friendly conversation with NOEL. What a legend of a man... We are so grateful to this man.

2BOB and I will always be able to share this moment in our lives as a special bond. Two mates looking out for each other when things don't go to plan... Making the best of a bad situation, sticking together through adversity to reach a good outcome.

THANKS FOR BREAKING DOWN 2BOB... MAAAATE... HA HA!!

Paul James #61108

ELECTRONIC PARKING BRAKE ON CAN AM SPYDERS JAMMING

This article shows some information on what to do if your EPB jams on like mine did on my 2017 Can Am Spyder RT Limited when I rode with 15 other Gold Coast Ulysses riders to Eltham in NSW. On Thursday 20th June I got stuck on the side of the road in Bangalow and couldn't release the Parking Brake.

As Can Am Spyders have centrifugal clutches like some scooters, the only way to stop them rolling away is with the rear brake, as leaving them in any gear does not stop them rolling.

These brakes are all fitted to a variety of Can Ams (RTs F3 RSS etc) and have been used for quite a few years now. My 2015 RSS had the same system.

They are controlled by one of the motors pictured above. There are two of these fitted to my bike as the other one controls the front windscreen. I called the dealer, and fortunately, he told me how I could fix the problem temporarily and ride home.

If you look at the pictures below, you will see a 13mm bolt and washer, which secures the rear brake lever attached to the brake cable and return spring.

Fortunately, there was a 13mm spanner in the tool kit supplied with the bike (one of only two spanners). Simply undo the bolt and take off the lever. Your bike is now free to roll away, so remember to have someone use the foot brake or use a rock to secure it.

I put all the bits (lever bolt nut and return spring) back in the tool kit and was able to ride home. I booked it in the following Wednesday with the Brisbane Can Am dealer to replace the motor.

Fortunately mine was under warranty so it didn't cost me anything but I believe it is in the vicinity of \$330 if out of warranty. They have had a faulty batch of motors recently but there is no way to know if you have one without pulling the RHS panels off the bike.

Hope this may help someone else, as we have at least six Can Ams in the Gold Coast Branch now, and I believe a lot more nationally.

Regards John O'Sullivan #68431



THE MOST FUN YOU CAN HAVE WITH YOUR LEATHERS ON



I took the young bloke to see some short circuit road racing at Lismore GoKart Track. The club "North Coast Road Racers" had been recommended by Dave Byron, Motofreak and Course Steward. Instantly addicted, I bought a CRB 125R, some leathers etc. (about \$1000) and started racing, sharing the bike with the lad, as we were in different classes, him in the competitive stock 125 Class and me in Senior Recreational.

Had so much fun I bought my own bike, a Skyteam Ace 125 (\$1600 new) and loving a challenge entered the hotly contested stock class against the Honda CBR 125Rs that have nearly twice the poser of the Ace. Gridging up in twelfth position and getting lapped by the fast riders in a five-lap race at the start of the season to coming fifth outright in the Club Championship, by the end of the year. I, as a 1958 model with all the usual bent bits (broken misaligned ankle and wrists) shot bearing (twice broken pelvis), alignment issues (spinal injuries, partial

paralysis, insulin dependent diabetes and a diagnosis of PTSD) you may wonder what form of madness would make me take up road racing. Well it's worked out well. I have lost 18 Kilos and am the same weight as I was at 20yrs of age (76kg). With all the gear changing, my paralysed left foot works better, the hands have regained some strength and my reaction times are red hot. I no longer use prescription medications (Endone and Valium) although I find it hard to sleep before race day (like a kid before Chrissy) and I hurt a bit afterwards. PTSD is cured thanks to the great people I have met and mad friends within the sport and NCCR (Club Moto, "Remember to have fun"). I intend to keep doing this as long as I can because it's the most fun you can have with your Leathers On!!!!

Yowie (Nicholas Wilkins) #20160

2019 Rally Mornington Peninsula.

One the way to the AGM rally three of us set off from Adelaide planning our overnight stop in Mortlake Victoria but, unbeknown to us, accommodation in Mortlake was very hard to come by as the local caravan park had neither cabins nor overnight vans. We only found this out after arriving late in the afternoon.

The park owner told us that there was a couple in the town that had a two-bedroom cottage for rent and we subsequently went to the address and luckily found it vacant that night. During the night I unfortunately fell ill with severe cardiac problems and in the morning Carole, the owner, called over from the adjacent house to see if we were happy with the accommodation. She took one look at me and said she was calling an ambulance. I was subsequently taken to Warrnambool hospital where I was admitted and stayed four nights.

The doctors and nurses at this regional hospital, along with the admin staff made you feel like you were the only patient in the place. I got fantastic treatment and following a Cardioversion (shock treatment for atrial fibrillation) I was stabilised enough for me to make preparations for my return to Adelaide (minus my bike) Carole even visited me in Warrnambool hospital the next day, a trip of some 60 kms.

Carole and Wayne, the cottage owners, happily stored my bike in their garage and assured me that it would be safe there and could stay there as long as necessary.

I eventually got a bus to Mount Gambier and then a flight to Adelaide as I was not well enough to ride back. I was then left with options to retrieve the bike. Transport costs

were prohibitive so eventually my fellow Ulysean, Trevor Thomas, volunteered to drive over with me and help to ride the bike back to Adelaide, which has been done and we are all back home safe and sound.

It is hard to describe the absolutely fantastic attitude of these wonderful people who, for a complete stranger, went out of their way to help me in a time of need. I shall be eternally grateful to these people for the kindness and caring attitude to an old biker in trouble.

So, for any members who find themselves in need of accommodation in Mortlake, I can recommend their lovely two-bedroom cottage, which is fully furnished with everything you could possibly want at a bargain price. It sleeps four easily and is immaculate in every way.

Details are as follows: "IRONBARK" Address is 50 Hopetoun Road Mortlake. Phone 0438 651 297. However probably best to get a health check before booking, as it would be a shame to give them the impression that we are all a bunch of old farts needing hospital care!!!

Ray Murray. Member #50107





WATER

Under most circumstances, the human body is very adept at controlling its temperature fairly close to the ideal of about 37C. But when you take a ride on a warm day, you make this task considerably more difficult for the body to accomplish. Think about it – you’re covered from neck to toes and fingertips with thick constrictive clothing, and a helmet encloses your head. Then you sit for hours in the open sun, straddling a hot engine and whipped by high winds.

So how does your body get rid of unwanted heat? Initially by shedding heat energy, using the propensity of heat energy always tending to move from a higher temperature surface to a cooler one. That’s why that dip in the river at your last summer rally felt so good, and conversely, a hot shower when you arrive home after a miserable winter ride works just as well in the reverse direction. And of course, the coolant in your bike’s radiator uses the same principle to control engine temperature. Your body moves blood close to the surface of the skin, primarily around the head and upper torso, to allow heat to be lost to the surrounding environment. This is why people look flushed when hot, and pale when cold. Trouble is, heat transfer only cools the body effectively when an appreciable difference in temperature exists between you and your surrounding environment. As soon as the environment is warmer than you, heat flows in the opposite direction. Not good.

Fortunately, your body has another means of shedding excess heat in this situation. It perspires, which brings us to the magic ingredient in this tale – water!

Quick physics lesson here. The energy which results in something changing temperature, as described above, is termed sensible heat. But when a substance, like water for example, changes its state from a solid (ice) to a liquid, or from the liquid state to a vapour, it requires an additional energy input which is termed latent heat. When the body sweats, liquid water accumulates on the skin. This liquid draws heat from its surroundings, i.e. you ‘to turn to vapour’, cooling your body in the process. This phenomenon will occur even if the surrounding environment is at a higher temperature than your body. Neat eh? It all comes down to water and its availability. Once the available water in the body diminishes, problems begin.

That magnificent body of yours is approximately two thirds composed of water, basically a big bag of chemical compounds, salts and minerals in solution, hung on a frame. That shrivelled and shrunken month-old roadkill you passed looks like that primarily because most of the water has evaporated into the atmosphere. But a human body only needs to lose 1-2% of its water content for the considerable effects of dehydration to be felt. Loss of energy, muscle cramping, physical illness, a decrease in concentration and performance, confusion and wandering attention are all indicators of dehydration. None is good news for a motorcyclist.

As dehydration develops further the body’s ability to sweat diminishes and, if not rectified, will eventually lead to heat exhaustion, heat stroke, unconsciousness and death.

Dehydration thickens the blood, placing an increased workload on the heart and liver, inhibits the kidney function of flushing accumulated toxins from the system, and it is a primary reason for many touring motorcyclists suffering from constipation.

Motorcyclists have a keen dislike of water in many circumstances. We have all had a great ride ruined by a downpour, had the dreaded wet crotch syndrome when the rainwear leaks or had to deal with wet or icy roads. You might have needed to detour due to flooding; fog is no fun either and there’s the road grime to clean off the bike when you get home. Yep, water’s a bitch.

But, if we are talking about keeping you comfortable, healthy and safe on a summer ride when the dreaded dehydration is inevitable, only one thing will do it for you – water!

Ok, I hope I have convinced you of the need for water. But how much, how often? How can you monitor your level of dehydration? Do I hear someone mention thirst? To some extent, thirst is an indicator. The trouble is you need a fair degree of dehydration to be present before thirst develops noticeably. From that point on your ride, you are basically playing catch up. And thirst is easily quenched by a refreshing drink, whereas your body will still be dehydrated to some degree.

Each of us has a much more reliable indicator at our disposal. With apologies to the sensitivities of you blokes and blokettes out there, we need to talk a little about the indelicate subject of urine. Urination is your body’s way of eliminating accumulated soluble toxins and waste via the kidneys. Whenever you become dehydrated, urine volume diminishes, and the higher concentration of waste colours your discharge, gives it a characteristic odour and an increased tendency to frothing. Short of a pathology lab, there is no more reliable indicator of your inner wellbeing with respect to dehydration. Your aim (sorry) should be copious, clear, odourless and still urine. If it ain’t, you need to drink more, my son. Simple.

So, on the bike and hit the road. In milder weather, taking the opportunity to drink at each refuelling stop, refreshment break or re-assembly point may well be sufficient. Keep an eye on the u-meter. It doesn’t matter much what you have: milkshake, soft drink, tea, coffee, whatever. Just bear a couple of things in mind. Firstly, fluids containing caffeine, guarana or alcohol are diuretics. This means they trick the kidneys into releasing more urine than they should, and can actually be hydration-negative (meaning you lose more than you take on board, Clyde). So go easy on the coffee and cola, like you already do with the alcohol, right? A word about “sports/energy” drinks, which are popular these days. The body loses minute amounts of sodium and potassium salts when it sweats, and all activity causes muscles to burn energy in the form of blood sugar (glycogen). Energy drinks contain these salts combined with carbohydrates in a 90-95% water base, and are worth considering if you are on the road for long periods in trying conditions. The old idea of just consuming extra quantities of salt has largely fallen into disfavour these days. The thing is, your body just wants plain old water, it’s the cheapest and the best solution.

Now we all love a touring bike's ability to pile on big distances in comfort, and perhaps you and your mates like to put in big legs, a tank full at a time. Maybe you are riding in country areas where shops are scarce, or let's say the day is more hot than mild. In these instances, you do need to plan your hydration more carefully, and to carry supplies with you.

Back in the '90s, the bicycling fraternity in the USA came up with the concept of personal hydration systems which, in my humble opinion, were the biggest single step forward for touring motorcyclists for years. If you're not sure what I'm referring to, these are basically a vinyl bladder of between one and three litres capacity carried in a lightweight insulated fabric backpack and fitted with a plastic drinking tube complete with integral stop valve. Nowadays they are sold everywhere in a range of styles and budgets. They make it possible for all riders and pillions to carry an adequate personal supply of water in a convenient manner, instantly accessible even whilst riding, and if you don't have one, you need one. You can also use it off the bike in any situation where you want a supply of water on the move. So now you have your water supply, and with the u-meter to tell you when you need it, dehydration should never be a problem. Happy on the inside.

There are other ways of tackling the problem of heat. If you live in a temperate area, or ride often in trying weather, consider buying a jacket with features like a removable liner, ventilation zippers or breathable panels. Gloves with fabric

inserts, and helmets with good ventilation can help. Dark helmet colours do attract more radiant heat, but as to whether they are significantly hotter to wear, considering that the thick polystyrene liner is a very effective insulator, is debatable. Tubular cotton neck bands containing water absorbent crystals are a good thing. They draw heat from your skin as the absorbed water in the crystals slowly evaporates.

I carry a small pop-top water bottle in the tank bag on really hot days. I dribble water onto my neck bandana, and down the front of the shirt to increase evaporative cooling. A rider can lower the front jacket zipper 20-30cm, just using the press studs to keep things together for more air flow. Likewise, with the fastenings at the wrists. Don't go overboard exposing skin to the airstream. Too much is counterproductive and you need to maintain covering for safety and UV protection and to ensure that sweat evaporates slowly. That's why you don't see too many Arabs running around in t-shirt and stubbies. They know a thing or two about hot weather.

Finally, after you finish the ride, ideally you would keep drinking water until the u-meter signals that full hydration has been restored, and then eat some carbs to get the blood sugar back up there. Of course, the reality for most of us is that we reach home, the camp site, rally or mate's place, crack a coldie and start pumping in the alcohol the body really doesn't need at this stage. Such is life.

John Cord #3069

SKIPPY CAN KILL YOU!

I was riding through the Adelaide Hills the other day when a kangaroo bounced out of the bush just missing me and proceeded to bounce down the middle of the road (with me following at a distance) for a few hundred metres. Over the years, I have had several close encounters with kangaroos and other animals as will most riders who ride in country areas.

Just in the past week I have spoken with two riders who hit roos and came off – one seriously, the other just a few abrasions. According to Suncorp Insurance, over 60% of animal strike claims are from riders hitting kangaroos! I thought it might be timely to remind us all on some tips to avoiding roos and other animals.

TIP #1

Always wear protective clothing – including an airbag Jacket or Vest. Remember, hitting a roo means you'll probably come off your bike – abrasions hurt but it's the impact with the ground or tree or whatever that causes the most damage. Check out <https://motosmart.com.au/collections/all-products> to see the range of Helite Airvests and Jackets.

TIP #2

I've known riders to hit a roo in the middle of the day but the risk is higher in the early morning and dusk – you always need to be alert and always scanning the sides of the road. Pick your time of day to go for a ride. If it's been really hot and then rains so puddles form at the side of the road, watch out for thirsty roos having a drink with their mates!



TIP #3

As mentioned, you should always be scanning the side of the road for both alive and dead animals. If you see one kangaroo, there's a very high chance that there is one, two or three more close by, so if you see one SLOW DOWN and be on high alert for Skippy's mates.

Wayne McDonald
Chief Motorcycle Enthusiast
+61 8 8339 6781
+61 419 831 373

<http://motosmart.com.au>
<https://www.facebook.com/MotoSmartOz>
<https://www.youtube.com/watch?v=o-gqADpWBg>

**Eric (Rick)
Bedford #7481
28/07/1949 - 22/06/2019**

It was a sad day when we lost another Ulyssian Rick Bedford #7481 Life Member #12.

A President of Ulysses Club from 2002—2006, Passed away at home on 22 June 2019 from Cancer. His wife Sherol was beside him.



Rick will be remembered for his stance against the Rebel Outlaw m/cycle club at the ACT AGM.

Rick also foresight to see into the future and started the Ulysses Members RV Group, in 2007 to which he was the National Coordinator and Administrator until 2018. He then took a role as founding member. He will be sadly missed by all who knew him.

R.I.P Mate
Ken Tacan #36130 Sherol And Family

Members will know that Rick Bedford, 7481, Life Member 12 has ridden on. Rick passed away with his family at his side on Saturday 22nd June. I am sure you all share with the National Committee in expressing our condolences to Sherol Bedford and her family after the passing of former National President and Life member; Rick Bedford.

Rick joined the Ulysses Club on 23rd August 1994 and was very active member. He was first elected to the national Committee in 1998 to 1999, served as Vice President from 1999 to 2002 and served again as President from 2002 to 2006.

Rick was made a Life Member of the Ulysses Club in honour of his exemplary service. The award was presented to Rick at the AGM in 2008 in Townsville.

Rick fought a very courageous battle against Oesophageal Cancer, remaining a positive, thoughtful man until the end.

A former Policeman, a published author, a great ambassador for the Ulysses Club and a good friend to all who knew him, Rick leaves behind a great legacy and will be remembered for many reasons, including being the President who made tough decisions at the Canberra AGM to ensure the safety of all Ulyssians, but also as the gentleman who had the forethought to realise that the RV component of the Ulysses Club was vital to its older population.

Many members attended the memorial service held on 10th August to celebrate Rick's life.

Rick will be missed by all who knew him.
National Committee

**Jennifer Caspers #4792
19/11/1942 - 18/06/2019**

Jennifer Caspers, or Jen as she is widely known, has battled the insidious disease of cancer for seven years and on the evening of Tuesday June 18th, 2019 that disease took my princess from me.



Jen joined the Ulysses Club in 1992 in company with her husband Larry and in those far days she was a pillion on an ex police GS750 Suzuki ridden by Larry. After a shortish time as a member a few of the girls decided that they would obtain their bike licence and Jen did exactly that. She initially rode an SR250 Yamaha cruiser until she obtained her licence and immediately stepped up to a 650cc Suzuki Savage. During the time she owned the Savage she and hubby commenced riding with the Mallee Branch, one of only two branches in SA at the time, and also undertook several advanced riding courses over the next few years. She became quite an accomplished rider and stepped up to Yamaha Virago 1100 cruiser.

In 1997-98 Jen served as President of the Mallee Branch and the branch continued to move forward. Jen and Larry continued to be heavily involved with the Mallee Mob until 2004 when business pressures began to encroach on their available riding weekends, at which time they curtailed their activities a little, while still enjoying the company of the Mallee Mob when they could. Jen was the inaugural Treasurer of the Lower Murray Branch when it was formed in 2010.

In 2012 Jen was diagnosed with cancer and was subjected to the first of many bouts of surgery and while still an avid rider she began to find the 1100 cruiser a bit heavy to handle. To avoid having to give up riding she purchased a Honda Silverwing and continued on two wheels until even that bike became unmanageable.

Jen was subjected to some four or five bouts of surgery in the years following her initial diagnosis and two different types of chemotherapy until the chemo was becoming too much to bear. From an initial forecast of eighteen months of life Jen fought hard and managed to survive for seven years, proving the pundits wrong. One strong lady indeed!

Jen and Larry attended many AGM Rallies in every state and territory in Australia and made a large number of friends within Ulysses and those friendships all tend to be long term.

Jen passed peacefully in our local hospital surrounded by her husband, two daughters and her 4 dogs.

Fly free, beautiful lady! I love you, babe!
Those we love don't go away,
They walk beside us every day,
Unseen, Unheard, but always near,
Still loved, still missed, and very dear.
Larry Caspers #4793

Richard (Rick) Williams #62727 22/01/1940 – 09/08/2019

Rick joined the Warnbro Sound Wanderers Branch of the Ulysses Club 17/05/2013, and was a polite, soft spoken, family man. He arrived in Australia from England in 1975 and eventually settled in Rockingham with his wife and two boys. Rick was involved in many different clubs, but the Ulysses Club stole his heart and that's where he met some really great mates. He was always ready to assist with anything that was asked of him and gave it his all.

Unfortunately, when he became ill, he could only ride his beloved Bergman scooter occasionally on "good" days joining us at our Wednesday coffee mornings, Tuesday wanders and the occasional social meeting and ride. Sadly, he lost his final battle with cancer and passed away on Friday 9th August.

Ride on Rick! Julie Wilcox #35151 - President Warnbro Sound Wanderers



**Anthony (Tony)
Elliot #14096
01/08/1949 - 04/07/2019**

Tony was a valuable contributor to the running of Central Victorian Ulysses Branch during his 22-year involvement in the club. He served many years on the committee in the roles of Treasurer, Vice President and President. Tony was one of the founding committee members of the Golden Dragon Rally, which back then was held at Ravenswood. He loved attending the National AGMs and various rallies and would happily ride long distances to participate in these as well as regularly turning up on our local branch rides.



Tony was a Honda fan his whole life and at the time of his death he owned 3 Honda bikes. A Goldwing, a Shadow 1100cc and his most recent acquisition, a classic Honda 1000. He also had an interest in classic cars.

Tony was involved in the building industry and held senior positions in the construction of some of Bendigo's landmarks, including the Bendigo Fire Station, Girton College and restoring the iconic Bendigo Town Hall. He loved a beer or 20 and was a bit of a larrikan in his younger days. Behind the gruff exterior there was a down to earth, honest and trustworthy guy.

Tony passed away on the 4/7/2019 at the age of 69 after a long battle with cancer. He is survived by two daughters and his long-time soul mate Sheryl. On behalf of Central Victorian Ulysses Branch, we will miss you mate.

Kylie Sonter #65653

**Reg Williams # 3567
09/07/1937 - 15/05/2019**

Reg rode on / passed away on the 15th May after a long period of ill health which in more recent times intensified resulting in the removal of his bike licence. This was a major blow to the resilient Reg who had for many years continued riding without the lower half of his right leg.



Reg had lived a full life racing bikes and working at many things included security work in hotels in his earlier life with his engineering / mechanical skills, particularly with respect to R Series BMW's and sidecars always present. In reality anything with two wheels was his passion.

He was a Ulysean and was very proud of the club and what it stood for and in earlier years he was a regular attendee at AGM events and rallies – after his forced retirement from riding he acquired a mobility scooter and it wasn't long before there were Ulysses stickers front and back.

Prior to moving to Toowoomba Reg also rode with the Wollondilly Wanderers.

The club was well represented at Reg's funeral and in the eulogy the main theme being that the world had lost a gentleman and a friend to all.

**Rest in peace old bloke.
Arthur Dolphin # 18669, Brian Martens #13008
Darling Downs Branch**

**Garry Palmer #665
02/09/1946 - 20/06/2019**

It is with much sorrow that I have to report the passing of Garry Palmer, member no. 665, a much loved and respected Ulysses member, at the St. George Hospital on 20th June 2019.



Garry was a foundation member of the St. George Sutherland Branch in 2000 and was awarded his 30 year membership badge in 2016. He was also awarded a Dearnley Medal in 2008 for his outstanding services to the Branch and Club.

Garry served for five years on the Branch Committee, one as Secretary and four as President. During this time Garry was always at the forefront of Branch activities and was amongst the instigators of the annual event known as Breakfast Torque and helped to make this event the outstanding success it is today.

Garry led many branch rides, particularly the Thursday Ride which now attracts up to thirty riders every week. Following on the success of this ride Garry commenced an annual Long Thursday Ride in 2007 which continued for ten years travelling to all parts of Australia and taking up to two weeks.

He was recently presented with a Member Appreciation Award from his fellow branch members for his many contributions and service to the Branch.

Garry had suffered various illnesses for some time including diabetes, a triple heart bypass in 2009 and several strokes before his fatal episode on 31st May.

Garry will be sorely missed by his family and his many friends. Branch meetings will not be the same without Garry.

Garry is survived by wife Leonie who accompanied him on his Long Thursday Rides and children Noelene, Evan and Blair. Our deepest sympathies are with them.

**Paul Rees #45431
On behalf of the St. George Branch**

**Bruce Watson #38206
15/10/1947 - 16/05/2019**

Bruce came to the Rum City Riders (Ulysses Club, Bundaberg Branch) with a history of riding with family and friends, adventuring and touring across and around the country.

During his time with the Branch, he became a great friend to many bringing much laughter and gaining the respect of his fellow riders.

Bruce was a creative problem solver and a regular source of bike knowledge and mechanical skills.



His Spyder was always around ready for his favoured Thursday ride following the ubiquitous coffee and the good yarn. Showing his usual care for his friends, he would regularly take up the Tail end Charlie role to make sure we were all safe.

Bruce battled his surprised health issue courageously in the full knowledge he was supported by family and fellow riders.

Bruce's friends farewelled him with a ride to lead him to his final resting place in Theodore.

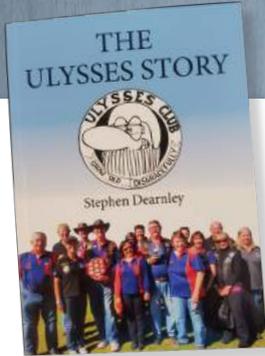
Ride on in peace, Bruce

Ron Henry for Bundaberg Branch Rum City Riders
Member #17600

GEARSHOP



ULYSSES CLUB INC. MERCHANDISE AND RIDE ACCESSORIES



2018 revised edition of the Ulysses Story, learn about your clubs beginning from the first meeting up to recent times and the journey.

\$20.00



NEW ITEM

Cyan polo shirt in ladies and gents fit. Limited sizes available.

\$35.00



NEW ITEM

Light grey polo shirt in ladies and gents fit. Limited sizes available.

\$35.00



price reduced

Pink stubby holders

\$5.50



Polar Fleece Scarf for those winter days riding.

\$14.00



NEW ITEM

Smart and lightweight, compact size for traveling. Old Man Logo on front and ULYSSES CLUB printed across shoulders on back.

\$50.00



price reduced

Sloppy Joe, fleecy lined with small Old Man Logo. Limited sizes available.

\$40.00



Riding Shirt, unisex, high neck and long sleeves. sizes XS to 4XL

\$28.00



Reversible Polar Fleece Vest, unisex with Old Man Logo. sizes Small to 4XL

\$47.00

For correct size, measure across the front of one of your good fitting garments from underarm to underarm. This is the cm measurement you use to order the correct size.

To order, visit the gearshop on our website www.ulyssesclub.org (you will need a login to order online) or call the National Administration Office on 1300 134 123



**You wouldn't take
risks on the road,
so don't do it to your family.**

**Prioritise the ones
who matter most.**

Maurice Blackburn's new MyLife Documents™ package lets you prepare all your essential legal and medical documents, with an expert Wills & Estates lawyer, for a fixed price.

These **five essential documents** work together to protect your loved ones in the event you are injured, incapacitated, or if you pass away.

- ✓ A Standard Will.
- ✓ Enduring Power of Attorney.
- ✓ Appointment of Medical Treatment Decision Maker.
- ✓ Advance Care Directive
- ✓ Statement of Wishes

Don't leave your loved ones guessing.

Call **1800519740**

to make an appointment with our expert lawyers.

**Maurice
Blackburn**
Lawyers

DON'T PUT IT OFF ANY LONGER.

VISIT WWW.MAURICEBLACKBURN.COM.AU/MYLIFEDOCUMENTS
FOR MORE INFORMATION.

Your adventure. Our policy.

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

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

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



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