



The Valley Views

July 2020



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	Bob Braunsthal 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
	Terry McGuirk Assistant Secretary	0438 872 027 cruizin62@bigpond.com

Sub-committees

Magazine Advertising Officer	Brian Cook	0407 792 650
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/



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

 **PARAFIELD GARDENS
COMMUNITY CLUB INC.**

65 Sheperdson Road, Parafield Gdns SA 5107
Phone: (08) 8258 4175 Mobile: 0420 600 602
Fax No: (08) 8281 2994 ABN: 49 776 025 729
Email: parafie@bigpond.net.au
Web: www.communityclub.com.au





Torrens Valley Ulysses - President Report July 2020



President - Torrens Valley Ulysses Branch

Terry 'Sparky' Mader - #39025

Hello fellow Ulyssians, hope you all are well and got through this ordeal unscathed.

Well Covid 19 has rocked the world and has turned our lives upside down. With this we have found ourselves to be very vulnerable and showed how much we depend on the world and more so China. The way we interact with our fellow humans has changed, some for the good and some things not so good. For me the simple hugs and the way we interact with each other. Situations like this also bring out the bad side of people e.g. food hoarding and taking advantage of the situation but also brings out the good in others and how we come together and help one another.

There is some positives that are coming out of all this. People are looking for Australian made stuff and manufacturers are looking at producing products back on Australian soil. One great story is a company called Detmold that are now producing face masks for Australia at a number of 10,000,000 a week and employing over 200 people. Personally, I'm seeing more injection moulding tools coming from Asia to be manufacturing plastic products here in Oz. All we need to do now is to produce more food products here in Australia and help the farmers on the land. Hello Coles and Woolies.

In the past couple of months, we have lost a couple of friends in our community. On the 23rd of May, Rodney (Rokit) Adams passed away in the Modbury Hospital after long suffering illness. Rokit has been a long serving member of the Torrens Valley Branch, not only a good mate but a good sole and we will miss him heaps. Sadly, we also said goodbye to two other old mates Mick Sandley and Brian Cutt who passed away in early June. Mick was a long serving member of the Adelaide Branch and got me into Historic Road Racing 14 years ago plus he ran the Wednesday ride for 15 plus years.

From all of us we send our sympathy to their family and friends. Ride On Guys.

Now back to business, tonight is our first general meeting back since the March meeting and the committee have been meeting for the past three months, setting up more events and promotional products to be put in place to attract new members. In the past couple of months, we are getting more interested riders coming on board to the club so we look forward in them joining us and more in the future. Our plan is to build the club, bring South Australian Branches together and create more options for members.

I hope you enjoyed the meeting and look forward in getting back to normal.



Isolation - The Current Norm by Paul Dennes

I know that there are things a lot worse in this world than being isolated however, at this time in my life I don't want to recognise them. Like a lot of men, I want to make this about me. Selfish I know but that's the way I feel. I want to be able to go where I want, with who I want and do what I want. I don't want to play the game because "we are all in this together and as a nation, we can get through this together and it's for the greater good."

I don't want to play by the rules, but you know what, I need be grown up and responsible. I don't have to like it, but I need to play by the rules not just for "the greater good" but for my sake. I don't ride too close to the bike in front because it's not safe to so, therefore in current times I don't get to get to do all the things I want to do because it's not good for me, or others.

Short rides alone, and only visiting the stores for necessities, and an occasional take away coffee is now the norm for me. Providing that we all keep our social distance we will come through the other side.

I was a little upset when I found out that the National Rally was cancelled and even more so when I learnt that we were still getting our merchandise for an event that we couldn't attend. Good thing that we like the shirts. You know what, once again I realise it isn't all about me and the National Office shouldn't be carrying any more loss than they need to. What I should be thinking about is all the work the organising committee and all participating members have put in over the previous years to create an event for all of us to enjoy, just to see it all turn belly up. Thank you all for your efforts and my thoughts are with you.

For some time to come isolation will be the current norm however we will get through this. Branch meetings, rides and all Club events will return. We will once again grow as a Club, and eventually we once again will be riding this great nation and socialising together.

As a Branch we have flourished under a top President and an active Committee. Our Social Committee Members and Rides co-ordinator have striven to provide great dinners and rides for our enjoyment. The South Australian Breakfast Club has had some great breakfasts and the Laura weekend was one to remember.

The future looks bright and I look forward to sharing it with you all.



March Meeting



Bernie Clark
receiving her
20 Year Service
Badge



Sparky did a meme
presentation for
Sparky's Corner





EUREKA TOURS - BUS TOURING

We are thrilled to announce that we are “back on the road” and have the following wonderful tours to offer.

Day Tours

Monday 3rd August	Historic Dunluce Castle at Brighton	\$98pp
Friday 14th August	Morning tea at the farm at Pinery and tour to Ardrossan	\$69pp
Monday 17th August	Monarto Safari Park	\$105pp
Wednesday 26th August	Four Knots Murray River Cruise at Mannum	\$117pp
Wednesday 9th September	Devonshire morning tea and tour at Prospect Hill Village Museum	\$93pp
Friday 18th September	Supporting the Adelaide Hills	\$87pp
Wednesday 23rd September	Normanville, Wirrina Cove and Cape Jervis	\$59pp
Tuesday 29th September	AL-RU Farm garden and Uleybury School Museum	\$93pp

Extended Tours

- Roxby Downs, Andamooka and Woomera \$975pp twin share
Monday 7th to Thursday 10th September
- Quorn and Wilpena Pound in the Flinders Ranges \$690pp twin share
Tuesday 15th to Thursday 17th September
- Kangaroo Island \$1,497pp twin share
Monday 19th to Friday 23rd October
- Robe, The Coorong and The Coonawarra POA
Tuesday 17th to Friday 20th November
- New Year's Eve – Mildura \$955pp twin share
Wednesday 30th December 2020 to Saturday 2nd January 2021



Come and have fun with us. For more information or a brochure on all our tours
Please call **8262 4001**, email valerie@eurekatours.com.au,
visit our web page: eurekatours.com.au or visit us on facebook

Ric Nappa's Ride to Tanunda 7th June 2020



Hi Everyone.

"A ride in numbers waits for no man or woman". Sunday 7th June 2020 we had our first ride with the new Covid-19 limits allowing a fair number to enjoy Ric Napper's ride.

When we arrived it was noted that Bob Braunsthal was pleasantly surprised at how many members were keen to get out on the road. 20 bikes eagerly dragged out their riders to feel the chilly air. Those that came in cars were happy to follow Bob and riders from the OTR at Hillbank through the hills to Mt. Pleasant for a short break then onto Kroemer's Crossing between Tanunda & Nuriootpa. The morning was very cold with mostly high cloud, some sunshine and next to no chance of rain. The ride was chosen well. A few twisty bits, a bit straight, a bit hilly but was a damned good ride with an "Honourable mention" to the two horse floats that tried AND succeeded to slow our pace for about 8km prior to turning off into Crawford Forest.....yay!!! Back into it again!!

Although Ric was unable to lead his ride, thanks to Bob Braunsthal for leading the ride in Ric's place. Ric did however organise the ride along with arranging the lunch consisting of sausages, onion and bread. By all accounts the pumpkin soup was delicious (that will teach me for being slow to arrive). Ric had lots of assistance so thank you to all those that helped. You made the ride so much more enjoyable.

Looking forward to the next ride.

Terry McGuirk
#45090



High Country Ride March 2020 by Bob Braunsthal

Fortunately we were a lot luckier with the weather on this ten-day ride than the previous long ride last December that was marred by snow, heavy rain and bushfires. We had a much smaller group of only seven, but that did make it more manageable as we rode two BMWs and one of each Japanese marque.

Saturday the first day was the warmest. There was some wind with dust around Ouyen where we had a good lunch at the bakery. The first day's journey finished with a dip in the pool at the caravan park where we were staying. We took a bus to the RSL club in Swan Hill for dinner. Although there was talk about the corona virus it was early days for the emerging pandemic and crowds of people were still mingling with no real concerns. That casual disregard had disappeared by the end of our trip.

The second day, Saturday, was much cooler. We had an enjoyable morning tea at the bakery in Nathalia before riding on to lunch at Yarrawonga. Then we headed on to Wodonga and Bonegilla. Although we rode to within a few hundred metres of our destination, we chose to ride to the Hume Dam and along the fabulous winding road alongside the waters to Granya. We then rode the twisting road across the range to Tallangatta and on to Ebden in a loop of about 90 km. We stayed there for three days by the waters of the Hume Dam. After arriving, we headed to the pool for a swim before taking a courtesy bus to Wodonga for a good meal in the crowded Blazing Stump Hotel. The forecast for the third day, Sunday, was concerning but happily it was wrong. Instead of 13 degrees at Omeo it was 18. We rode through Lockhart Gap and on to Dartmouth Dam on a side-road, then continued up the twisty tarmac for a couple of hours to Omeo for lunch. Afterwards we retraced our route to the winding Falls Creek Road. We descended through the ski area to Mt Beauty where we bought some supplies as we'd decided to make our own dinners. We then headed to the Mullagong/Gundowring Road where we zipped along at a good pace towards Ebden. Another swim in the pool before tea capped off a good day.

The forecast for the fourth day, Monday, was again worrying. 12 degrees at Mt Hotham sounded cold, but once again it was wide of the mark – it reached a pleasant 19. We rode to Beechworth where we had a very nice morning tea, then rode on to Bright past the berry farm that was closed – the new owners sure don't seem interested in customers. After lunch in Bright, Marilyn and Sue decided to do shopping while the blokes went up and down the mountains. We twisted up to Mt Hotham, took some photos and rode back down the winding road. The views were magnificent as always, and the riding was terrific. After meeting the ladies, we rode on to the steep winding descent at Tawonga Gap to Mt Beauty where we again bought supplies for that night's dinner. We'd had such a good time the previous day when we rode along the Mullagong Gundowring Road, we decided to repeat the dose – lovely.

On the Tuesday we rode up the lovely winding road next to the Hume Dam to Walwa for morning tea. Then we tackled the long twisting road to Thredbo and Jindabyne. Again the chilly forecast didn't eventuate, the coldest spot being 16 degrees for just a few minutes in a fire ravaged area near the highest point of the road. It was 20 by the time we had lunch in Jindabyne. After that we rode to Berriedale, Dalgety and Bombala where we had afternoon tea before descending the enjoyable winding Mt Darragh Road to Pambula and Merimbula where we stayed two nights, having dinner at the RSL club on the first night. As in previous stays there, we enjoyed our swims in their heated pool.

On our rest day, Wednesday, Marilyn and I had a short ride to nearby Eden, while the others headed to Tathra where they met a local Ulyssian they'd befriended at the 2018 Riverland AGM. He took them on a longer ride than they intended to go, but they enjoyed seeing Tilba Tilba, a heritage area. That night we had an average dinner in a local pub. The rest day was welcome for ageing bodies.



High Country Ride March 2020 by Bob Braunsthal cont.



On the Thursday we rode back through the lovely hills around Candelo to Cooma where we had morning tea, then on to Jindabyne for an early lunch, there being no other convenient lunch stop until distant Khancoban which we reached after two o'clock after a long ride down the mountains. We were



able to convince the lady in the toll booth that we were riding through and not staying in the park which would have meant paying fees. We had afternoon tea at Walwa before riding back down the lovely winding road by the Hume Dam to our destination, Wodonga, where, after riding in temperatures near 30 degrees, the pool felt a lot colder than Merimbula's. Dinner at the popular Edwards Tavern was unusually quiet – the grim reality of the covid19 virus was taking effect. We rode through Beechworth again on the Friday before heading to the berry farm. Despite advertising being open on Fridays, it was closed again. What a contrast to the previous owners – the new owners don't seem to want any customers which was very disappointing. We rode on to the superb winding section between Whitfield and Mansfield where we had lunch in the bakery. Then we tackled the most demanding road of all, around Eildon Dam. The section from Jamieson to Eildon has countless tight, blind corners and by the end of it, riders felt worn out. Richard left us there to see his sister for a couple of hours. The rest of us rode on to Yea, where we went to dinner, some of us to a Chinese Restaurant, the others to a pub. Both places had few clients.

On the Saturday Kym left us to see his sister who lives in Melbourne. We rode to Seymour where we stopped at the Vietnam Veterans Commemorative Walk in a lovely gum-tree-lined park. It was an impressive memorial with a helicopter, tank, armoured personnel carrier and a Howitzer from that war on display as well as the names of all men and women who served in Vietnam. I found two names of friends who were in that war. One of them was really surprised when I later sent him an email with a photo of his name on the list – he hadn't heard of the Commemorative Walk.

After morning tea in a large new bakery in Heathcote we took short-cut back roads to Castlemaine and then rode on through Maryborough before having lunch at the well-known pie shop in Avoca. There Dom and Sue found an interesting memorial garden for the Chinese who had joined in the gold rush. We rode on to Ararat and Hall's Gap where we had a break and ate ice-creams. Then we went to the Boroka Lookout where we chatted to a young American lad and his French girl-friend. He was OK to return to USA, but she was unsure how she could get back to France because of travel restrictions and limited flights in the evolving covid19 crisis, poor girl.

Mt Victory Road over the Grampians was our last dose of twisting road before we reached Horsham. We had our farewell dinner at the Old Family Restaurant once again but with fewer patrons there than usual. We headed home on the Sunday and rode up Mt Arapiles to enjoy the panoramic view, then went on past Crowe's Corner in the far west of Victoria before reaching SA and a rest at Padthaway.

After lunch at Keith and afternoon tea at Tailem Bend we headed home our separate ways. We covered 4268km with no problems other than Dom's slow-leaking rear tyre. We all had a great time and arrived home to S.A. shortly before the state borders were regulated to limit the spread of covid19.

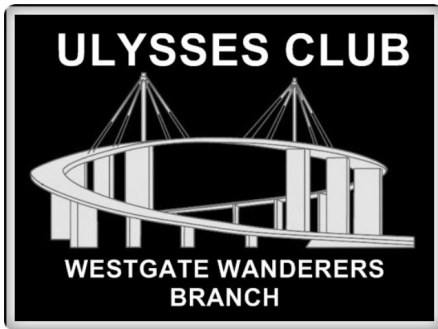
In the coming months with enforced changes to normal life we'll recall this trip



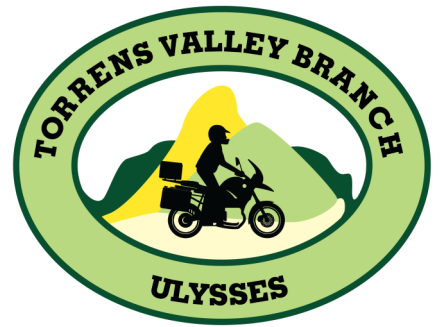
fondly, the last ride before the bleak period of sitting out this pandemic. There might be another high country ride late in the year and there might not. It will depend on the course of this virus.

I remain hopeful!





2020
Meet N Greet
Horsham



30th October - 3rd November

Horsham Riverside Caravan Park

190 Firebrace Street

Horsham VIC 3400

[Ph: 03 5382 3476](tel:0353823476)

[Email: horsham@southerncrossparks.com.au](mailto:horsham@southerncrossparks.com.au)

Variety of 1, 2 & 3 bedroom cabins; powered and unpowered sites - some with ensuites.

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The park has kindly set aside 15 cabins for this event until the end of April.

To ensure you get your accommodation - BOOK NOW!

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Planned activities:

Friday Night BBQ, Saturday Dinner - venue TBC and a couple of rides.

Questions: secretary.westgatewanderers@gmail.com

Or ring John Tout - 0407 427 361



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Ulysses RV

Trip to Moorook - 10th July 2020



Hi Everyone,

A good time was had by all at the Moorook Camp Grounds. Some arrived Sunday and others on Monday, about 11 caravans rocked up. Poor Rob and Robin Tucker couldn't make it because as they left home with their caravan the auxiliary battery under the bonnet of his car caught fire causing I believe about \$3000 damage. Debbie, Chris and friends also couldn't make it because of illness.

I must say the afternoons and evenings were bloody cold though and most of us huddled around the campfire every day when not out op shopping. The campsite itself was lovely, with plenty of grassy sites amongst the gum trees and alongside open water, clean toilets and plenty of fire buckets were provided, most people brought some wood along so we had a good campfire going the whole time we were there. The General Store across the road had a post office, fish and chips, which most of us had for dinner, and a liquor store, a nice glass of port warmed the cockles of your heart around the campfire while Rick told us some more of his wonderful shitty stories which, as usual made us all laugh.

Most mornings we were all off somewhere for a drive or hunting for op shops in the various towns around us like Loxton, Barmera, Berri and Renmark where we found some lovely bargains. We watched plenty of pelicans and herons catch fish while poor Des couldn't even get a bite, so after a while he gave up in disgust. The set RV program will still go ahead for the rest of this year as scheduled. Wayne is also planning a camping trip to Walkers Flat towards the end of August. Hopefully the weather will be warmer by then. Whether you come with a caravan, motorhome or tent, all are welcome.

Cheers LIESHA



Ulysses RV

OTHER NEWS

2020 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)

August 14th to 16th Walkers Flat

Wayne has organized a camping trip at Walkers Flat (free camp, no power) All welcome, caravan, motorhome or tent.

September 4th to 6th Avoca Dell Caravan Park (Murray Bridge)

For bookings call the caravan park 08 8532 2095 and say you're with Ulysses

The Caravan Park overlooks the Avoca Dell reserve which abuts the River Murray. Coming from Adelaide drive through Murray Bridge and over the bridge. The caravan park is signposted along the roads from there.

October 12th to 18th Ulysses RV AGM - Mudgee NSW

November 13th to 15th Point Turton Caravan Park

For bookings call the caravan park 08 8854 5222 and say you're with Ulysses

The Caravan Park is nestled in a disused quarry overlooking the jetty and boat ramp. It is well sheltered and all sites are lawned.

'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.

They are -

October Long Weekend 3rd to 5th 2020 Ulysses Club SA Odyssey

Venue: Riverland (exact venue site TBC)



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Inherited Passion for motorcycling...(but not for all motorcycles!)

Bob Braunthal

I was fortunate to have had a father who ventured into motorcycling in his youth and kept riding, a great advantage that helped shape my life's values as a young child. Some of us are born lucky - many are not.



My father was born in 1907 on a farm at Waltowa, a locality about seven miles north-east of Meningie. His father was an old-time farmer who only ever had a team of horses – no new fandangled, motorised tractors or cars for him. The farm was mainly dairy, so with all milking done by hand it was a very hard life.

As a teenager my dad, named Frank, did well at Strathalbyn High School – he boarded in Strath – and with his mother's encouragement (but not his father's) he went on to become a teacher instead of a dairy farmer, much to my grandfather's chagrin. This meant he had to go to Teachers College in Adelaide and being an adventurous bloke, Frank and his older brother bought motorbikes.

Frank's first bike was a Harley-Davidson 350 single, known as a Pup. In 1961 I bought one of these for next to nothing from a farm near Mt Barker and it was a dreadful thing - definitely my worst ever bike. A clattering, shaking side-valve, it had all the power of a wheezing BSA Bantam, it was unreliable, the brakes were almost non-existent and its one redeeming feature was the oil pump on the tank. You had to give extra squirts of oil to the motor if you revved it hard over 3,000 r.p.m. or pushed it hard uphill – every hill was hard for this thing.

The good part was that with excess pumping you could make a large cloud of white smoke that would have done the army proud. You could raise a smokescreen as thick as any fog – as teenagers we delighted in doing that. Too bad about the safety aspect! Other people just had to be careful negotiating this 'fog' didn't they!

Back in the 1920s the H-D Pup wasn't so amusing for Frank. One day he and a mate decided to do a country run to a pub that's now in the metropolitan area – the Old Spot Hotel. The journey there from the city and back on a hot day was enough to burn the valves meaning this thing had to have yet another valve-grind, hardly surprising as the cooling fins were far too shallow and even though it was only about 4.5:1 compression, it would still badly overheat. With such metallurgy problems it was soon a necessity to get rid of this cheapest ever Harley.

There was a saying back then that the British couldn't make twins and the Americans couldn't make singles. The British later changed that through Edward Turner and his 1937 Triumph Speed Twin, but the Americans never did build a decent single. The Indian Prince side-valve single was evidently nearly as bad as the horrid H-D Pup.

Frank's next learning experience was a British AJS single. He found it far more gutsy than the woeful Harley Pup, but it had troubles with its electrics. Those of us who are familiar with old British bikes will understand – the Prince of Darkness, Joe Lucas, was the problem then as later. Bigger seemed better so next Frank went back to Harley-Davidson to try an old model J 1,000cc V twin. These were commonly used as sidecar bikes, but he rode it solo. He came off it a few times with a grabbing brake problem and decided to get something more modern as by this time he had finished Teachers College and was now a teacher back at Strathalbyn High School with enough money for the things that mattered in life, meaning motorbikes.

Inherited Passion for motorcycling...(but not for all motorcycles!) cont.

Bob Braunsthal

Until that time almost all Harley twins had been I.O.E. (inlet over exhaust). The inlet valve was an overhead valve. The exhaust valve was a side-valve. The crude pushrod to the overhead valve had no cover and no lubrication so you had to give it occasional squirts of oil to slow the rate of wear! Just before the Great Depression of October 1929 hit, Harley released a 'revolutionary' new model D, a fully enclosed properly lubricated 750cc side-valve twin. Progress was finally made by H-D where others had been doing this for years.



Harleys were cheaper than Indians and Frank wasn't awash with cash so he became the proud owner of a new model D Harley, but still with shallow fins – they still hadn't learned. It also had iron pistons and the primary drive was under a pressed metal cover and was not oil tight so it leaked oil out onto the road as it went. (The Indian 101 Scout of that time was a much better bike but considerably dearer!)

Frank said the motor ran very hot. The good side of this was the petrol vaporised easily for firing, and the economy was good, over 60 mpg in the country and the valves didn't burn. The bad side was that the motor glowed dull red-hot on warm summer nights and roasted his legs though this heat was comforting in winter.

Anyway, whatever its shortcomings, this 5:1 compression motor lasted remarkably well. The cams had to be built up again around 100,000 miles, but that's eight times further than a certain European make's single lasted just a few years ago!! Former owners of that orange engineering aberration can tell you about its unacceptable metallurgy failure at a mere 20,000km. Even H-D had mastered metals by the late twenties!!

While he was still single, Frank took to the roads, mostly dirt roads and really bad by today's standards. He rode through Victoria and NSW. His most adventurous trip was to the High Country, where he and a mate on an AJS rode up to Mt Hotham and beyond. He fashioned ex-army wooden shell boxes as panniers and for a top bag he tied a hessian bag on the back carrier. He wore an old coat and army boots, and a cotton oilskin cape for rainy weather. This really was basic biking.

After my father met my mother, he attached a Goulding sidecar to this bike and that was how it stayed for the next twenty years or so. For young couples to buy a house in the 1930s meant you couldn't buy a car as well. The H-D outfit remained the family transport through the depression, the war and well beyond. Frank stayed in steady employment and was still able to afford to do a few long trips. After marrying in 1934, they travelled on the outfit to Victoria, Tasmania and Sydney during the depression years. A cracked sidecar frame from the shocking roads was the worst disaster, but they had it welded and it gave no further trouble.

During the course of the Second World War my sister and I arrived on the scene. We were both brought home from hospital in turn in the outfit - no nanny-state nonsense then. My sister was born in February 1941, no problem, but I was carted home in late April 1944 so I had to be wrapped up in a blanket. My first journey in the world was courtesy of my dad's motorbike and sidecar, not the privilege of many newbies.



Inherited Passion for motorcycling...(but not for all motorcycles!) cont.

Bob Braunsthal



As a young kid I remember mum, sis and I in the chair together, then as I got older I would ride on the pillion seat, not bothered that it was a rigid frame bike as they almost all were then. I had decided that the chair was for the girls and the blokes belonged on the bike. Sometimes when I went to school I would ride with my dad instead of walking three quarters of a mile. In summer we would ride to the beach, or ride up to the hills to go blackberrying near Piccadilly where the dairy farms had blackberry bushes galore along their fence lines - those dairy farms are all long gone now and part of the hills suburbia. And some days we'd just go out for a ride. It was wonderful riding then as it still is, though we ride on way better bikes now.

In its later years as a second vehicle, the sidecar was used like a ute to take rubbish to the dump. My dad would get me to sit on top of the load of hedge cuttings and junk to keep it from spilling onto the road. Hanging on tight, I'd urge him to ride faster to 40m.p.h. and more, though the speed limit then was a mere 30 miles per hour. I loved the wind blowing in my face - no helmets in those days except dad's leather one for cold weather.



Sadly this all came to an end in the early 1950s after my father bought a 1934 Ford V8, the same model as Bonnie and Clyde's and beloved by hot-rodders. Mum was delighted though she never did do too well driving it. She had always wanted to "upgrade?" to a car and end riding in the outfit. So she got her wish, though this was much to my disappointment. Later when my father was no longer able to get tyres for the old bike it was sold.



One sad day dad took the old bald-tyred bike to a yard in the city. Mum followed with my sister and me in the 'new' second-hand Ford. Then dad left the old Harley and sidecar for the last time, got into the car and drove us home while I cried and had my last look at the bike through the back window. I vowed to get a motorbike when I was old enough. My mother opposed my dream, but later at sixteen I prevailed, even if my first bike was only a BSA 250. At least it wasn't a smoky, buzzing, gutless Bantam...or a clattering, shaking, gutless Harley Pup!!

34 bikes later I thank my lucky stars that my father was a motorcyclist and supported my riding, though he wouldn't let me have a 1,000cc Vincent.....and he said my Harley!

Vale Rodney (Rokit) Adams



Rodney (Rokit) Adams - A friend and gentleman always ready with a smile, joke and chat. It was a privilege to have met him and spend some time with him on rides and at meetings. Rodney leaves behind a partner and children. Our Condolences to his family. Ride on Rodney you will be sadly missed .

Christine Apostolides

The Proposed Changes to the Motorcycle Graduated Licensing Scheme



Ulysses Club Inc.

NEVILLE GRAY OAM

SA Representative

Road Safety Committee

13 Woodland Court

HIGHBURY SA 5089

Phone (08)82637566

Mobile 0416 050 189

E-mail grayhigh@bigpond.com

Att. Emma Kokar
Executive Director, Road and Marine Services,
Department of Planning, Transport and Infrastructure.

July 9th 2020

On behalf of the Ulysses Club Incorporated, I am pleased to be able to submit our comments on the proposed changes to the Motorcycle Graduated Licensing Scheme.

I have personally been involved in these proposed changes for the past four or more years and have had meetings with the Minister for Road Safety over this time and have partaken in robust discussions at the Motorcycle Reference Group meetings on the topic.

The Ulysses Club is for motorcyclists and their partners over the age of 40 years and is the largest riding group in South Australia. These proposed changes to the GLS do not directly impact on our members but we all have children and grandchildren that will be impacted.

It is well known that the recent changes to the young driver GLS has had a profound impact on the number of fatalities and serious injuries – they are well down in the past three or four years. It is hoped that a similar change will occur to young under 25 year old riders when the proposed changes to the Motorcycle GLS are implemented. It is hoped that these changes will be legislated ASAP to arrest the disturbing rate of crashes we are experiencing in 2020 – 12 at the time of writing!

A noticeable fact is that riders under 25 years are now more prominently identified in the rider fatalities whereas riders over 45 years are less likely to have a fatal crash – quite a turnaround. The under 25 year old riders are now more likely to be on unregistered machines and be unlicensed or on stolen motorcycles in 2020.

Will these proposed GLS changes address this disturbing trend? Other additional measures may have to be researched.

I will address the changes in the order they are presented:

Raising the minimum age for a motorcycle learners permit from 16 to 18 years of age with an exemption for those who are 17 years of age and hold a provisional licence for a car.

South Australia currently has one of the lowest ages when a new rider can access a motorcycle learner permit at 16 years so a sensible rise from the current 16 years would be wise and endorsed. It is noted that the age to first attend a University is 17 years and most students cannot afford a car and are instead reliant on a motorcycle or scooter for essential cheap transport. A rise to 18 years will severely inconvenience these students as well as young apprentices and workers starting their first jobs. They certainly will not be able to afford to get a car licence, purchase and run a car and then do it all again when they reach the age of 18 years for a motorcycle licence.

Motorcycle dealers are still recovering from the recent SA bushfires and to implement a rise to 18 years will see their potential client base eroded for up to 2 years causing extreme hardship and possible closure.

The special dispensation for country residents to access a motorcycle licence at 17 years appears 'messy' and will be hard to control and police. Why cannot Metropolitan riders also access their motorcycle licence at 17 years as well? Not only will we have National uniformity but what is fair for Country residents will be fair for Metropolitan residents. I am sure that a high percentage of 17 year old Country residents will find reasons (some false) to obtain their motorcycle licence at 17 if this provision is implemented.

The Proposed Changes to the Motorcycle Graduated Licensing Scheme cont.

Currently, just how many new riders are 16 when they first apply for a motorcycle learner's permit?

A casual drive past the Rider Safe Range at Modbury will reveal that the car park is full of cars owned by the students. An average of around 20 cars in the park and a maximum of 20 students at each course.

Obviously there is a very high percentage of Ridersafe students that already have a car licence and research done some years ago gave the fact that the average age of a Ridersafe student is around 32 years.

These facts indicate that this proposed GLS age change could have very little impact on the crash numbers of young (under 19 years of age) riders as most new applicants for a Motorcycle Riders permit are well and truly over the age of 19 years.

In many Countries of the World, it is common practise that persons can access moped and scooter licences at 14 to 15 years and go to a higher powered motorcycle at 16 to 17 years of age and then a car licence. This is a logical order up the scale to produce 'road smart' riders and drivers. The responsibility level to control a 1.5 tonne 4 wheeled vehicle for a 16 year old is much higher that needed for a LAMS approved motorcycle.

The Ulysses Club strongly recommends that the age to attain a Motorcycle Riders learners permit be raised to 17 years of age from the current 16 years.

- *Allowing a person who is 16 or 17 years of age and living in regional South Australia to be issued with a learners permit subject to a restriction that they may only ride a motorcycle to attend tertiary education, vocational education or training for work purposes, or to participate in a sporting activity.*

Again, if the age was sensibly raised to 17 years for ALL South Australian riders, this dispensation would not be needed. It is envisaged that the implementation of this proposed dispensation will be difficult to control and police. What if a 17 year old Country resident obtains a valid riders permit under the new proposals and then moves to the City at attend TAFE or University. Will his or her licence be revoked?

Following from the Ulysses Clubs first recommendation, this special dispensation for Regional riders will not have to be implemented if the age is raised to 17 years and ALL South Australian residents and potential riders will be treated fairly and equally.

- *Requiring a person to hold a unrestricted motorcycle learners permit for a minimum of 12 months*

The displaying of an 'L' plate on the rear of a motorcycle gives a certain level of 'protection' to a learning rider. The learning process goes on for years and even older riders learn something every time they ride their motorcycles. (The extended learner exposure period with an 'L' plate will give Law Enforcement Officers the ability to determine the fact that a learner riding is actually riding an approved LAMS machine).

The Ulysses Club recommend that this proposal be implemented into the new GLS.

- *Restricting learner riders from carrying a pillion passenger or side car passengers including qualified supervising driver.*

The addition of a pillion passenger severely changes the dynamics and control of a powered two wheeler. The ability to efficiently brake, accelerate and manoeuvre are compromised and a nervous pillion is not a good thing for a novice rider.

The Ulysses Club endorses this proposal.

- *Restricting learner riders from towing a trailer.*

As with the carrying of passengers, the addition of a trailer will alter the ability to efficiently control a motorcycle by a novice rider. Braking distances will be increased, acceleration times will be increased as well as the additional weight penalty.

The Ulysses Club endorses this proposal.

The Proposed Changes to the Motorcycle Graduated Licensing Scheme cont.

- *Restricting a person to only an automatic motorcycle if tested on one.*

One of the major skills needed for a novice motorcyclist is the efficient use of the clutch to control the progress of the motorcycle. It is a major component for safe riding. The so called 'twist and go' machines are simpler to use but if one is not trained and tested in clutch use, that rider should not be able to access these clutch machines. (There must be some thought applied to the processes when a rider of an automatic clutch powered two wheeler (PTW) needs to upgrade for a 'clutch' Licence endorsement).

The Ulysses Club endorses this proposal.

- *Raising the minimum age to obtain an R –Date (intermediate) Licence classification from 17 to 19 years.*

This initiative follows from the need to hold a P2 Licence for 12 months.

The Ulysses Club endorses this proposal.

- *Extending the minimum period a person must hold an R-DATE Licence (intermediate) classification from 12 months to two years.*

Again, this follows from the need to have a P2 for 12 months minimum.

The Ulysses Club endorses this proposal.

- *Requiring the holder of a drivers Licence with an R-Date (intermediate) Licence classification to have zero blood alcohol concentration while riding a motorcycle, irrespective of whether that person also holds a full car or higher classification of Licence.*

Alcohol ingestion is one of the major causes of fatal and serious injury crashes on the road and therefore must be addressed at the highest level. This proposal does just that. Riding a motorcycle needs a high level of ability, skill and concentration and just a small amount of alcohol impairs this needed ability.

The Ulysses Club endorses this proposal.

Summary:

The Ulysses Club endorses most of the proposed changes except the need to wait an additional 2 years to be able to gain a Motorcycle Learner Permit. The social and financial implications would be unmeasurable and many young potential riders disenfranchised. This two year jump is just too drastic and we are committed to lobby for a 12 month increase to 17 years.

Footnote:

It is noted that the term "motorbike" as well as 'motorcycle' are used in these deliberations. The word 'motorbike' is a slang term and should not be used in official publications. The term 'motorcycle' is the preferred option.

The Ulysses Club notes that the deliberations for this proposed GLS for young motorcyclists has been dragging on for some time. Meanwhile, young riders are crashing at an accelerated rate on South Australian roads. We implore Cabinet to apply some urgency to this change in legislation for the sake of all young riders.

Neville Gray OAM

Ulysses Club Inc.

On behalf of the Road Safety Committee



Ric Nappa's Ride to Walkers Flat 5th July 2020



Sunday 5th July 2020 10am another chance to be free from the World's woes, saw 14 motorcycles and 1 car head off from OTR Hillbank on this month's Rick Nappa's ride. A monthly ride held on the first Sunday of each month, Rick's ride is becoming a popular ride for the Branch and if you haven't ventured out on one yet then do yourself a favour and come along next month.

We headed out via One Tree Hill through Kersbrook to Birdwood, for smoko then onto Mannum. There we crossed the river on the ferry and headed to Walker Flat where we crossed back over on a ferry and pulled up at the park at the boat ramp for lunch. Yet again Nita and the crew put on a great feed which included a Hamburger with salad, a muffin, a piece of fruit and a fruit box. I am always amazed at the value and standard of lunch for five dollars.

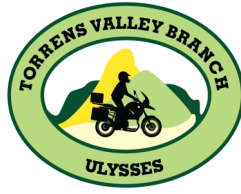
A leisurely ride with good people through lush countryside in rain free weather and a top feed, talk about comradeship and "bang for buck."

Perhaps numbers will continue to grow for Rick's rides as more members avail themselves of these great opportunities to share some good times with friends as we all Grow Old Disgracefully together.

Paul Dennes
#65190

Photos
by
Paul Dennes

Ric Nappa's Ride to Walkers Flat 5th July 2020



Photos by
Carolyn Berg



Upcoming Rides

Sunday 26th July

Classic ride beginning at 9:30 from Pelican Plaza to Marilyn and Bob's for a soup run.

Sunday 2nd August

Ride beginning at 10am from OTR Hillbank to Port Parham.

42nd MRASA Toy Run - 13 December 2020



MRASA Toy Run 13 December 2020

The MRASA is holding the next Toy Run on the 13th December 2020. We will be departing from the Clipsal Track at 11am and will make our way to Callington Oval via Hutt St, Glen Osmond Road and the South Eastern Freeway. The MRA Toy Run has been held for many years, and usually occurs annually on the second Sunday in December. The MRASA organises and funds this event with incredible support from volunteers, sponsors and organisations who are proud and willing to be involved.

Our aim is to hold a community event to celebrate motorcycling with a strong focus on assisting the children of families in need during the festive season. We have traditionally chosen St Vincent de Paul as a beneficiary of the thousands of toys and gifts which are distributed to families in need. Come and join in the spectacle that is the Toy Run and please give generously.

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Level 1, 309 Angas Street
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PO Box 7095, Hutt Street
Adelaide SA 5000

Vale Mick Sandley



Mick Sandley, well known in Ulysses circles particularly among long-term members, passed away in hospital on June 2nd aged 85. An avid motorcyclist from his youth, Mick migrated from U.K. and brought his passion for bikes with him. Twenty five years ago Mick began Ulysses Wednesday rides in South Australia. They proved very popular with the members, especially retirees and the numbers grew and grew.

Mick was ever reliable. He'd turn up in all weathers and his rides were always varied and interesting. In summer towns along the Murray were some of his favourite destinations, but he'd head anywhere between Victor Harbor, Tailem Bend, Burra and Ardrossan. Mick loved to talk about his motor biking history. His exploits were many. A skilled and capable rider, it was not surprising that he became a Ridersafe instructor. In his 70s he was still involved in historic racing, taking out a state title in the lightweight class – champions at that age are few and far between.

Mick also organised and ran mid-week trips to various destinations including Barmera, Melrose, Pt Vincent and Burra. These were popular and well

attended. Local Ulyssians at some of these destinations would come to socialise with us – they too knew and liked Mick.

Mick continued to lead rides until serious heart trouble several years ago slowed him down. Thereafter he rode with a few older riders who also wanted to travel at a more relaxed pace than the main contingent of Wednesday riders. Mick continued with these rides until recently when his health began to fail.

A couple of years ago Mick was deservedly awarded the Telemachus Medal, an honour bestowed on just a few outstanding Ulyssians for their especially valued contribution to the club. He was proud of his award for his initiative and ride-leading and we were all pleased for him.

Mick wasn't just a top Ulyssian. He was also a great family man - a father, grandfather and even great-grandfather several times. He was also an energetic man busy in his local community on various fronts.

In his last weeks Mick faced his fate stoically. Always positive, he said he was fortunate to have had a good life. He was glad to see Ulyssians among his visitors, keenly talking about his motorcycling past, anything to do with motor-bikes and the club, and events from his youth and childhood.

Talking about his childhood he recounted the terrifying sight and sounds of the Nazi Luftwaffe bombing southeast London where he lived. Several years later he also remembered the sight of hundreds of British and American bombers and fighters flying the other way to accompany the D-day landings. Mick's mind and memory stayed sharp to the end.

Had his funeral not been at the time of Covid restrictions there would have been a large number of Ulyssians from the various branches wanting to pay their respects. As it was Mick did get his wish of an escort, albeit small, of Ulyssians on motorbikes for his final journey to Enfield.

To his lifelong partner and wife Doreen and his children, grandchildren and great grandchildren, we offer our heartfelt condolences. He was very much loved and he will be sorely missed by them all, and we Ulyssians will also miss Mick.

Bob Braunsthal



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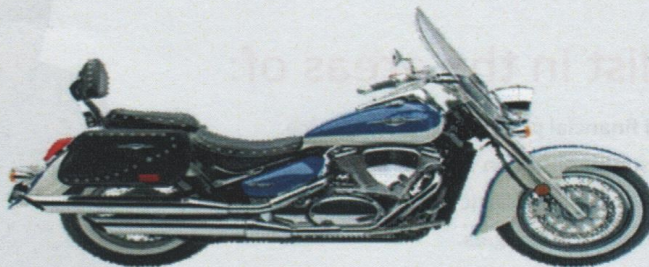
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YES, HE'S A SCOT and with a bargain!! by Bob Braunsthal

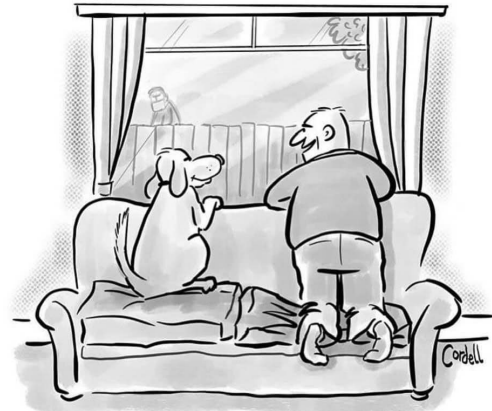
Seen recently in the Adelaide Hills, an aged biker in his ancient 1930s leather coat proudly posing with his green MZ 250 2-stroker smoker, the motorcycling equivalent of the infamous East German 2-stroke Trabant 'car'. Being Scottish our wee Jim got it at a bargain price, a mere fifty bucks. He moaned with his broad Scottish accent that he had to pay far more for the tyres and the battery it needed – hard luck laddie, but in truth he's happy; for a few hundred dollars he's scored a bargain. He's now got his classic bike even if its scintillating power won't pull the skin off a rice pudding.

And speaking of a Scot's obsession with bargains, his leather coat's a beauty too, even if it is showing it's advanced age. It's even older than wee Jim. No fandangled new modern synthetic fibre jackets for our Jimmy. Think of all the money he's saved by sticking to this relic. Our Scot zealously saves his pennies to make shillings and his shillings to make pounds and yes, look! He's been able to convert them into a unique bike and a unique coat to match. You'll know him anywhere, with his unique tastes he's definitely one of a kind.

Jim chuckles and says this photo is upside down because in Oz we're down under, but he can't explain why his kilt or his coat doesn't fall over his face exposing his sporran and family jewels.

Go Jimmy, go lad go!!





"Until now, I never understood why you got so excited when someone walked past the house."



That's just taking social distancing a bit far





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.



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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:

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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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