



The Valley Views

May 2019

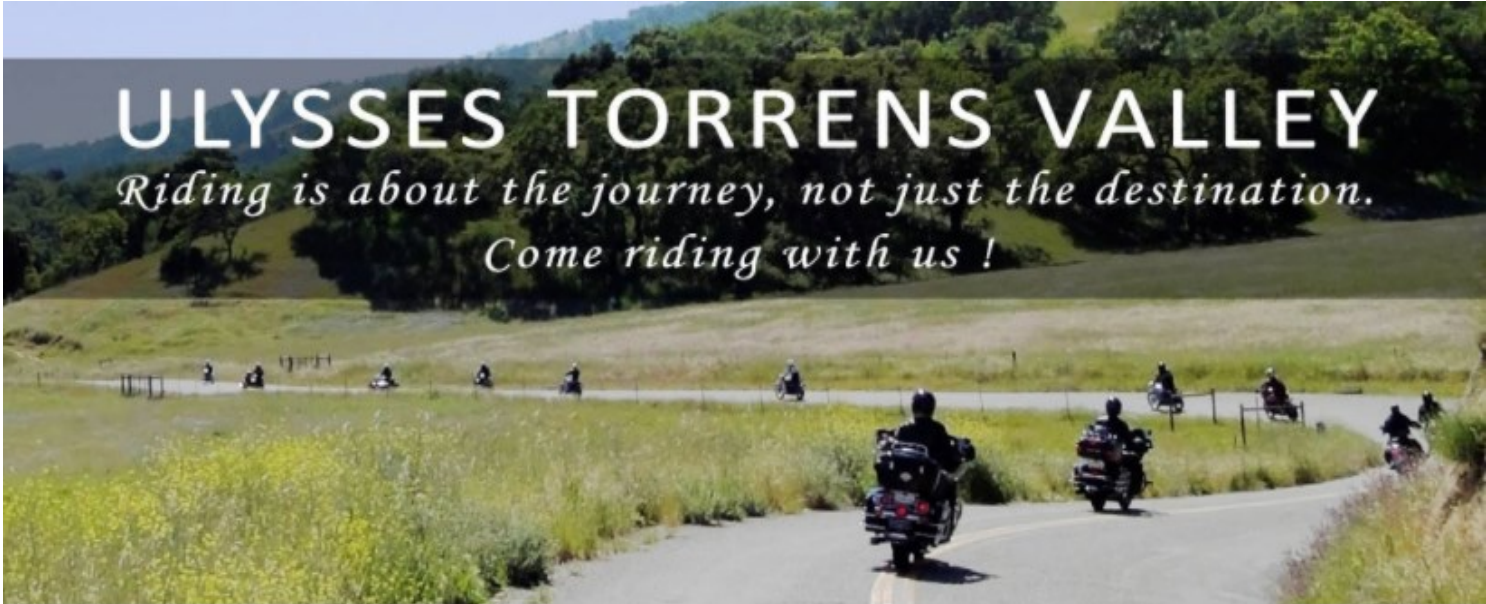


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News from our Facebook page at www.facebook.com/ulysestorrensvalley/



Torrens Valley

Branch

Meetings

are held on the third Tuesday of the month
at Parafield Gardens Community Club
Shepherdson Road, Parafield Gardens.

Meetings start at 7.30pm

THE CLUB
Greg Saunders
General Manager

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Torrens Valley Ulysses - President Report

Hi Ulyssians

We are in May 2019 already, time travels so fast these days and there is still so much to do and rides to experience.

The new committee has been busy with Cathy McGuirk creating the new look Valley Views with more content, events and promotions.

Tracy Nash and Peta Tedmanson taking over as social coordinators and the first dinner at the Tea Tree Gully Golf Club was a success with 38 dining. Fantastic food at a reasonable price and Des Cook winning the free meal for the night. Neville Gray set the venue up and the girls carried it out. A great job all round and looking forward to the next one at The Rezz Hotel in June.

Lester Launer with Bike Talk, providing an interesting talk on some amazing machinery on the floor, old to the new. A very broad range of bikes with some really interesting history behind them. Lester is still working hard looking after our sponsors in the magazine.

Thanks to Yvonne Pascoe stepping into the secretary role with Terry McGuirk stepping in when Yvonne is not available. This job is the most important role in the club and both are doing a fantastic job.

Paul Dennes continues to put his heart and sole into the club with the new members. Happy to report with 4 new members in the past 2 months and more to come. We just want to get new potential members to the meeting and the club will do the rest.

Ulysses 26th SA Odyssey is on its way. Neville Gray has done a lot of work towards our Copper Coast Odyssey. We all thank you very much Nev. About 12 of us travelled to Kadina Football Club to inspect the grounds and facilities. One word "Fantastic", Great group of people on their committee and couldn't do enough for us. The bar seating area was so good that we could increase the area by moving out to the veranda, which can be enclosed. Toilets and the Friday night dinner facilities is top shelf. Camping on the oval for tents and caravans are another great advantage for all of us with Brian and Judy Cook are looking after the camp grounds, many thanks to those two.

Bob Braunsthal continues to provide great rides for our members. Merilyn Braunsthal looking after our finances as Treasurer. Annie Bastian as Quartermaster and Ian Pascoe as Welfare Officer. Michael Morgan continues to take care of our website and Shelly Telfer is keeping you informed with the Facebook page.

We continue to improve the club for our members and with a little in the bank we are giving back to the members. Discount on the new look T-shirts, \$5 towards your dinner at our by monthly dinners plus a bonus free meal for a lucky dinner. Still working on the Adventure rides with committee member Ian Stone, who is working on tracks up in the hills. Another project is providing a slower ride with less twisties which could be an opportunity for the members with historic bikes to join in. Stay tuned.

Enclosing, thanks to all my committee members for a great job and support, not to mention our members for participating and the many kind words they have for me.

President - Torrens Valley Ulysses Branch

Terry 'Sparky' Mader - #39025

Kadina Odyssey Venue



Social Dinner
Tea Tree Gully
Golf Club



Ulysses 26th SA Odyssey 2019

The 26th South Australian Odyssey will be held in the Copper Coast Region at the Kadina Football Club located at 1 Doswell Terrace Kadina from Friday October 4th to Monday 7th.

The Torrens Valley Branch Organising Committee is well advanced in the preparation to host this Event in the Copper Coast. The Kadina Football Club will be our hosts with registration, meals and entertainment all held in their fabulous venue. Camping, both caravans and tents, is permitted on the perimeter of the Oval in front of the Clubrooms and we will be using the Club facilities for showering etc. in the adjacent change rooms.

Registrations will open in early July via electronic means and forms inserted in your Branch Newsletters. The onsite registration desk will be open for business on the Friday from Mid-day. The traditional Friday night BBQ will be held at the Cricket Club next to the main venue. Breakfasts will be served on the Saturday to Monday mornings at the Football Club together with the Saturday and Sunday night's formal dinners. We have generously been allowed to camp at the Oval on the Monday night to enable those wishing to avoid the traffic congestion on the way home to Adelaide but no breakfast will be served on that morning. We have secured a great band for Saturday night and light entertainment for Sunday night.

We are organising a motorcycle ride to nearby locations of interest on Saturday morning. Those not riding are invited to join us in a bus tour of the local OP Shops.

On Sunday, bikes will be travelling in convoy to nearby Moonta for 'Moonta Day' where we have secured the famous Mine Train for our exclusive use and will join the Moonta Markets people for a 'Show and Shine' and to meet the locals and the many other tourists that flock to the Region on the October Long Weekend. Accommodation is always tight in the Copper Coast especially on the October Long Weekend so you are well advised to secure your accommodation venue as soon as possible if you are not camping at the Football Club, which has unlimited room.

The Kadina Football Club can cater for up to 150 persons so the first in will be guaranteed a seat for the meals. We look forward to meeting up with you all at the Copper Coast on the 2019 October Long Weekend. Any further inquiries can be forwarded to Neville Gray on 0416 050 189 or via grayhigh@bigpond.com.



Torrens Valley Ulysses Club

invites you to attend the -



COPPER COAST 26th SA ODYSSEY

The 26th South Australian Odyssey will be held in the
Copper Coast Region at the Kadina Football Club -

1 Doswell Terrace Kadina, Friday October 4th to Monday 7th 2019.

March Meeting



Sparky's Corner
with
Brian Cullinan



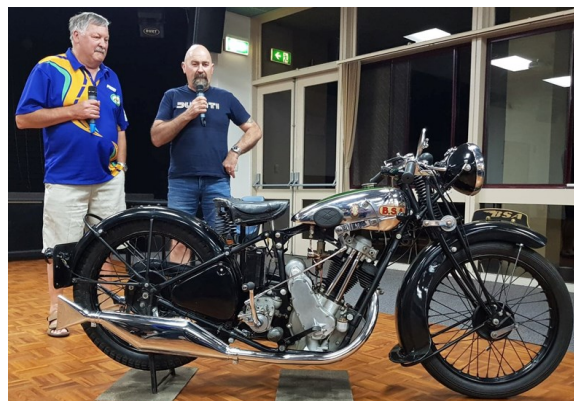
Mick from Mick's
Motorcycles Gawler
showing the new
Yamaha Tracer 900
Triple



April Meeting



John Robinson
receiving his
Past President
Badge



Darren Tedmanson spoke about his
vintage BSA bike

Sparky's
Corner with
Adrian Gray





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Nick's Burra Ride - April 2019

We left One Tree Hill at 10.30am. We went round the back way of Para Wirra National Park and the road is very windy. Rode through Williamstown, Nuriootpa and round the back way of Kapunda onto Eudunda, then stopped for smoko at the Bakery.

Onto World's End camping ground, they must have had rain there as we watched kids canoeing in the river.

We then went the backway into Burra, seven of us stayed at the Burra Hotel. On our arrival we all had a beer which we enjoyed, then went for a walk, enjoyed more drinks and then had tea. Afterwards we sat outside and sorted out Australia's Political problems, and then off to bed.

Next morning we had a cooked breakfast at the Café next door. Rode through Clare and stopped at Auburn for a coffee on the way home.

Everyone enjoyed the ride.

Next ride in September - one night at Peterborough, one night at Wallaroo and then home.

Nick Oliver



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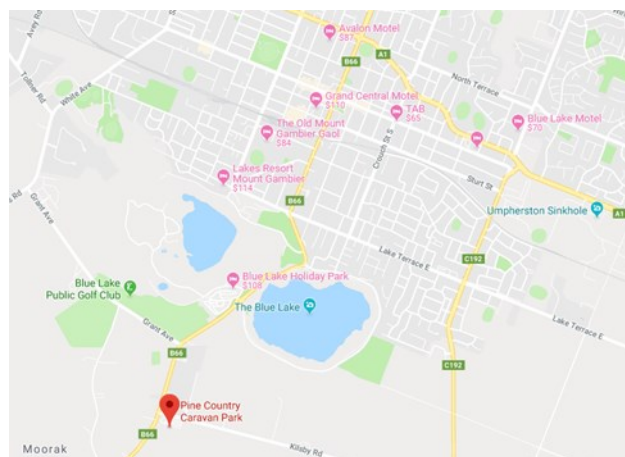
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Starting Out

“Backroads Bob”

I am fortunate to have been born in the Age of Motorcycles, which will probably prove to be a brief and glorious window of opportunity in the history of the planet, for us chosen few who have owned them. With fuel supplies dwindling, emissions concerns, global warming, and nanny-crats abounding, one wonders how much longer our beloved bikes will be legal and viable, let alone enjoyable.

I was born in 1944 during the war, and as luck would have it, to a family with a motorbike and sidecar for family transport, an ancient 1929 side-valve Harley with an Australian Goulding chair. My father had enlisted in the RAAF, he was kept at home as his expertise in teaching maths and geography meant the air-force required him to teach navigation. As he wasn't overseas, I came to be.

I was carted home from the hospital in the sidecar, wrapped in a blanket held by mother. It was the perfect way to begin my travels, and I travelled far and wide in that outfit. I consider this a critical part of my education where I learned important values (motorcycles). Later dad bought a '34 Ford V8, like Bonnie and Clyde's and beloved by hot-rodders. Fun as it was, it wasn't nearly as good as the outfit.

For a few years the outfit and car co-existed until dad could no longer get tyres for the bike, then to my horror it was sold. I remember crying when I saw it for the last time. I vowed to get a bike when I was older. My mother said that would not be happening, but at eight, I knew I would and I neither reneged on my ambition nor have I ever regretted it, even when laid up in hospital after an accident.

By fourteen I was eagerly waiting to get my licence and to ride. I already knew how to drive a car - my father taught me on quiet country roads. I read up about motorbikes and started riding my pushbike to look in motorbike shops - Murray Mitchell's at Parkside, Bowden and Miller on South Road Edwardstown, Wally Ferguson on Norwood Parade, J.N. Taylor's in Grenfell Street, Lenroc's and numerous other bike shops in the city. My hunger grew.

Freddie, an unruly friend who lived in my street, had an older mate who had a BSA Bantam, a tired, early model, rigid-framed D1. His Irish mate was a wild one from a scatty family. This guy used to ride this green Bantam through the front door of his parent's old house, down the hallway and into his bedroom. Yep, they were a mad lot.

Having got his licence, Fred used to borrow this bike and try to tear around on it. It was pretty harmless as it was seriously worn so that it probably developed one or two horsepower instead of the usual three or four when in good condition. Its brakes hardly worked, but being a Bantam, it would stop at the sight of a hill or any decent uphill gradient. It was all things bad as bikes go, but it was a bike and the first bike I ever rode – a very tame learning curve.

At first I tried round and round a disused tennis court at Freddie's place, then with that mastered, it was off to “conquer the world”. Cherry Gardens was the back of nowhere in those days. After Fred laboriously pillioned me there, I took to the gravel tracks. The Bantam was like half-way between a pushbike and a proper motorbike, so it was a good starting point. It was utterly gutless so I couldn't get into serious trouble. It also helped me decide that I was not going to get a smoky, buzzing, farting lawnmower-bike under any circumstances. I was going to get a four-stroke that would go properly.

As for high school, I loathed it, just wanting to escape. My prime ambition was to earn enough money to buy a bike of my own. I worked after school for a greengrocer, picking up and delivering orders and I saved my wages purposefully.

1930

My Father on his 1929 Harley at Mouth Hotham. The top box was a hessian bag, the panniers were Army shell boxes.



June 1960
BSA 250 -
First Bike

January 1961
BSA Golden Flash -
Third Bike



Continued from page 12

When I reached sixteen, I went to the Motor Vehicles Department in the grand old Exhibition Building on North Terrace that they should never have demolished, and there I did my ten-question test, passed and paid a pound for my licence. Now I could drive or ride legally as there was no practical test back then that didn't happen until later.

Watching the papers daily and visiting the shops constantly, I knew the going price for various bikes that I thought I could convince my father to let me buy. Several weeks later, with forty six pounds in my bank account, I spotted an ad. that had me excited, a 1954 BSA 250 with 22,000 miles on the clock, with a double seat, crash bars and a helmet, goggles, a leather jacket and police-style mittens for sale for just forty five pounds, half the usual price. I treadled to the place in King's Park and checked it out. It was a beauty, a red C11G with a four-speed gearbox instead of the usual three speeds. It was in good nick and had always been garaged. I was going to buy it. I put a deposit on it to clinch the deal.

My father, missing his own motorbike, was surprisingly easy to convince. He went with me to see the BSA and decided that I had indeed found a bargain in good nick. Mother's opposition was futile, she was only ever the opposition with my father the boss of the household, not that he was tough on her, she just got over-ruled on important things like motorbike ownership. You must have priorities!

Laughable as it sounds, the 250 felt big after the feeble, light Bantam, it weighed 113 kilograms against the skeletal Bantam's 82kg. Today any sizeable bike under 200kg is considered light - a current "Hondapotamus" weighs nearly 400kg, but then it must be said it has a serious weight problem.

Anyway, my Bantam riding days were over. I wasn't going to subject myself to Hitler's revenge again. BSA's Bantam was originally a DKW RT125, the rights of which were taken over by the allies after the war. Adolf must have been laughing in his grave – finally revenge on the British! True, the Bantam was a ride to work bike for many working-class guys tired of their single-speed treadlies, but to any enthusiast, the 'scintillating power' of a Bantam was surely something to be endured, not celebrated.

Wow, the excitement of being free to ride where I wanted. The C11G Beeza would wind out to over 60 miles per hour and give 70 miles per gallon and with petrol costing 3/2 a gallon, even a school-kid could afford to ride around on it, and ride around I most certainly did, quickly racking up the miles. They were heady days, with my first 'long' rides to Mt Lofty, to Murray Bridge, to Victor Harbor. I recall slipping sideways on slippery Olympic Patrol tyres on wet Payneham Road (I stayed upright, just). I was happy because I could scorch off pathetic scooters, Bantams and James tiddlers with ease, and do well against many cars which were mostly horribly gutless back then.

I only had the Beeza for a few months. A mate bought an Ariel Red Hunter and burned me off up Old Belair Road so I was no longer happy with my 250. Next I had a 500 BSA, then a Golden Flash 650 and so on over more than five decades till now, and a couple of dozen more bikes along the way.

Do I regret anything? Yes, I should have had even more bikes and maybe bought the Vincent Rapide from Murray Mitchell's, though my father's forbidding words, "You'll kill yourself on that!" were probably right. I should have kept at least one of my old Indian Chiefs but who'd have guessed they would multiply their value by ten? However, bikes have changed so much, and the new ones are so much better to ride. Today, not yesteryear, is the golden age of motorcycling. We are so lucky and we have the great Ulysses Club as our network!! Riding bikes is as wonderful as ever. Bugger high ambition, status and wealth, I've fulfilled my life's ambition, to own and ride many different lovely motorbikes and do heaps of miles on them - to me that's real achievement. To me that's a life well-lived, and I intend keeping on riding till I snuff it or the nanny-state 'protects me from myself'.

'Guzzi' Bob Braunsthal

The Valley Views

I'M LISTENING, OH MIGHTY ROAD



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Safe Passing – Doing it Right

Overtaking is all about planning. You need to know what you're going to overtake, get a clear vision of where you're going, get in the right gear at the right speed, check your mirrors and then spend as little time on the other side of the road as possible. Simple really, unless.....

One of the temptations when you're overtaking is to get past one vehicle and then to make a decision on the fly to pass another one. Often it's Ok, but sometimes the recalculation of sightlines, time and distance put you at risk. Most of us have made this mistake, turning a simple overtaking manoeuvre into something more demanding. Better to stick to a plan, pass the intended vehicle and then plan another vehicle pass.

Clear vision is another, if not the prime consideration. Dropping back from the vehicle you are about to pass will often give you a better field of vision. Make sure you use it. Passing around bends or over crests may be tempting, but is akin to Russian roulette. That's why double lines should be treated with respect. They are organised for the lowest common denominator but they are there for a reason and indicate dangerous spots for overtaking.

With the current crop of sports bikes or touring machinery with overdrive gear ratios, the rpm required to drone along at highway speeds can place the engine way out of its power band. You'll have to drop down a gear or two to get the best acceleration possible for the job. Don't be lazy. The last thing you want is to be hung out on the wrong side of the road as the engine slowly winds up into the power band.

One of the crucial things many riders fail to do – and for which they pay the consequences – is to check mirrors before overtaking. Particularly if you are riding in a group as the Club regularly does, there will be a situation where a rider behind you is less than patient. The last thing you want is to pull out to overtake a car in front only to be rear-ended by a speeding car/bike behind you.

Checking the mirrors after overtaking is important too: one, to make sure you are actually past the vehicle and two, you accidentally don't cut off your mate who saw you overtaking and decided to do the same thing at the same time. You have to give everyone room to feel comfortable.

What Can Go Wrong?

Hitting an oncoming vehicle is probably the worst thing that can happen. Overtaking a car, only to find it turning right across your path is also not recommended. Avoid It!! Before you overtake. make sure there are no streets or driveways the car could be about to turn into. Similarly, overtaking a car, only to find another vehicle turning out of a side street into your path is probably not the best way to end a ride unscathed.

Potentially, one of the scariest scenarios is sadly all too common. You've checked your vision, your mirrors and your gear. You've indicated, you've pulled out to pass a couple of slower vehicles. You are traveling significantly faster than both of them when the second pulls out to overtake the first, oblivious to your presence. If you keep going, you will be forced off the road, if you hang back you will be hung out to dry on the wrong side of the road and if you brake, you'll have a devil of a job regulating your speed and trying to judge how to get back into the flow of traffic with minimal danger. Tough situation – tough decision! That's why you want overtaking to be quick and clinical and why it's often best to pass only one vehicle at a time.

Of course these vital decisions are even more onerous when you have been riding for a reasonable time say, near two hours and fatigue starts to set in. Grab that rest break, recuperate and get ready for all those vital decisions that need to be made.

Neville Gray #3394

SA Representative – Ulysses Clubs' Road Safety Committee

2019 Gawler Vintage & Veteran Run

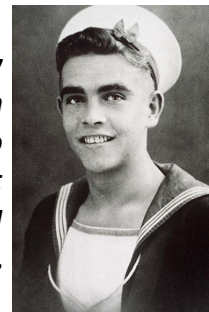


Motorbikes as Therapy

Of course motorbikes are therapeutic. Any serious rider can tell you that. In our busy lives there's no better stress-buster, as long as you don't cart your stress onto the saddle. You have to leave that behind or you may be headed for disaster, but if you approach your beloved machine with the attitude that you're putting the garbage out of your mind and concentrating on the joy of riding, you'll be healing yourself or at least feeling good for the time you're in the saddle.

Sir Sean Connery illustrates this in his book, "**Being a Scot**". The following quote is a bit long, but you need to get the picture to see the point. Speaking of his youth, he writes,

"Within two years I was an able seaman on the battleship HMS King George V. But in reality as a seaman I was most unable-bodied, with worrying stomach cramps. Diagnosed with duodenal ulcers, I spent eight weeks in Hassler Hospital without one single visitor. Forced to 'swallow the anchor', as they say in the Royal Navy, I was discharged with a 20 per cent disability pension. This amounted to 11 shillings and 9 pence (approximately 59p) per week. I cashed it in immediately and with the 87 pounds bought an ex-army Norton motorbike. Strangely I have never had ulcers since." (*)



'Strangely', writes Sir Sean. No, I don't think so Mr Bond. It doesn't surprise me in the least, nor would it surprise a lot of us motorcyclists I'm sure.

Recently that astute doctor, Michael Mosley was talking about managing blood pressure on his television show, "Trust me, I'm a Doctor". Several forms of exercise were devised to combat high blood pressure. Some were quite vigorous involving major muscle groups. One was rather different, and not expected to yield significant results, but surprisingly it turned out to be the most effective way. This method was simply using the hand to grip a pressure metre, giving it a good squeeze.

Now it doesn't take much imagination to relate that to motorcycle operation. There's the clutch on the left that nearly all riders use again and again and again on a ride. There's the front brake, critical to our safety repeatedly being carefully squeezed. Admittedly we don't use it heavy-handedly, but we do use it over and over on a ride. The twist-grip too is in constant use, and both hands grip the handlebars, albeit not too tightly.

So, could it be that this aspect of riding is helping our blood pressure? At least it may be countering the idiotic things that raise your blood pressure – dreamy or phoning drivers, incompetent and ridiculous drivers, dangerous drivers, blatantly slow speed limits and unexpected birds and animals in your path.

Whatever, motorcycling is one of the joys of life for us riders. Happiness is good for you. Misery can lead to depression. Think how depressed you can get in July when it's freezing cold, raining and blowing and you can't ride, or how you feel on that first warm day in Spring when you head for the hills with the wind in your face. Perhaps Sir Sean spent too much time being James Bond to know that it was riding his Norton that cured his ulcers.

(*)P25 Being a Scot - Sean Connery & Murray Grigor

Bob Braunsthal



WHY ULYSSES?

In 2013 I had a couple of mates who were riding bikes and they had, for a couple of years, been trying to convince me that it was a good idea. We would meet for coffee Monday to Friday at Macca's Crossroads and a lot of the daily conversation was about the fun that they were having.

One of these guys worked with me at Flinders University so a lot of meal breaks included his weekend adventures also. He had bought a Yamaha XVS 650 as had his son, they learnt to ride together, and his life had changed. I had worked and played golf with this bloke previously and we got on well. I liked the other guy he rode with and so I bought the same type of bike and got my learners permit, in that order, and started riding. The bike was delivered home about 2 months before I got my learners. Having sworn off ever riding a bike after attempting to ride a small Honda in a mate's backyard at a BBQ and crashing it into his fence years previously, this all came as a surprise to me.

I took to it like a duck to water and was out both days almost every weekend with my two mates and loving every minute of it. It was a new hobby, a new adventure and gave me a new lease on life. I never asked Lyn if she minded being left at home mainly because I didn't want a negative answer. I got her on the back of the bike as soon as I could and in 2014 bought a Triumph Thunderbird LT.



At about this time, whilst still enjoying the riding and company, I was tiring of travelling the same roads repeatedly. An old Army mate had joined us at times and we would ride together, one such ride was to Seymour in Victoria to visit the Vietnam Veteran's memorial. He had been an Ulyssian in the past but had become involved in other things and drifted from the Club. He spoke well of the Club but had been there and done that. I thought about joining but was still at work and wasn't overly keen. Then I found out that the AGM was going to be in Launceston so I joined myself and Lyn up in May 2015 so that I could ride to Tasmania.

Since then we have been to Swan Hill and Stawell for Meet & Greets, Whyalla, Encounter Bay, Ardrossan and Robe for State Odysseys. We have also been to Launceston, Port Macquarie-Wauchope, The Riverland, and Mornington for AGMs and the first National Rally. After an early retirement a couple of years ago we stepped up our efforts and have been on regular rides when possible with the Branch, something we didn't manage too often when working. The Breakfast Club has been another social outlet for us and whilst due to illness, other commitments, and my short term memory we have missed a few, I recommend the Breakfast Club to anyone who can't afford the time for other Club activities.

From breaking bread, to sharing social activities, rides and the total journey with new and some old friends, the comradery has made our membership worth every buck and then some. Not that I am suggesting fees should go up because I am a pensioner now. Lyn has also enjoyed her time in the Club and has become more outgoing than before. We can both get off the bike now and introduce ourselves and have a chat, although most people would not consider me a shy and retiring type. My Army mate's back riding with the Club since Launceston so all is good.

I went to Launceston having fallen in love with a bike informing Lyn that I was going to test ride it and buy it when we got back. I didn't like it, came home from Tassie and took the XVS to get a rear tire changed and came home after trading it in on a Yamaha Tracer.

We have just got back from Mornington after test riding a bike that we both like and deliberation on life expectancy and bang for buck is ongoing.

I have just completed my first year on the Branch committee and whilst I was never going to step up, I obviously couldn't help myself. I figure another 12 months won't kill me, (only 11 as I write and 9 months at most when you are reading this). It has been an experience and yet so many people miss the opportunity. Have I made a difference or will I change the world? it's not likely but I am sure that I haven't done any harm and some of what I can contribute may be of some use, to what can be a great Branch and the fabulous Club that we all belong to.

I'm not by nature a contributor but have received so much from all of the things I have mentioned above because of my association with the Branch and ultimately the Club that I feel any contribution to the Branch committee or the magazine is small in comparison. So **WHY ULYSSES, I SAY WHY THE HELL NOT!**

Paul Dennes



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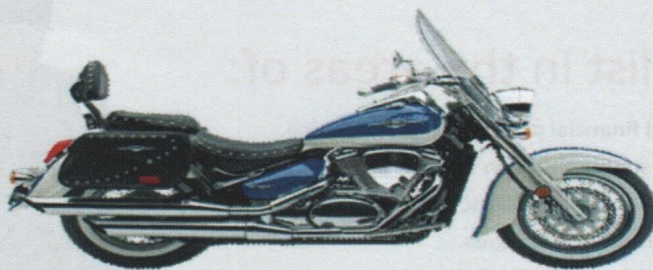
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Kenny Blake Memorial Sculpture

Kenny was a Strathalbyn Icon where he grew up and in honour of him the annual Kenny Blake Festival of Motorcycling is held at the town's oval on his birthday every October.

He started motorcycle racing his 1964 Triumph in 1966, and went on to win 11 national championships and compete at the Isle of Man. During his last race before retirement at the Isle of Man in 1981, his bike aquaplaned, and he slid and hit a concrete post and was killed instantly.

The memorial statue of Kenny Blake and his 1976 Suzuki RG500 bike is made from mechanical parts, engine components, suspension, hand tools and general motorcycle hardware.

The sculpture was created by renowned Goolwa artist James Stewart.



The sculpture sits at the corner of High and Grey streets in Strathalbyn.

Photos courtesy of Nick Oliver

The March 2019 edition of the Valley View magazine is now available for download in the News tab section of the Torrens Valley website. The link to the Torrens Valley site article follows:

<http://torrensvally.ulyssesclub.org/News/tabid/4821/articleType/ArticleView/articleId/27814/The-Valley-Views-March-2019.aspx>

THE HIGHLAND LAKES ROAD

(A recently sealed, scenic north-south road in Tasmania)

What great rides there are in Tasmania. Thanks to ex-Torrens Valley members Mark and Ann McDonnell now living near Launceston, we were shown a different way to ride from Launceston to Hobart. We did it in March when the weather is pretty good for Tassie. Luckily the bushfires were all out by then.

Most members who have ridden in Tassie would know the eastern route through St Helens, Bicheno and Swansea, and the Western route where it so often rains, through Burnie, Queenstown and Derwent Bridge. There is also the fairly boring busy main highway through the centre past Campbell Town, Ross and Bridgewater. Now though, there is a fourth way that has only recently been sealed and it's well worth riding.

From Launceston you head west to Deloraine, taking either the boring and busy main Bass Highway, or the quieter, less trafficked and more scenic road through the quaint little towns of Hadspen, Carrick and Hagley. The best part is after you leave Deloraine heading south on the Highland Lakes Road. Motor-homes and caravans would find this road formidable – we didn't come across any and we didn't see much traffic along this way at all. After a few kilometres you climb a steep, twisty road up the rugged Western Tiers through lovely forests and rugged cliffs before reaching a plateau with the Great Lake and other smaller lakes.

The view from the Great Lake Lookout is a beauty and like thousands of other tourists, we took some photos there. Soon after, the twisting gives way to nice sweepers. This section was really enjoyable. Later the road straightened out somewhat through open country and we eventually reached Bothwell where we had lunch.

From Bothwell you can head east and join the busy, main north-south highway or you can head south-west on a winding road and join the Lyell Highway from the West Coast. This more scenic way is less trafficked and winds through the pleasant Derwent Valley. Past New Norfolk you join the last part of the main north-south highway, 15 or so kilometres north of Hobart. From there you ride on a freeway that saves you plodding through suburbia.

This route on the Highland Lakes Road is slower than the direct main north-south highway, but far more interesting with way less traffic, and it can be covered easily in a day. We took a lazy six hours including photo stops and a long lunch stop at Bothwell. If you're touring Tasmania, keep this road in mind. It's well worth riding.

Some other great rides in Tassie are to Lake Pedder and the Gordon Dam, a dead-end road through lush rainforest and spectacular mountains. Short, sharp and sweet is the climb to St Mary's and the Pancake Barn up the Mt Elephant Pass, Launceston to St Helens has hundreds of bends, and the road past Lake Leake is entertaining as is the winding Hellyer Gorge south of Wynyard.

Being a compact state, these good roads and others justify the cost of the ferry, cheaper if you do a day trip in the summer months – the overnight cabins are very expensive. If you haven't been to Tassie why not make it your next "overseas" trip. Being a motorcyclist used to the bouncing on our under-maintained roads, any rocking and rolling of the ferry probably won't worry you. We've ridden there three times and we're not counting out a fourth visit - on two wheels of course!

'Guzzi' Bob Braunsthal



The Great Lake in Central Tasmania



Hobart from Mount Wellington, photo taken during a gale with rain



The Gordon Dam



The Sentinel Range near Lake Pedder



Tasmanian Rainforest



Famed in motorcycle lore, the Mt Elephant Pancake Barn - delicious!



The name says it all!



Chainsaw art at Legerwood - Incredible!

I'm not Grumpy



RIP Grumpy Cat

I'm Bone... Bad to the Bone...

BIKERS

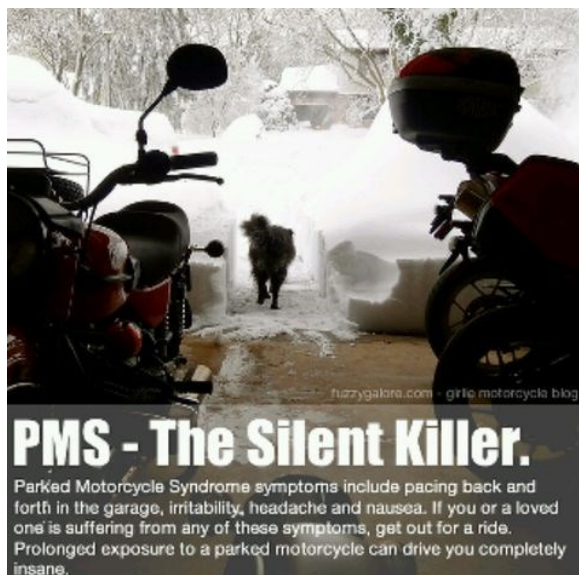
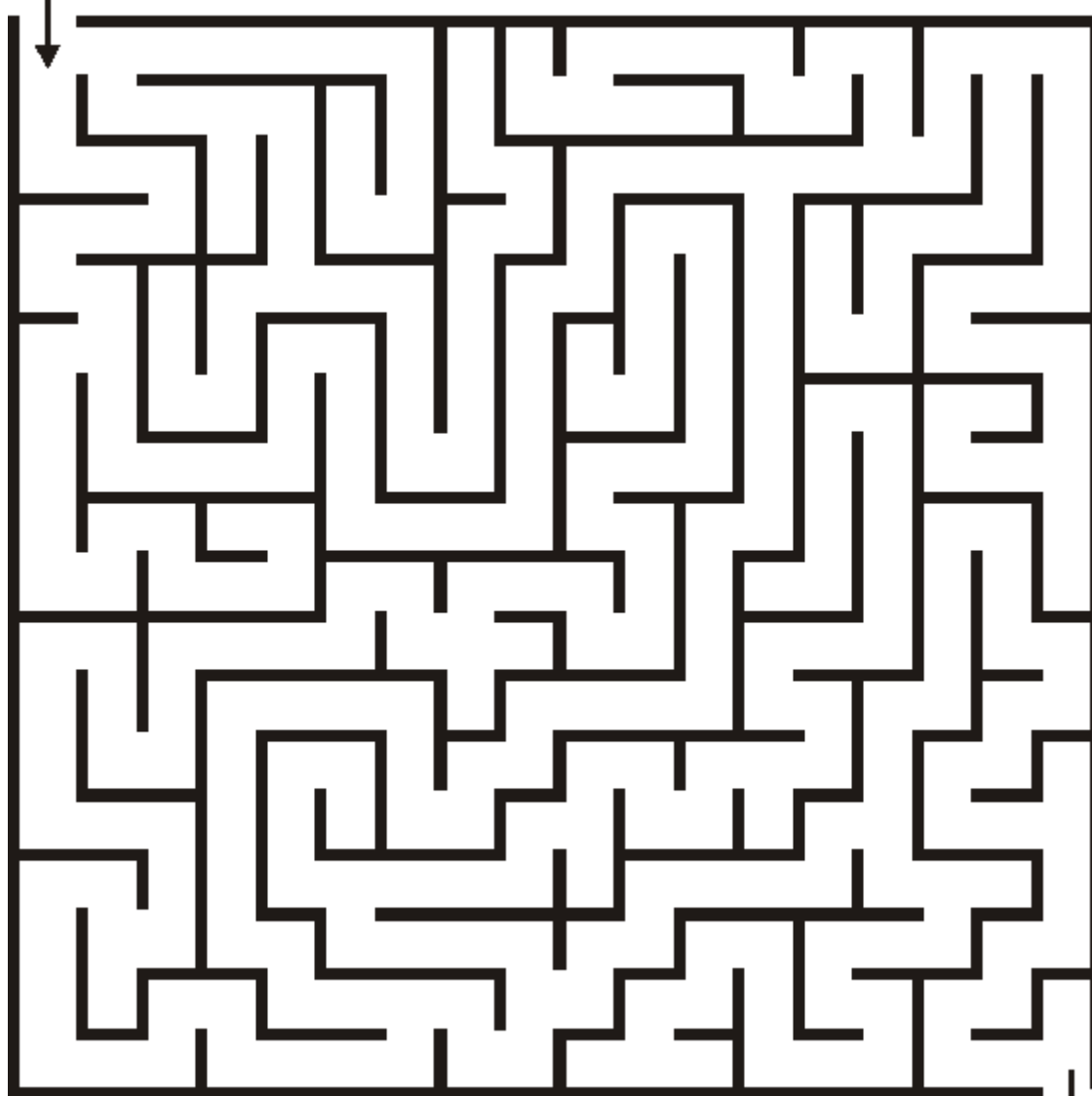


THE ONLY PEPOLE WHO
TRULY UNDERSTAND WHY
DOGS DO THIS.



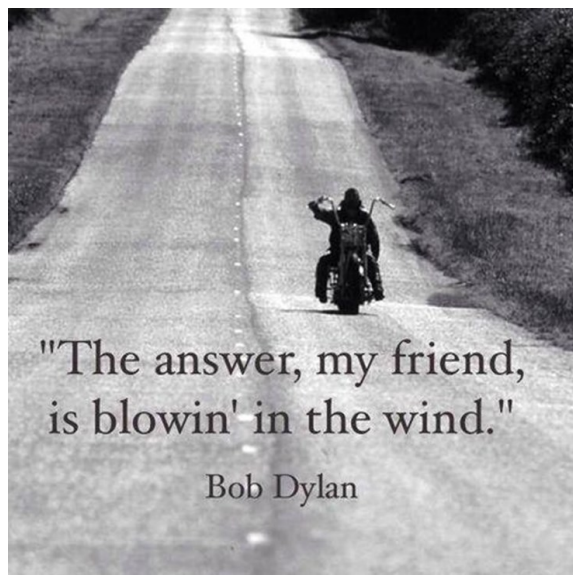
EVERY TIME I
HEAR A BIKE NEARBY





PMS - The Silent Killer.

Parked Motorcycle Syndrome symptoms include pacing back and forth in the garage, irritability, headache and nausea. If you or a loved one is suffering from any of these symptoms, get out for a ride. Prolonged exposure to a parked motorcycle can drive you completely insane.



"The answer, my friend, is blowin' in the wind."

Bob Dylan



EAT
MY
DUST!

Rides and Social Events

Up-to-date information about rides and social events are available at -

w: torrensvally.ulyssesclub.org

f: www.facebook.com/ulyssesstorrensvally



Ride Calendar

Sunday May 26

9:30am Pelican Plaza to Clayton Bay (sausage sizzle at Mick Daw's place)

Sunday June 9

9:30am Pelican Plaza **Classic Run*** Tea Tree Gully (Marilyn and Bob's soup run)

Sunday June 23

9:30am Pelican Plaza to Mintaro (Magpie & Stump Hotel) for lunch

Sunday July 7

9:30am Pelican Plaza **Classic Run*** to Kapunda Pizza (& other foods) shop

Sunday July 21

9:30am Pelican Plaza to Mannum (Fish & Chips or whatever you choose)

**Classic Runs are for everyone whether on an old classic bike or a modern bike/trike. Classic Runs are run at a slower pace which may suit some riders*

Torrens Valley Branch Social Dinner Calendar

Pay \$5 deposit per person, receive \$10 back on the night

Friday June 21

6.30pm The Rezz Hotel - 20 Hamilton Tce, Newton (Café not Bistro)

Includes entry into the lucky draw with one person to be reimbursed for the total cost of their main course

Friday August 23

6.30pm TBA

Sunday October 27

4.30pm Teddy's (Tedmansons) Twilight Ride followed by dinner 6pm at the Cudlee Creek Tavern - Meetup point for ride TBA

Ulysses RV

August 2 - 4

Tanunda Caravan Park - 08 8218 5505 (To book mention Ulysses)

October 14 - 20

RV AGM - Lake Albert Caravan Park, Meningie SA

For bookings contact the Caravan Park - 08 8575 1411 (Say you are with Ulysses)

November 8 - 10

Kingston on Murray - 08 8583 0209 (Say you are with Ulysses)

Rallies 2019

Great Escape Marrabel Back to basics	May 25 - 26	Harald 0421 289 714 Peter 0414 399 000
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Farina SA Rangers	June 7 - 10 Long Weekend	Beatle 0458 294 271
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Wintersun Mildura	June 7 - 10 Long Weekend (SA)	Sy 03 5021 1111
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Up the Creek June near Horsham Vic	July 5 - 7	Sharon 0409 215 338 Greg 0437 010 061
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Wombat Site to be advised	August 9 - 11 Back to basics	Lefty 0412 767 945
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Peregrine Rally Jabuk Reserve	August 23 - 25 Back to basics	Trevor.nowak@icloud.com 0412 866 045
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Burra Bon Accord Pub SA Tourers	Sept 6 - 8	Ray 0400 202 994
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Ghost Town Copi Hollow	Sept 6 - 8	Chickenman 0419 983 193
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Torrens Valley Odyssey	October 4 - 7	Neville Gray 0416 050 189
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Oasis Paruna	Oct 4 - 7 Long weekend (SA)	Bear 0407 394 322
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Koolunga Pub	Oct 12 - 13	Andy Burford 0437 516 105 Pub 8846 6181
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Redback Tourers Overland Corner Pub	Oct 11 - 13	Pete 0437 930 699
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2019 Meet & Greet Mount Gambier	Nov 1 - 4	Paul Dennes 0437 789 846
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Fish Holes Portland	Nov 8 - 10	0401 522 786
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Melbourne Branch Odyssey back at Mansfield 18 - 20 October 2019 Advance Notice

Even if you haven't been to a Melbourne Branch Odyssey for ages you may want to **put this date in your diary**

- We are back in Mansfield
- Dennis Tucker will be entertaining us on Saturday night at the Golf Club
- More details will follow and registration form is still being polished
- **Registration fee is \$15 per person** and you buy your Saturday meal at the golf club. Great choice and seniors' meals available
- We much prefer direct deposit to branch bank account. Simply pay \$15 per person and include your name in payment. I paid \$30 and entered "***Cook Odyssey x 2***" as an example. The banking details are: BSB 033 371 Account no. 231845 Account name: "***Ulysses Club Inc Melbourne Branch***"
- Simple format of casual BYO drink and food BBQ on the Friday night. Dinner and entertainment at Golf Club on Saturday night order from menu and pay. More detail to follow. There will be a escorted ride
- Consider coming along to catch up with old friends even if you're no longer riding
- **Please book your accommodation direct with Mansfield Holiday Park -**

Telephone: 03 57751383 Email: info@mansfieldholidaypark.com.au Web: www.mansfieldholidaypark.com.au

Please mention "Ulysses" when booking

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Weekend Rides

Our rides start from various locations, some starting points are:

Gawler - meet in the car park opposite Repco on Julian Terrace.

Pelican Plaza - meet at the car park next to Hungry Jacks, corner of North East and Golden Grove Roads.

Nuriootpa - meet at the car park near the Steam Engine (opposite the BP) Murray Street.

All rides will leave from any of these destinations unless otherwise stated.

For information on a specific ride, please contact the ride leader.

Wednesday Rides

All Wednesday riders are requested to read 'Torrens Valley Midweek Rides Group Information' which is available on the website.

Depart at 10.00am from the Tea Tree Gully Hotel North East Road at the corner of Haines Road, Tea Tree Gully. Meet in the car park behind the hotel (you can't see the car park from the road).

Rides are abandoned if the forecast temperature is 37°C or more, or if there is a storm or heavy continuous rain around the time of departure making riding hazardous.

'Guzzi' Bob Braunsthal and Neville Gray lead these Wednesday rides.

Further details:

Neville - 08 8263 7566 or 0416 050 189

Bob - 08 8395 0224 or 0419 829 543

Ride Requirements

1. Ride Leader: brief riders, where ride is going, where the breaks are going to be and who is Tail-end Charlie (TEC). If the destination is not a well-known location, Ride Leader to supply all riders with a destination address and your phone number. If you are meeting up with other riders at other stops, re-brief ride so that everyone knows what is going on and who Tail-end Charlie is.
2. Corner Marshals to remain on corners until Tail-end Charlie arrives and flashes you; join just in front of TEC. Remember who you are following before you do your corner marshal duty, and when they go past Tail-end Charlie should be following them shortly. If they don't go past something is wrong. Wait on corner until someone arrives.
3. Tail-end Charlie (TEC) to wear fluoro vest and flash lights at corner marshals. Slow down and let corner marshal join in front of you.
4. If there is a problem (break down or accident) Tail-end Charlie should assess situation and continue where possible as soon as they can.
5. If a rider has run out fuel leave them to their own devices. They should have started with a full tank of fuel, and they should know the destination if they were listening to the riders brief.
6. Riders responsibility. Start with a full tank of fuel. Keep your bike well maintained. Get to the start point before departure time and listen to ride brief from the ride leader.
7. Only Tail-end Charlie should wear fluoro vest. If you wish to wear a fluoro vest when riding you should stay just in front of Tail-end Charlie.
8. Only bikes, spiders or trikes to be Tail-end Charlie. If you wish to follow the ride in a car you should follow behind Tail-end Charlie.

The Valley Views

is printed every two months at a cost to subscribers of \$2.00 per edition. Single copies are available for \$3.00.

Payment and distribution of the magazine is handled by the Editor and/or the Social Committee at Branch meetings.



thevalleyviews@gmail.com



Our magazine belongs to every Torrens Valley Branch Member

and is an important way for us to get to know each other.

Please consider contributing:

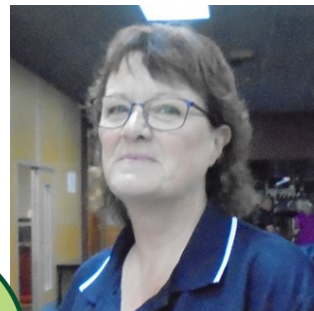
- anecdotes
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- items for sale
- jokes
- photos
- poems
- reminiscences
- stories
- tales from the saddle

Welcome to our new Members

Steven Lord



Sonya Russ



John Hay



Kevin Hannaford



We Acknowledge that the land on which this newsletter is produced and circulated is the traditional lands for the Kurna people and that we respect their spiritual relationship with their Country. We acknowledge the Kurna people as the traditional custodians of the Adelaide region and that their cultural and heritage beliefs are still as important to the living Kurna people today.



'Ninna Marni' - welcome in the Kurna Language

Photo source: www.flickr.com/photos/mikecogh/4000918512



Torrens Valley Branch Ulysses

Grow old disgracefully

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Aims of the Ulysses club

To provide ways in which older motorcyclists can get together for companionship and mutual support.

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