



# The Valley Views

## September 2019



Committee		
President	‘Sparky’ Terry Mader	0409 427 380 sparky.ulysses@gmail.com
Secretary	Yvonne Pascoe	0410 508 828
Treasurer	Merilyn Braunsthal	0419 829 543
Committee Members	‘Guzzi’ Bob Braunsthal Temporary Rides Co-Ordinator	0419 829 543   8395 0224 bobmerlot7@gmail.com
	Brian Cook	0407 792 650
	Paul Dennes	0437 789 846 paul_dennes@hotmail.com
	Neville Gray	8263 7566   0416 050 189 grayhigh@bigpond.com
	Lester Launer	7070 4759 lynettelauner@optusnet.com.au
	Terry McGuirk Assistant Secretary	0438 872 027 cruizin62@bigpond.com
Sub-committees		
Magazine Advertising Officer	Lester Launer	7070 4759 lynettelauner@optusnet.com.au
Magazine Editor	Cathy McGuirk	thevalleyviews@gmail.com
New Member Retention Officer	Paul Dennes	0437 789 846 paul_dennes@hotmail.com
Quartermaster	Annie Bastian	0401 163 499 annie_bee58@hotmail.com
Road Safety Officer	Neville Gray	8263 7566   0416 050 189 grayhigh@bigpond.com
Social Coordinators	Tracy Nash Peta Tedmanson	0428 909 065 0447 110 727
Webmaster	Michael Morgan	8252 3347   0459 343 753 michael-morgan@bigpond.com Let Michael know if you have any news or events to be added to the website
Welfare Officer	Ian Pascoe	0410 444 962 Contact Ian if any members are ill or had accidents

# ULYSSES TORRENS VALLEY

*Riding is about the journey, not just the destination.  
Come riding with us !*

News from our Facebook page at [www.facebook.com/ulysestorrensvally/](http://www.facebook.com/ulysestorrensvally/)



## 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



President - Torrens Valley Ulysses Branch  
Terry 'Sparky' Mader - #39025

Hello fellow Ulyssians, Winter is finally over and the 26th SA Odyssey is just around the corner. Neville Gray has done a fantastic job, numbers are down but we are still going to make a small profit thanks to well organised event.

Another great evening had by all at the Blue Gums Hotel social dinner organised by Tracy Nash and Peta Tedmanson, all enjoyed the meals and was a great social event.

Now for the great news for all Ulyssians, we now can register historic vehicles. Yes you heard right. Any bike or car 30 years old can now be registered for classic registration. For people that are not aware log booked vehicles 30 years and older pay only \$90 a year for 90 days of use. Hobbit from the Fleurieu Branch is heading this for all members in the state. This coincides with our classic rides started in July. Stay tuned for more information.



Then on August 25th was our first Adventure ride or titled 'Ian's Dirty Old Man's Ride'. Headed by Ian Stone lead 5 members through our fantastic tracks in the Adelaide hills. Lost one on the way but carried on to Birdwood for lunch. This attracted our first new member with a dirt bike Andrew Walker AKA 'Phantom'. A first of many more rides to come.





## Torrens Valley Ulysses - President Report cont...

Back to events, the 25th Ghost Town Rally at Copi Hollows. Down in numbers, only 84 registrations but a good contingent from the Torren Valley Branch. Friday did turn for the worst with high winds and lots of dust. While we were battling with tents blowing down and the horrendous dust, riders were battling the elements including Gerry and Peter (Captain Underpants) But in true Ulyssian style we soldiered on and still had a great time doing what we do. Then on the way home I struck the sand storm between Mildura and Renmark. But the surprising thing was the look of the countryside after the Friday sand storm.



Don't forget the Meet and greet with the Westgate Wanderers, which is 1st to 4th of November at Mount Gambier. Also working with the Limestone coast for a dinner and Ken to combine the Breakfast club, again looking like a great weekend away with our friends.

As always...thanks to all my committee members for all their great work and support.

To our fellow Ulyssians keep enjoying life and a housekeeping tip -

Always keep several Get Well cards on the mantel. That way, if unexpected quests arrive, they'll think you've been sick and unable to clean.



## 50 Years of Honda Fours

Fifty years ago the revolutionary Honda 750/4 was released to the waiting hordes who had been eagerly watching for its arrival in Australia. It was a huge motorcycle game-changer – the biggest ever. Since 1959 small Hondas had been in Australia laying the groundwork for this step. Anti-Japanese prejudice was still strong then with memories of the Burma railway and other World War II atrocities not lost on the older generations of Australians who were inclined to label anything Japanese as Jap crap.

I recall the early Honda Dreams, the Benly, the Cub. I despised them. The styling of the Dream 250 & 305 was oh so ugly to my eyes. The plastic Cub, under half the size of a feeble BSA Bantam was just laughable. My bike-riding mates and I dismissed them all as hopeless. How wrong were we? The small capacity engines of the new Hondas revved like fury, screaming at ordinary road speeds. A British bike would have been approaching the red-line at such revs and old Harleys or Indians would have blown up. To us, high revs were for race bikes only. We knew that over-revved motors would shatter pistons, bust rings or valves, throw conrods etc. We were sure these screaming, small kamikaze Jap bikes would blow up or wear out very quickly but we were altogether wrong and as blind as the English motorbike industry. We had no idea of the thoroughness of the Japanese manufacturers.

It's commonly said that Italian bikes are built with passion, Italians being a passionate lot, and the thoroughness of their engineering has been a source of pride to them. Think Ducati, a force at the forefront in MotoGP. Think Agostini and all his records on MV Agustas. Think other brands who excelled in the past, Moto Guzzi, Benelli, Gilera, Mondial, Moto Morini and more. All of these makes are now small scale or extinct since the world-wide expansion of Japanese motorcycle sales.



Somehow the West seems reluctant to consider the passion of the Japanese in designing their bikes. Sure there have been a few lemons over the years, but the same applies to the Italians. Think of the better models. Ask why Honda, Suzuki and Yamaha figure so well in Moto GP. Yamaha may not be going as well as they'd like right now, but only a fool would write them off. There's still no shortage of passion at Iwata. There was certainly plenty of passion went into the design of the first Honda 4, which fifty years later is many a classic rider's bike of choice for rallies and displays. In reasonable condition, the early Honda fours will still cope comfortably with today's traffic.

With Japanese bikes there were no woes of Lucas electricals. Have you ever heard jokes about Japanese electricals? Older riders will recall peeing Amal carburettors, crude and the source of much frustration and poor performance. How about a Keihin or Mikuni carby? Put bluntly, the Japanese did it all better, much better. Honda became the world's largest motorcycle manufacturer by 1963. The end came at a horrifying pace for the vast British motorcycle industry after the arrival of the revolutionary Honda 4. A few years later Kawasaki completed the execution with their 900cc Z1. Game over.

Quickly thereafter, British makes fell over like skittles in a bowling alley. Anti-Japanese prejudice mostly disappeared. Not many didn't want a four cylinder technical marvel pumping out double the horsepower of an average British 650 twin? Who didn't prefer the 67 bhp of the Honda 4 to 46bhp of Triumph's most powerful and previously revered "fast" Bonneville? Who didn't like the sound of the 750 motor that was a hundred ccs bigger than the traditional vibey British 650 twins? Who didn't want more effective disk brakes? Who didn't admire the beauty of this all-conquering prodigy? Some didn't, but they weren't nearly enough of them to save the fast-fading British motorcycle industry. Only a later re-born Triumph and Royal Enfield, who migrated to India, still survive.



Torrens Valley Social Dinner 23rd August 2019



# Historic Vehicle Registration

## Great News for South Australian Ulysses Members

We have been granted permission to authorise vehicles for conditional registration of historic, left hand drive and street rod vehicles.

- Historic Vehicles - A motor vehicle is a historic vehicle if 30 years or more has elapsed since the 1st January of the year in which the vehicle was manufactured. The historic vehicle is eligible provided it can be legally driven on public roads.
- Left hand drive - has to be 30 years or more have elapsed since 1 January of the year of manufactured. In addition, the vehicle must have a Left Hand Exemption in the form of a Certificate of Exemption.
- Street Rod - Has a body and frame that were built before 1949 or is a replica of a vehicle and frame of which were built before 1949.
- Who is eligible - Must be a financial Ulysses member living in South Australia
- Responsibilities - The vehicles registered owner, and not the person's recognised club, is primarily responsible for ensuring that the vehicle modifications are lawful and the vehicle is road worthy at all times. Penalties apply if vehicles are driven without required exemption certification and/or in an unroadworthy condition.
- Conditions - Maintain a financial membership of a recognised club. Not drive the vehicle for more than 90 days in each 12 months registration period. Must complete the nominated journey in the log book, and sign, prior to the commencement of the journey. Carry the log book in the vehicle at all times. Not to allow the vehicle to be driven on the road for fee, hire or reward. Must not have more than one log book for the vehicle. The conditionally registered vehicle cannot be transferred to another owner. A person must not contravene or fail to comply with a condition of registration of a motor vehicle under section 25, a maximum penalty of \$750 applies for this offence.

For further information please contact -

Rob Ryan (Hobbit) 0404 478 741 [hobbitfjr@gmail.com](mailto:hobbitfjr@gmail.com)

or Stephen Roberts 0421 197 773 [steverbrts0@gmail.com](mailto:steverbrts0@gmail.com)





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## July Meeting



Lester Launer  
spoke about the 24  
Hour Trial at  
Eudunda, which was  
held 13th and 14th  
July.



Sparky's Corner  
with  
Rod Stoneman

## August Meeting



Hobbit spoke on the  
acceptance of Ulysses  
Club in SA to be an  
agent for Historic  
Vehicle Conditional  
Registration.



## Welcome to our new Member



Charlie Mansueto



A decorative border made of colorful cubes in shades of blue, purple, pink, orange, and green, arranged in a honeycomb-like pattern around the edges of the page.

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## Report on Ride to Port Augusta with Psychs On Bikes

The Psychs on Bikes (PoB) is an organisation made up of mental health professionals who ride motorbikes to raise the awareness of mental health issues in rural and country areas with the ultimate goal of reducing the rate of suicide in the bush (which is unacceptably high). To do this PoB members hold free men's health checks (women also welcome) in places where men like to go and the bikes and riders gear lying about the "clinic" help to make the experience hopefully less intimidating. The members are not paid but in fact pay for their own fuel, food, accommodation and do this in their holidays. The rides are mostly on the east coast as the majority of the members are from that side of the country so South Australia, as is often the case, gets overlooked. The group like to have one "big ride" each year and this year it was Adelaide to Darwin with clinics along the way.

I have two hats, one Ulysses and one PoB so I decided I would arrange for some Ulysses hospitality and escort the group on its first leg from Adelaide to Port Augusta. Their plan was to travel up the Port Wakefield road but I decided I could do a lot better than that. One evening I consulted Bob Braunsthal who was extremely helpful in plotting a fantastic ride using an old map I think must have been used in the 24-hour trial! Thanks Bob your input was invaluable.



An invitation was given to Ulysses members to meet with the PoB group on the departure date, August 3rd, but unfortunately that time clashed with two other popular Ulysses events that day. Only one turned up plus me. After the briefing and early morning tea in the Adelaide Clinic (the Ramsay health group give POB a little sponsorship) we set off with Yvonne following up the rear in the camper and bike trailer, up through Chain of Ponds, Williamstown, Tanunda, Seppeltsfield, Kapunda, Tarlee with lunch at Sevenhill at the Red Grape Bakery who offered to hang a picture of us in the shop as a sort of "sponsor". I will get the picture sorted and have it labelled both PoB and Ulysses.

Riding with the PoB group was a young woman named Kirsten who was in the support vehicle and she was invited along as she is in the marketing business and was to make a film with still shots with the idea of promoting PoB in the digital environment. The Ulyssian to ride with us was Rodney (Rokit) Adams who assisted by riding Tail End Charlie but during the lunch stop we discovered Kirsten had never been on a motorbike so we put her on the back of Rokit's machine for her virgin ride. When we got to Crystal Brook, Kirsten was on cloud 9 and didn't want to get off but Rokit needed to part company and ride back to Adelaide. So Kirsten climbed onto the back of my steed and we completed the journey to Port Augusta in time for a 4pm clinic at a local festival called Wharfest.

When pointed out to Kirsten she had been a bike virgin that day she proudly declared that she had been "deflowered" by two men in the same day! But it wasn't all beer and skittles. Next time I take a virgin on the back of my bike I will take care to point out that a bike is mounted from the left. I did not mention this and I saw Kirsten approach after refuelling so I put some counterweight to the right and Kirsten jumped on the right foot peg. Kirsten also experienced her first bike fall that day. No damage or injury. Just me feeling like a twit!

We were joined at Port Augusta by Paul Dennes who, because of a leg injury, rode up on the shortest route hoping the ride would be more comfortable. Apparently it wasn't. Paul erected a Torrens Valley Branch banner where I told him we would probably be. It wasn't the right place so he waited and spruiked Ulysses Club as a one member promotional stand for a couple of hours until the PoB group arrived. Once we found our correct stand we parked up our bikes, set up the clinic bench and grabbed Paul to help make us look busy – sort of a "seed volunteer". I will let Paul tell it the way he saw it in his own article.





## Report on Ride to Port Augusta with Psychs On Bikes cont...

We all had dinner together that evening and the next day we went our separate ways. Paul rode back to Adelaide, the PoB group headed off to Darwin for more clinics along the way and Yvonne and I headed back to Adelaide. My 98 year old mother had only recently been diagnosed with cancer and began chemotherapy and as an only child I could hardly ride off to Darwin for a couple of weeks (we had planned 7 weeks) so had to pull the plug on PoB.

I would like to give a very special thanks to Rokit (Rodney Adams) and Paul Dennes for their support on the ride and also to Guzzi Bob Braunsthal for his ride preparation guidance.

### Footnote

Wharfest is Port Augusta's biggest community festival which is growing annually. It runs from 10am to 10pm with lots of traders, live music, food court, amusements and fireworks at 9pm. I think it could be a great over-night ride in future involving other branches. Could even be a meet n greet for the peninsula members. It would be a little bit like an AGM with absolutely no work on our part. I even have a great ride up there already sorted. What do you think??

Ian Pascoe # 56638 also PoB Committee Member



## Psychs On Bikes - Mental Health Awareness - Promoting The Patch



I was always unlikely to ride to Port Augusta with the group but an infected leg, an extra week in Sydney, and five days rest made my decision for me. Having promoted the opportunity, I felt obliged to attend so a straight run up Port Wakefield Road put me on site over 2 hours ahead of the group. I can't write about the ride up, but I am sure Ian will.



As officials were hard to find I set up on the wrong grassed area next to the wrong Bandstand and awaited the arrival of the group. The only interest I received was from a current member's son and his mate. He wasn't really interested but we had a good chat about bikes, and he told me that his Dad's next Club event was from Stansbury to Kadina for the Odyssey.

As a "Promoting the Patch" effort it was a bit dismal but thanks to Yvonne I did manage to give three cards to a bloke from Adelaide for him and two of his mates, after I relocated to the correct grassed area next to the main Bandstand. I am not sure if we got a mention in the press but on the way home, I stopped at Gladstone Gaol and a biker told me that he had read about the Psychs on Bikes visit. The Psychs, were less in number than they had anticipated, but were real good people and dinner with them was fun.

Now to the bit that none of us are keen on discussing, especially blokes, mental health awareness. I did twenty years in the Army, and the only mental health training that I have had was with the Protective Service and that was to make me aware of mental health issues others may suffer from, which assisted me in defusing incidents. I had always said that no-one was going to get inside my head, because I had already been there. This was meant to be a joke, but it was partly believed, by me.

This existed until I stopped drinking 36 years ago and had to take a good long look at myself, but that's another story. The reason I mention it is because it was a major mindset change for me and I believe that I am a better bloke and a lot saner than I used to be. I just knew that I was going to let one of the Psychs run a pencil over me on this trip, because I am okay today.

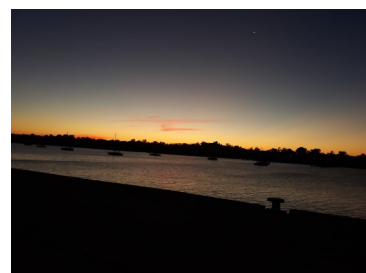
It didn't start well. They weighed me, checked my height, and mentioned that I was possibly three to four inches too short for my weight. No surprise but not a good start. I was then introduced to a Psych Nurse, who is a lovely person and we had a chat.

I was surprised to discover that, I actually do have some issues. I was given some strategies, by this lady, to address them. Not judged, rated or belittled and more importantly not locked up. See, still using my "blokey quips" to handle this subject. I found the chat beneficial.

Now none of these issues are monumental and I could opt to ignore them, and the world won't end, however I can address them and benefit, as may some people around me. I have choice today.



Why have I bothered to write about my personal journey and reveal stuff that 36 years ago I would have "taken to the grave." I have done so because I have known too many blokes who have done just that. Mental Health issues are only embarrassing if we allow them to be.



I will still prefer the therapy I get from riding my bikes and the company I get from being a member of Ulysses.

Paul Dennes

# 65190





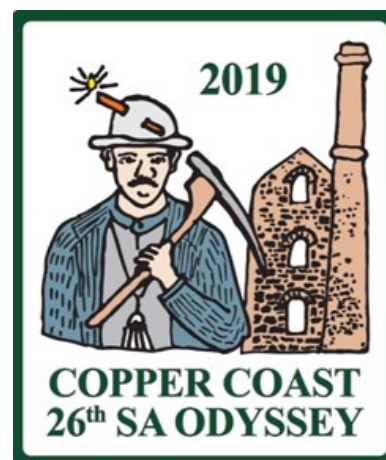
## Torrens Valley Ulysses Branch's First Adventure Ride 25th August





# The 26<sup>th</sup> South Australian Odyssey 2019

**Come and join the Ulysses Club – Torrens Valley Branch for the 26<sup>th</sup> SA Odyssey. Relax with us in the booming tourist towns of Kadina, Wallaroo, Moonta and Port Hughes, forming the Copper Coast.**



## Friday 4<sup>th</sup> October to Monday the 7<sup>th</sup> October

**To be held at the Kadina Football and Cricket Clubs, 1 Doswell Tce. Kadina, SA 5554**

### **Registration:**

Registration forms can be accessed electronically through the Adelaide Branch Website.

Registrations by electronic means will close on September 21st 2019 -

<https://ulyssesadelaide.com.au/odyssey2019>

### **Meals:**

Evening meals are available on Friday, Saturday and Sunday. Breakfasts are available on Saturday, Sunday and Monday mornings. Meal tickets must be purchased when registering and presented at each meal.

### **Theme: "Cornish Miners"**



### **Entertainment:** Saturday and Sunday nights.

### **Accommodation:**

Onsite camping is available on the Oval directly in front of the Kadina Football Club for tents, caravans and motorhomes. The use of tent pegs will be restricted to short versions. There is a camping fee of \$10 per site for the one night or \$20 per site for two or more nights. The Copper Coast has four caravan parks in close proximity to the Kadina Football Club. The Kadina Football Club is adjacent to the magnificent Kadina Sports and Recreation Centre complete with swimming pool and café facilities.

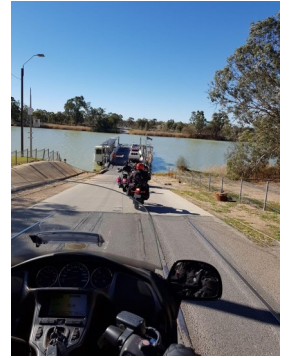
### **Events include:**

Organised rides, participation in the Moonta Markets with a special Show and Shine display of bikes, bus tour of selected OP Shops and rides for Ulyssians on the Moonta Tourist Train.





## Sparky's Run to Cobby July 20th - 21st 2019



### Sparky's Run to Cobby 20-21 July 2019

Overnight/weekend rides for Cathy and I are far and few between. The main reason is that we work (bring on retirement). We are knackered Friday night and use the weekend to recuperate ready to face Monday. We arrived at Swan Reach about 2 hours ahead of Sparky's group.....we needed COFFEE. By all accounts Sparky got his timing wrong and we were fine with that. We all arrived at Cobby safe and sound to be met with excellent service and welcome at the "Cobby Caravan Park". The cabins Cathy and I had booked were neat, clean and welcoming. Everyone to a degree did their own thing but come dinner time we all went to local club and had a very enjoyable and sumptuous meal. It was a great night. It was a great weekend spent. Thanks to Sparky for organising the ride. Can't wait till next year.

Terry McGuirk  
#45090



## Ulysses RV

### TANUNDA 2nd to 4th AUGUST 2019

Although we had a lot of very stormy weather leading up to this weekend, it settled down to give us a reasonable SA wintery few days. However it may have had some effect on the numbers attending as we had about 2/3 of our usual numbers. Max & Jacqui day tripped on Saturday to socialise and dine out due to their caravanning weekend being cut short by caravan brake problems, just as they were leaving.

Tanunda Caravan Park is a well laid out park with good facilities which make it a great place to visit and relax. The campfire was a communal fire, cared for by the park staff, and quite popular at night. Friday night we went to the camp kitchen to play rummy and cards, or just for a chat and a few ales. Unfortunately the amount of heaters we brought over to keep warm, overloaded the electrical system and blew a fuse.

Those attending spent the cold and blustery days driving around the beautiful Barossa Valley seeing and visiting many of the local attractions. When back at the park, the game of Fiska was brought out and the serious competition continued on as it did at Spear Creek. This is a tricky game where pot luck can outdo skills.



Breaking from tradition, we decided to dine out at the local pub on Saturday night which was just a short walk from the Caravan Park. Colin made the call for a booking and was told "Sorry no meals as our kitchen recently burnt down". OK, there are other places in Tanunda so he tried the next place down the street only to be told they were unable to cater for us. Luckily it was 3<sup>rd</sup> time lucky and we got into the "The Clubhouse" which was a beautiful old stone building built in 1891, and well maintained in that style. Good food, good atmosphere in an interesting venue.

Unlike other weekends everyone left on Sunday morning to go home or head north, like Guv and Barbie, for some warmer conditions.

Our next event is the National AGM at Meningie which is proving to be a popular as most sites are booked. If you haven't booked a site at the Caravan Park you better do soon as we hope to see you there – and don't forget to do your registration through the link on the National RV website.

Happy and safe travels

Colin & Di, Wayne, Max & Jacqui







## OTHER NEWS

### 2019 RV WEEKENDS

These weekends are open to all regardless of how you get there, even if you don't have an RV, bring a tent or book a cabin (where available)

#### October 14<sup>th</sup> to 20<sup>th</sup>

#### **RV AGM Lake Albert Caravan Park Meningie SA - "Life is better by the lake"**

REGISTRATION FORMS NOW ON NATIONAL WEBSITE

For site bookings contact the Caravan Park on 08 8575 1411 and say you are with Ulysses

A great way to catch up with interstate Ulyssians, as well as those from SA, at a great location where there is plenty to see and do and enjoy the night time social activities.

#### November 8th to 10th

#### **Kingston on Murray**

For bookings call the caravan park 08 8583 0209 and say you're with Ulysses

#### 'THIS IS ALSO ON'

These are add-ons to our official weekends, and maybe weekenders or even 'through the week trips' that some of us are doing that you may want to join in. As with the four annual official events it is come any way you can, camp any way you like and enjoy socialising with your Ulysses mates.

#### October Long Weekend (Fri 4th to Mon 7th)

#### **2019 Ulysses Club SA Odyssey**

Venue: Kadina Football & Cricket Club (off Doswell Tce, Kadina SA 5554)

Hosted by Ulysses Club Inc. Torrens Valley Branch

For interstaters this could be a great lead up event prior to going to the RV AGM at Meningie.



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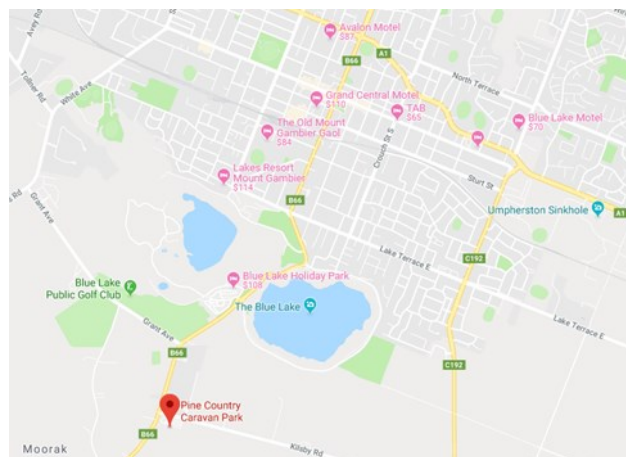
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## Great Ocean Road Trip from Mount Gambier

### 4th - 8th November 2019

This five day ride continues from the Meet and Greet event at Mount Gambier from 1st - 4th November. Anyone who wants to go on this ride and is NOT going to the Meet and Greet event at the Pine Country Caravan Park (Kilsby Road, left off Bay Road about 4 km south of Mount Gambier) will have to ride there, find accommodation overnight and be ready to ride off with us at 9am on Monday 4th November. Each morning thereafter we'll leave at 9am.

This ride is twisty in the Otway Ranges making it difficult for low-clearance cruisers, heavy bikes and mega tourers. Bikes under 500cc won't cope. The limit is 20 bikes to keep it manageable. Pillions are welcome.

The twisty sections are on days 1, 2 and 3. You will need to be fit and well with a well-maintained, comfortable bike with good tyres to do this **2000 km** ride safely. In Victoria cold, wet weather is possible at any time of the year so be prepared. On the last day you should reach home before the Friday afternoon traffic peak hours.

Make your own accommodation bookings. You can keep expenses down by sharing rooms with mates to save at the stopovers listed below. When booking, tell them you're with the Ulysses group so we can hopefully be near each other. Ask for bed linen when you are booking your accommodation if you don't want to cart a sleeping bag, pillow and blankets all the way (a real nuisance) Book early rather than later so you don't miss out.

Please let me know if you are coming on this ride. I need to know how many I am to lead.

Phone 0419 829 543 or email me - [bobmerlot7@gmail.com](mailto:bobmerlot7@gmail.com)

If you have any questions, please contact me - Bob Braunsthal.



### Itinerary

Day 1:	<b>Hopkins River</b> via Nelson, Casterton, Harrow, Coleraine, Hamilton, Warrnambool	398 km
Day 2:	<b>Lorne</b> via Port Campbell, Simpson, Colac, Laver's Hill, Apollo Bay	325 km
Day 3:	<b>Lorne</b> loop via Skene's Creek, Forrest, Colac, Moriac, Airey's Inlet	229 km
Day 4:	<b>Naracoorte</b> via Beech Forest, Laver's Hill, Warrnambool, Hamilton, Casterton, Apsley	496 km
Day 5:	<b>Adelaide</b> via Padthaway, Keith, Tailem Bend	340 km

**Total distance: 1559 km** (plus 432 km to Mount Gambier) = **almost 2000 km**.

**Bookings** (suggest you do these a.s.a.p.)

Monday - November **4th**, Hopkins River Caravan Park\* Phone **(03) 5565 1327**

Tuesday and Wednesday - November **5th** and **6th**, Lorne Foreshore Caravan Park\* Phone **(03) 5289 1382**

Thursday - November **7th**, Naracoorte Caravan Park Phone **(08) 8762 2128**

\*Unfortunately accommodation in Victoria has a Melbourne Cup Holiday surcharge, but if you consider you've already ridden to Mount Gambier, that's fuel and accommodation you don't buy twice to do the trip at another time.

# **ROYAL ENFIELD INTERCEPTOR 650**

**By J B Crowe BA PSC**

As I pulled up in the carpark at Truro the woman leaning against her car with a cigarette in hand eyed the bike with interest. As I took my helmet off, she looked at me and said: "Royal Enfield? Never heard of it!"

Yes indeed; Royal Enfield motorcycles are not especially well known in Australia. This is somewhat surprising given that Royal Enfield is the oldest continuously existing motorcycle company in the world. It makes approximately 850,000 motorcycles per year and sells them in over 50 countries. The Royal Enfield Bullet is the longest continuously produced motorcycle ever.

## **The Company**

The Royal Enfield company started out in England in 1851 producing needles. It subsequently produced guns under licence, the most famous being the Lee Enfield 303 rifle\*, which it produced from 1895 until 1957; more than 17,000,000 being made. The 303 was the standard British Army and Commonwealth issue rifle in both WWI and WWII. Probably fair to say that the British established an empire and won two world wars, due in part, to an Enfield product :).



In 1901 Royal Enfield started producing motorcycles. (This makes the Royal Enfield Motorcycle Company as old as the Sturt Football Club and the Commonwealth of Australia - but 31 years younger than the Port Adelaide Football Club!) In 1955 the company set up a branch in India, and in 1967 it ceased production of motorcycles in England. Today, all Royal Enfield motorcycles are made in India.

Prior to the introduction of the new (2018) version of the Interceptor, Royal Enfield - since 1967 anyway - was essentially a 3rd world manufacturer making bikes for a 3rd world customer base. Introduction of the new Interceptor 650 is Royal Enfield's attempt to build a first world motorbike for first world customers. Judging by all the reviews - and there are lots out there - they have succeeded admirably.

## **The Bike**

The Interceptor has a twin cylinder air and oil cooled 648 cc parallel twin engine, with a 270 degree crankshaft. Having a single overhead cam shaft, 4 valves per cylinder, and Bosch fuel injection, it produces 47.5 hp and 52 NM of torque. Torque is spread across the rev range and is well matched with the gearbox. The six-speed gear box is a ripper, being very smooth and accurate - a real delight. The ratios are matched perfectly to the engine torque curve. The slipper clutch is light and easy to operate. Seat height is 804 mm, and the bike weighs in at 212 kgs with 90% fuel. With a 13.7 litre fuel tank (91 octane) and at about 3.7 to 3.8 l/100 Km, the range should be a bit over 300 km per tank (fingers crossed). There are two classic looking gauges, a tachometer and a speedo. The speedo has an odometer and two trips meters within it; the tachometer a turn indicator, ABS light, engine module light, oil light and battery light within it.



## ROYAL ENFIELD INTERCEPTOR 650 cont...

Both the engine and the steel tubular double cradle frame were developed in England. The 41mm front fork has a 24 degree rake angle and the bike, once rolling, is light and nimble to ride. The front fork is non-adjustable for damping or pre-load, the rear suspension adjustable for pre-load only. The suspension works surprisingly well. The 32 stainless steel spoke wheels are 18 inches (an unusual size, selected to fit the classic English look the bike designers were after). The Pirelli Phantom tyres were especially developed for the bike. Tyre size is 100/90 18 front and 130/70 18 rear. The BY BRE ABS disc brakes are made by Brembo, Brembo's second tier product division.

Needless to say, no bike is perfect. I find the turn indicator downright annoying. There is only one double-sided (<—>) light to indicate either left or right, so the indicator never confirms what you've selected, just that you're selected the turn indicator one way or the other. How this is safety compliant I have no idea. The fuel indicator is a horizontal bar type, with the bars disappearing as fuel level decreases. It's a bit Micky Mouse, but used in conjunction with the trip meter works out OK. The foot pegs, for a rider of my size anyway, take a bit of getting used to when coming to a stop, as they tend to get in the way as you put your feet down. But this is easily overcome with mindfulness and repetition. I find the bike relatively heavy to wheel, more difficult than my other bike which has an engine nearly twice the size of the Interceptor.

The things I like about the bike? Well, pretty much everything except the above, none of which are deal-breakers. It's a great ride with sharp handling, and the budget suspension smooths out the bumps remarkable well. The engine torque characteristics and the gearbox ratios are a great match, making the bike very user-friendly. The engine power delivery is broad across the rev range, not 'peaky' like some short-stroke over-square engines, mostly in Japanese bikes, that you have to rev the heads off to make reasonable power. The seating position is 'sit up and beg' which us older guys (and gals I guess) love. The foot pegs are well placed once the bike is underway, and together this makes for a very relaxed and comfortable riding position. I love the classic British look, one of the main reasons I bought the bike. If/when I get too old to ride, I think I'll mount the bike on the garage wall and just look at it! :) And the price? At \$9790 ride away no more to pay with 12 months rego and 3 year unlimited km warranty it's a steal.

Would I recommend it to other riders? In a heartbeat. A great little bike at a great price.





## Classic Ride to Kapunda Pizza Shop 1st September



## SA Brekky Club - Angaston 7th September





You may think you're cool, but you'll never be this cool. 1952, Isle of Man TT. Harvey Williams, BSA Bantam, catching air while smoking a fag. 😊



Additional comments

@crashking\_smf

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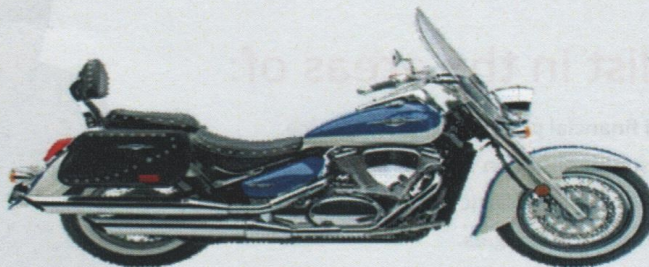
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## Oldies Jokes

A couple in their nineties are both having problems remembering things. During a check-up, the doctor tells them that they're physically okay, but they might want to start writing things down to help them remember.

Later that night, while watching TV, the old man gets up from his chair 'Want anything while I'm in the kitchen?' he asks.

'Will you get me a bowl of ice cream?'

'Sure.'

'Don't you think you should write it down so you can remember it?' she asks.

'No, I can remember it.'

'Well, I'd like some strawberries on top, too. Maybe you should write it down, so as not to forget it?'

He says, 'I can remember that. You want a bowl of ice cream with strawberries.'

'I'd also like whipped cream. I'm certain you'll forget that, write it down?' she asks.

Irritated, he says, 'I don't need to write it down, I can remember it! Ice cream with strawberries and whipped cream - I got it, for goodness sake!'

Then he toddles into the kitchen. After about 20 minutes, the old man returns from the kitchen and hands his wife a plate of bacon and eggs. She stares at the plate for a moment.

'Where's my toast?'

An elderly couple had dinner at another couple's house, and after eating, the wives left the table and went into the kitchen.

The two gentlemen were talking, and one said, 'Last night we went out to a new restaurant and it was really great. I would recommend it very highly.'

The other man said, 'What is the name of the restaurant?'

The first man thought and thought and finally said, 'What's the name of that flower you give to someone you love? You know, the one that's red and has thorns.'

'Do you mean a rose?'

'Yes, that's the one,' replied the man. He then turned towards the kitchen and yelled, 'Rose, what's the name of that restaurant we went to last night?'

A man was telling his neighbour, 'I just bought a new hearing aid. It cost me four thousand dollars, but it's state of the art. It's perfect.'

'Really,' answered the neighbour. 'What kind is it?'

'Twelve thirty.'

Morris, an 82 year-old man, went to the doctor to get a physical.

A few days later, the doctor saw Morris walking down the street with a gorgeous young woman on his arm.

A couple of days later, the doctor spoke to Morris and said, 'You're really doing great, aren't you?'

Morris replied, 'Just doing what you said, Doc: 'Get a hot mamma and be cheerful.''

The doctor said, 'I didn't say that.. I said, 'You've got a heart murmur; be careful.'

One more.....

A little old man shuffled slowly into an ice cream parlour and pulled himself slowly, painfully, up onto a stool... After catching his breath, he ordered a banana split.

The waitress asked kindly, 'Crushed nuts?'

'No,' he replied, 'Arthritis.'

## Rides and Social Events

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

w: [torrensvally.ulyssesclub.org](http://torrensvally.ulyssesclub.org)

f: [www.facebook.com/ulyssesstorrensvally](https://www.facebook.com/ulyssesstorrensvally)



### Ride Calendar

#### **Sunday September 22nd 9.30am**

Sausage Sizzle

Pelican Plaza to Robbo's Retirement Village Evanston

#### **Friday October 4th - Monday October 7th**

Kadina Odyssey

Saturday - Loop Ride with Ian Stone

#### **Sunday October 20th**

Barossa Classic Club Rally      Briefing 9.15am Nuriootpa Oval - Loop Ride

(see Bob or Neville for more details - it takes about an hour to reach Nuriootpa from Modbury)

#### **Sunday October 27th 4.30pm**

Teddy's Twilight Ride      Pelican Plaza to Cudlee Creek Tavern - 2121 Gorge Road, Cudlee Creek

Ride departing Pelican Plaza at 4.30pm or if you are going straight to Dinner, we are booked for arrival between 5.30-5.45pm for a 6pm Dinner.

### Torrens Valley Branch Social Dinner Calendar

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



**Sunday October 27 4:30pm – Teddy's (Tedmansons) Twilight Ride followed by Dinner at 6:00pm at The Cudlee Creek Tavern – Meetup point for ride Pelican Plaza**

### Ulysses RV

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

Torrens Valley Odyssey	October 4 - 7	Neville Gray 0416 050 189
Oasis Paruna	Oct 4 - 7 Long weekend (SA)	Bear 0407 394 322
Koolunga Pub	Oct 12 - 13	Andy Burford 0437 516 105 Pub 8846 6181
Redback Tourers Overland Corner Pub	Oct 11 - 13	Pete 0437 930 699
2019 Meet & Greet Mount Gambier	Nov 1 - 4	Paul Dennes 0437 789 846
Fish Holes Portland	Nov 8 - 10	0401 522 786

### 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 -**

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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 of \$15.00 annually to Members. Single copies are available for \$4.00. Subscriptions are due every July.

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



thevalleyviews@gmail.com

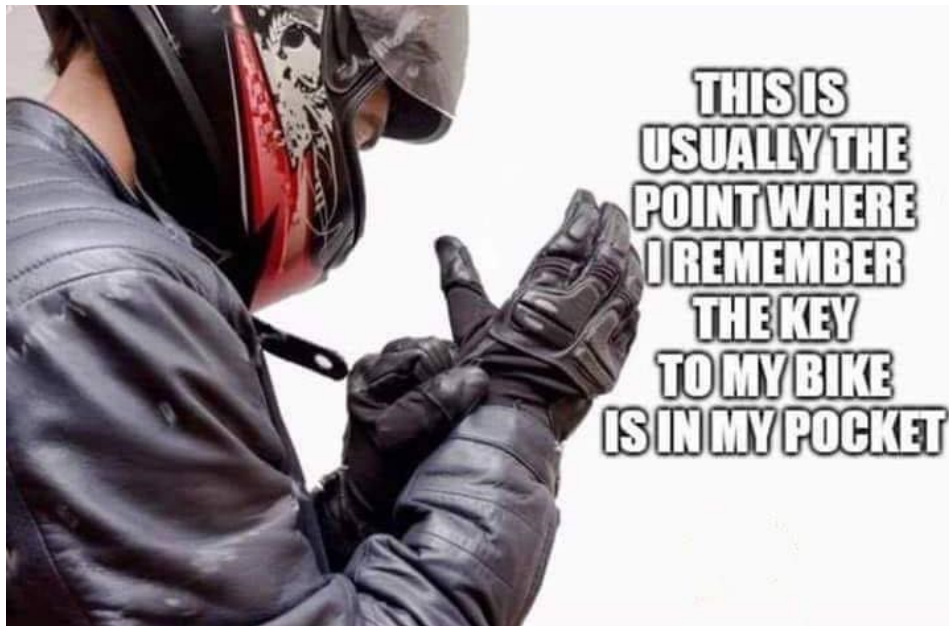


## Our magazine belongs to every Torrens Valley Branch Member

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

Please consider contributing:

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



The July 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://torrensvalley.ulyssesclub.org/News/tabid/4821/articleType/ArticleView/articleId/28963/categoryId/2236/The-Valley-News-July-2019.aspx>



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](http://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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