

# THE ODYSSEY



ULYSSES CLUB MAGAZINE - ADELAIDE BRANCH

DECEMBER 2018



## In This Issue

- Women in motorcycling
- Ride reports
- Snake Tales?
- Centenary of the Armistice
- Over 85—  
want to ride ?  
Here's how
- The true story  
about the  
BMW roundel

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### Adelaide Branch Meetings

First Thursday of the month

European Catering  
2 Chief Street  
Hindmarsh

7.30 pm

Meals and bar available from 6.00 pm

### Visit us on our Web Page

[www.ulyssesadelaide.com.au](http://www.ulyssesadelaide.com.au)

and check out the latest news on Adelaide  
Branch happenings.

### Sunday Rides Co-ordinator

Mike Green  
0419 003 010

### Wednesday Rides

All runs will leave at 10.30 am

1st Wednesday	Feathers Hotel Car park, Burnside
2nd Wednesday	Feathers Hotel Car Park, Burnside
3rd Wednesday,	Victoria Hotel, Top o'Taps
4th Wednesday	Victoria Hotel, Top o'Taps
5th Wednesday	Feather Hotel Car Park, Burnside

Bring or buy your own lunch  
For details, ring Kevin Brenton  
8332 4719

### Branch Dinners

held monthly

usually the 2nd Friday. of the month  
at various venues

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## The Legal Stuff

The Odyssey is the Magazine of the Adelaide Branch of Ulysses Club Inc.. It is published bi-monthly is available on line or by post. Postal subscriptions are \$12 for one calendar year, payable to the Treasurer.

The Odyssey is the Clubs voice in print, contributions from members or readers are most welcome. The Editor reserves the right to determine the content of the magazine.

All contributions, suggestions and feedback should be sent to: The Editor, 13 Belfast Street, TAPEROO 5017 or by E-mail to sanderson.lloyd@gmail.com

The closing date for contributions for the next edition in February is January 19, 2019. Every effort is made to verify the accuracy of content. The views and opinions contained in editorial content are those of respective authors and do not necessarily reflect the views and opinions of the Ulysses Club Inc.

**The Editor reserves the right to refuse, censor, alter or adjust any content which could be reasonably considered as racist, sexist, offensive or libelous without any consultation.**

## Editorial

Well that is one edition done and dusted. .

I am looking at the calendar and pondering where the heck 2018 went.— they say that years go quicker when you get older and I think they are right on that one. So what have we seen in 2018, the 18th year of the 3rd millennium:

We saw SPACEX launches it's reusable rocket—Falcon Heavy, Winter Paralympics in South Korea, the Commonwealth Games held on the Gold Coast. Prince Harry marries Meghan Markle (an American commoner), FIFA award the 2026 World Cup to joint bidders Canada, Mexico and USA (good luck with that), 12 boys and their Coach are rescued in Thailand, another new Prime Minister for Australia, Fire destroys countless art treasures in the National Museum of Brazil ( it had no fire extinguishers) and in October the unmanned spacecraft BepiColombo is launched on a seven year journey to Mercury.

And of course we saw the 100th anniversary of the Armistice which effectively ended the fighting on the western front in 1918. Australia took a deep breath and counts its dead 620,000, The country lost a generation to the war. In 1914 Australia was a young Country with a very small defensive army, eligible men from all over volunteered to fight in places some had never heard of to protect the motherland and the Queen. Only Australia and South Africa did not have to resort to conscription, despite Billy Hughes trying a referendum twice. It was calculated that 36% of all Australian men aged between 18 and 40 had volunteered to fight.

**LEST WE FORGET.**

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**LEST WE FORGET.**

## *Make Life a Ride -*

Sunday September 23rd

Mannum beckons.....

**Brenton George.**

A good turnout for my inaugural ride. An ambitious target of 200 kms had been set. We arrived at Mount Pleasant without incident and met up with some Torrens Valley riders and said good bye to a couple of our riders.

From Mount Pleasant we headed towards Angaston and from there down Sedan Hill. I was hoping that my warning at the mornings briefing to treat this bit of road with respect was front of mind with everybody. We arrived at Mannum at 12:45 and nineteen people fronted up for lunch at the Pretoria Hotel.

Another 100ks or so ride home for a good day of riding.





**Morning tea at Mount Pleasant**



**Lunch at the Pretoria Hotel, Mannum**

*ON ANY SUNDAY—*

**Sunday October 7th**

**Goolwa**

**Peter Wood**



We had about 20 bikes (and one trike) turn up for our ride to Goolwa. There were also 3 possible new members who came along.

Flavio was back for his first ride after his fall last year with his GSX 1400 looking as good as ever.

In very pleasant warm and calm conditions we headed off to Meadows for morning tea and on through Clayton Bay to Goolwa for lunch at the Heritage bakery.

The whole ride went flawlessly with everyone (including the possible new members) having a great day.

Thanks to Trevor and Ray for their tail end Charlie duties.

Peter Wood



**Like a Phoenix from the ashes— Flavio's Suzuki GSX1400 rises again.**

GOOLWA RIDE



*ON ANY SUNDAY—*



**Sunday October 21st**

**Nuriootpa**

**Mike Green**

Well it doesn't get much better than this.

A forecast of 23 degrees, no rain and light winds, after a couple of weeks of rather unpleasant weather. About 25 members agreed, along with some new riders, which was encouraging to see.

The original destination was the pub at Swan Reach for lunch. Normally a great spot to eat and soak up the views. However, due to a text I received late in the week, from a Ulysses member who had eaten there quite recently and was (very) unimpressed, I decided to change the destination to the Vine Inn at Nuriootpa.

I don't know if I am doing the Swan Reach pub a disservice, or if they had a problem that particular day, or what, but the advice I received was unequivocal in its condemnation, and I took it in good faith. However, I will look into it a bit more, because it would be a loss to all if this great pub has gone to the dogs.

The first half of the ride was pretty standard. Into the Hills ASAP with some nice twisties until morning tea time, on this occasion at Mt Pleasant. I decided to go up Greenhill Rd, mainly because I hadn't been that way for a long time. Perhaps not the best idea, in retrospect. It is narrow, and there were a lot of cyclists. Some riding two abreast, and more than once holding traffic up, or forcing cars to cross double lines. This dopey rule about giving cyclist 1.5 metres clearance, even if it means crossing double lines will sooner or later kill somebody. The number of times I have had cars come at me around blind bends on my side of the double lines because they don't want to get within coo-ee of a cyclist is quite a concern, considering the alternative is a head on crash with me. Mark my words.....

*ON ANY SUNDAY—*



**Continued.....**

I just hope its not one of us who falls victim to this crap legislation. However, it takes two to tango. On this initial climb into the hills, three guys on crotch rockets (ie sports bikes) just blasted past everybody in our group, totally ignoring minor details such as the double lines, the posted speed limit and any oncoming traffic. Where are the cops when you need them? Too busy busting normal people for doing 50 kph in a 40 zone, probably. I feel better now that I've got that out of my system.

The management is probably at pains to point out that these are my personal views, and are not necessarily endorsed by the Ulysses Club. Amen! Now, where was I?

Oh, right, morning tea. Is it just me or does the Mt Pleasant Bakery and Café make the best pasties in Adelaide? Especially when they have just the right amount of scorched black on the base. I know what I want for my last meal! Their coffee could be better though.

We had a few riders drop out at this point, and another joined us. Such is life, we've all got to balance competing demands for our time. From here it is basically flat and boring once you get down the eastern side of the ranges, and the wind was becoming a little blustery but hey, we saw 4 emus and got to sit on 110kph, so what's not to like? The river itself looked picture perfect, and it was encouraging to see water over the floodplains at Walker Flat and Nildottie.

Is this due to the River Murray Commission's foresight and the hard fought campaign for environmental flows? Somehow I doubt it, it was probably a total fluke, but then again, I am a cynical bastard. We had two ferry crossings on this stretch, which I really like. Its pretty much a unique South Oz experience, (most anywhere else, they'd build bridges) and the unsung heroes who operate this service are pretty good at it. Then it was more flat and boring, until we reached Sedan Hill, this time going up. A word of caution, some of these corners have diabolical bumps, and are well overdue for a resurfacing.

*ON ANY SUNDAY—*



**Sunday October 21st**

**Nuriootpa**

**Mike Green**

**Continued.....**

Even the 1200 GSA was skipping around alarmingly, which is highly unusual in my experience. A few more twisties, then through the sleepy hamlet of Kyneton (does anybody actually live there, because I've never seen a soul), via Angaston to Nuriootpa, and a well earned lunch. Albeit a bit late, and this meant a few had to eat fast and make a hasty departure in order to get home and watch the Moto GP.

Apologies to Pete Castle, who turned up at the Swan Reach pub around lunchtime, and wondered where the hell everybody was. Sorry Pete, you got me by surprise on that one.

Mike Green.

**EDITOR—Well your worst fears materialised on the Captains Ride on Sunday November 18th.**

**Coming up through the hills— SUV coming from the other direction swung out to give a really wide berth to a cyclist. He was well over barrier lines and collided with two motorcycles. One of ours and another bike went down after being side swiped. Luckily no bad injuries.**

**If it was car coming the other way and not bikes—it would have been a serious head on collision.**



**Morning roll call**



**All smiles and ready for the day ahead**



**Lunch at the Vine Inn,  
NURIOTPA**



**Looking at an option for the future ???**



**Sunday October 7th**

**Macclesfield**

**Brenton George**

## **The Southern Vales area was taken over today by cyclists.**

The Southern Expressway Willunga Hill and Wickham's Hill roads were all closed for their exclusive enjoyment and many other areas were restricted to forty kilometres per hour. I hope they all enjoyed their Fongo.

That's the grumpy old man bit done.

Twenty three bikes left Top of Taps and managed to get through to the top of Willunga Hill before the Lycra clad masses arrived.

Morning tea was at Yankalilla and from there it was the bumpy ride through Inman Valley and then some back roads through to the Victor Harbor road then back through Meadows to Macclesfield.

The group split up with some heading to the bike show at the oval and others to the pub for lunch.

Thank you TECs thank you corner marshals.

Brenton George.



**1 300 727 175**

E-mail: [nickp@activeoa.com](mailto:nickp@activeoa.com)  
[traceyg@activeoa.com](mailto:traceyg@activeoa.com)

### Macclesfield Ride Photos



## Women the new force in Motorcycling

If you think you've seen more female motorcyclists on the road lately, you're right!

According to the American Motorcycle Industry Council, over the past 20 years, female motorcycle ownership has nearly doubled up from 8% to 14% (I can't find any Aussie figures but there's no denying that there's more female riders than there used to be).

Of course, there's also many female pillion passengers. Then there's the more passive involvement of many women who support their men pursuing their passion for motorcycling.

Women are a big force in the motorcycling industry and their influence is growing.

At the worlds many bike expos and shows the numbers of women attending in their own right and not just as company for others has increased noticeably. When talking with ladies about motorcycle gear for women, there's some common complaints:

There's almost never a lady's section for gear in motorcycle shops and what is around is seldom fashionable. And why the heck is there 43 different styles of pink bandanas!

Generally, women are expected to buy smaller sizes of men's gear. In case you haven't noticed, men and women have different shapes and they different parts to protect in the event of a fall. Protective gear needs to be form fitted with all the protection points in the right places.



At 11 am on 11 November 1918 the guns on the Western Front fell silent after more than four years of continuous warfare. The allied armies had driven the German invaders back, having inflicted heavy defeats upon them over the preceding four months.

In November the Germans called for an armistice (suspension of fighting) in order to secure a peace settlement. They accepted allied terms that amounted to unconditional surrender.

The 11th hour of the 11th day of the 11th month attained a special significance in the post-war years. The moment when hostilities ceased on the Western Front became universally associated with the remembrance of those who had died in the war.

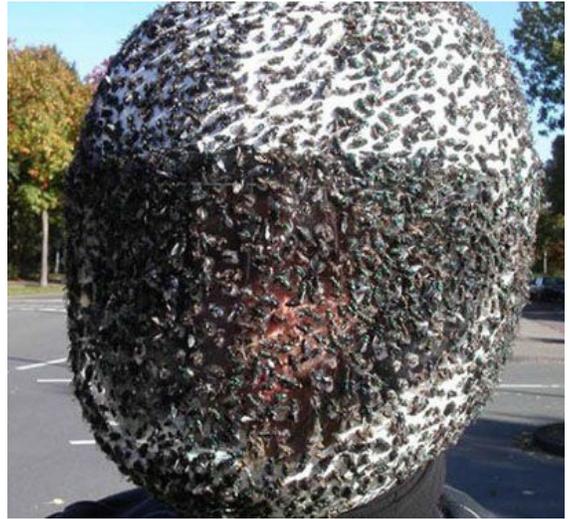
This first modern world conflict had brought about the mobilisation of over 70 million people and left between 9 and 13 million dead, perhaps as many as one-third of them with no known grave.

LEST WE FORGET



STRAIGHT FROM THE EDITOR'S FLOOR!

*When I was a boy and first had to learn to fasten the seat belt by myself I couldn't get the hang of it—then it clicked!!*



Tinted visor by BUGS**R**US

**Your assistance is required.**

From reader feedback Member's profiles are really popular.

This is a problem because I don't have any to publish. All members have done things in their life and collected memories which they think are quite ordinary. But, to other readers, your experiences are very interesting.

It would be appreciated if everyone would consider providing a short account of themselves with photos for the enjoyment of all.

Many Thanks,

The Editor, 13 Belfast Street, TAPEROO 5017 or by E-mail to [sanderson.lloyd@gmail.com](mailto:sanderson.lloyd@gmail.com)

# ULYSSES-CLUB GERMANY

GROW OLD DISGRACEFULLY

Welcome to the Ulysses-Club Germany



EDITOR; IT WOULD SEEM THAT SOME THINGS ARE UNIVERSAL!



## Snake Tales.....

Direct from Snakes pen to you:

A blind man walks into a bar, orders a beer and says to the Barman;

“Do you’re a blonde joke?”

The Barman says: “Well, I am blonde and I really wont appreciate it. The man sitting next to you is a big guy and he is blonde, and the man sitting behind you is an even bigger guy and he is blonde too. Do you still want to tell that joke?”

“No way” said the blind man, not if I have to explain it three times!”



Timeless Gilera advert



BMW 1933 all the streamlining is attached to the rider—helmet and bottom it seems. What is that he is sitting on?



It's OK—it's a URAL won't be going far



Dear Members

## **ONLINE REGISTRATION PORTAL IS NOW OPEN**

Thanks to the great work by the National Administration Office, the ONLINE REGISTRATION PORTAL is **now open for registration**. To access the online portal, members need to access the 2019 Ulysses Club National Rally website: [www.agm2019.ulyssesclub.org](http://www.agm2019.ulyssesclub.org)

This will take you to the **Sign In** page - if you aren't sure about your password, please email to [administration@ulysses.org.au](mailto:administration@ulysses.org.au)

Once you have logged in, click on the National Rally 2019 tab, then follow the directions for registration.

If you have any queries or issues about the Online Registration, please contact National Administration Office on email: [administration@ulysses.org.au](mailto:administration@ulysses.org.au)

See you in summer for the 2019 National Rally.

**Robert Hunt**  
**Director**  
**2019 Ulysses Club National Rally**

## Origins of the BMW Logo (and the Spinning Propeller Myth)

The BMW Roundel was actually registered more than 100 years ago and has since gone on to become one of the world's most recognized commercial symbols. Many people believe the design is connected with aircraft engines because of the apparent 'spinning propellers' but this is just a myth, as the interesting history of the Roundel reveals...



In July 1917, Franz Josef Popp registered the name Bayerische Motoren Werke, thus distancing the new company from the former Rapp Motorenwerke aero engine company. This was a necessary move if the new company was to find new clients and prosper. While the name was registered there wasn't yet a new logo.

It was on October 5, 1917 the BMW trademark was registered with the Imperial Trade Mark Roll under No. 221388. It featured the circular design of the Rapp logo but with the letters BMW at the top of the outer ring. The inner quadrants featured the Bavarian Free State colors of blue and white – but in the opposite order – as it was illegal to use national symbols in a commercial trademark.

The design was not in any way connected with aircraft engines or propellers. The idea that the blue and white had anything to do with spinning propellers comes from a 1929 advertisement, which featured aircraft with the image of the Roundel in the rotating propellers. This advertisement came at the beginning of the Great Depression, which coincided with BMW acquiring the license to build Pratt & Whitney radial aircraft engines. The advertising department used the Roundel and BMW heritage in an attempt to increase sales of the new radial motors.

The idea of the spinning propellers was given greater credence in an article by Wilhelm Farrenkopf in a BMW journal of 1942. This also featured an image of an aircraft with a spinning Roundel. These were powerful images and the legend of the spinning propeller was born.

While the logo was registered on October 5, it was in limited use prior to this date. On October 1, 1917, Franz Josef Popp was given a certificate confirming his appointment as General Manager and it was adorned with the now familiar BMW Roundel.

The basic structure of the Roundel has remained the same over 100 years but there have been subtle changes. In the original design the lettering and outline was in gold but by the time the first BMW motorcycle, the R32, was released in 1923 it had changed slightly. The letters were still in



gold but the font was bolder and letters closer together. This was the style that was submitted to the German Register of Trade Marks in 1933, and the international register of trademarks in 1934. This did not however stop various versions being used.

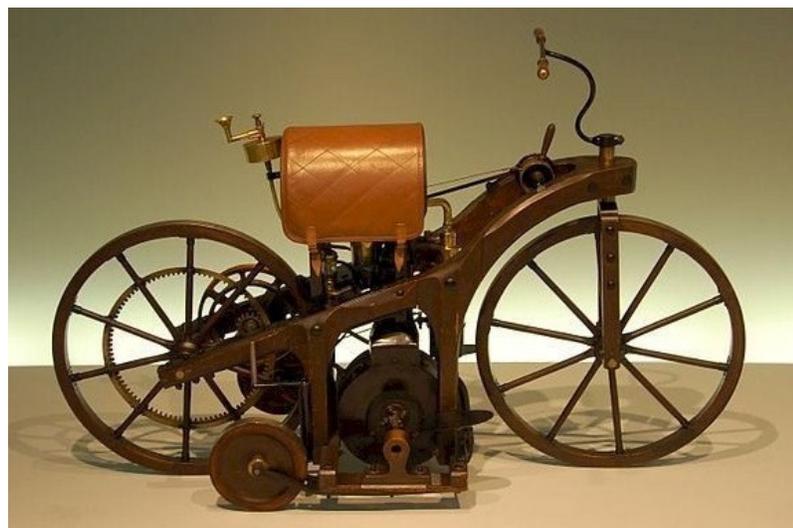
One of the early BMW advertisements using the logo was in 1918 with the 'Falling Roundels', this was a positioning advertisement that was designed to establish the brand and give an indication to its current and future products.

Subsequent advertisements, posters and even cars and motorcycles also featured many styles of Roundel. The proportions changed, the shade of blue used, and the lettering could be in gold, white or silver with serif or sans-serif fonts in different sizes. There appears to be no reason for this variance except for product designers and marketing and communication staff using personal choice depending on application.

Through the 1950s there was a more concerted effort to standardize the Roundel. The use of white lettering was now standard and when used on cars and motorcycles it was silver. By the 1960s the serif font was replaced by sans-serif, and this was used on all motorcycles by 1966.

## Did You Know?

- There are about 40 million motorcycles on the road globally.
- The first International Isle of Man TT (Tourist Trophy) Race was held in 1907; it was won by Charles R. Collier.
- Britain used more motorcycles than any other country during WWII, more than 400 000 (Editor—this is not a WW2 British motorcycle—it is Luigi being a very naughty boy with his Vespa)!
- The world's first internal combustion motorcycle was the Petroleum Reitwagen, built by Gottlieb Daimler and Wilhelm Maybach in Bad Cannstatt, Germany in 1885. Not only is this considered as being the world's first motorcycle but it also is the “forerunner of all vehicles, land, sea and air.”



## *The Roads Less Travelled by Brenton George*

When is the last time you travelled for 100 kilometres without passing through a town? If you like the thought of a clear road and not having to slow to pass through a town some of which don't seem to have any signs of life visible, try the Ngarkat Highway B57 from Pinnaroo to Bordertown.

This 115 kilometres stretch has Ngarkat Conservation Park to the west and Big Desert Wilderness to the east and not much else.

A good way to get there if you like to avoid the major roads is to head to Karoonda and then via the Kulkami Road to Lameroo. The turn off is seven kilometres before Pinnaroo and you come out on the Dukes Highway 10 kilometres from Bordertown.

If you have a day or two to spare you may choose to do what I call the "Border Run" heading from the Riverland to the Southeast. Starting from Loxton go via Paruna to Pinnaroo then down the Ngarkat Highway and from Bordertown take a slight detour to check out historic Mundulla and then through Frances to Naracoorte or any towns south. Port Mac Donnell and Nelson are two great coastal destinations.

Editor: Thanks Brenton—my best contributor to date.



How is this vertical car park in Chicago circa 1925. I guess your car comes around the loop and then you drive off!!

### Did you know?

The Chinese used fingerprints as a method of identification as far back as AD 700.

Motor vehicles were not able to be started by key until 1948.

## **Motorcycle licences for those aged 85 and up from a member who is!!!.**

This of us who ride motorcycles are required by law to hold a current drivers licence in the correct class.

For most of us , that means paying money to the man and in exchange we get a piece of plastic with a photo we hate on it and the gateway to the world.

For those who have collected more birthdays than most but still love to ride, the man requires you to jump through hoops and leap hurdles—well not quite.

Here is a member's account of getting a motorcycle licence in SA if you are over 85 years of age.

Under South Australian Law persons reaching 85 years of age who wish to retain a licence to operate a vehicle in addition to their Car class licence (C) must undergo a Practical Driving Assessment (PDA). I have set out the procedure in the hope it might be useful.

The process is that people who have the additional licence will be contacted soon after their 85<sup>th</sup> birthday.

The contact letter from the Department of Planning, Transport and Infrastructure (DPTI) advises that you must contact the Licence Regulation Officer at the listed phone number within 7 days “ if you wish to maintain your current class licence”. If the letter is not responded to within 7 days a Car class only licence will be issued.

Similarly, if you elect not to retain a motorcycle licence a Car class licence only will be issued to you.

The PDA is described by the Department as confirming “your ability to safely operate a motor vehicle other than a car and to comply with Australian Road Rules in an on-road situation driving in general traffic. The assessment will not be as stringent as the test that is applied to novice drivers and will not include any slow speed manoeuvres”.

A choice of locations for the PDA was offered and a date and appointment time were agreed.

Additional information was supplied with the confirmation of the appointment, including a quite long list of items that will require a demonstration of competency. It would be fair to say that each item was appropriate to be assessed.

The PDA was conducted on a variety of major and minor roads, lighted and non-lighted intersections, roundabouts etc.

Constructive feedback was then provided by the assessor.

A failed PDA may be re-attempted..

There were a couple of problems leading up to the PDA.

Mainly that was due to incorrect information received from a Department of the SA Government other than DPTI. This was in response to efforts to establish the nature of obligations on reaching 85 years of age.

That information indicated that a Certificate of Fitness requesting a PDA will be forwarded 12 weeks prior to the due date. PDA to be undertaken prior to your birthday.

Of course, when the appropriate documents failed to materialise 12 weeks prior the matter was followed up.

Thankfully, from that follow up our member was contacted by a senior staff member of the DPTI who has responsibility for the issue of licences who advised the correct procedure and apologised.

The PDA should hold no fears for any person currently riding regularly in the Metropolitan area. All the items tested are frequently encountered when riding in a city.

The assessor follows in a car with headlights on.

Route details are given by the assessor and there is a need to be clear about them before setting off.

The assessor dealt with me in a professional manner and his feedback was appreciated.

The PDA should not represent any difficulty for Ulysses members who undertake it as a chance to demonstrate a responsible attitude to their riding.

The PDA must be undertaken each year.

## MEMBER CONTRIBUTION



## Theresa Wallach And Florence Blenkiron - Motorcycle Trail Blazing Woman

It's 1934, December 11, London England's Lady Astor declared, "I am an unrepentant feminist and convinced that whatever a man can do, a woman can do too". This stated during her official send off speech to the two motorcycle trail blazing woman Theresa Wallach (aged 26 at the time) and Florence "Blenk" Blenkiron. Pioneers for women in motorcycling, they began their "venture" by motorcycle, fitted with side-car and small trailer, to Cape Town South Africa.



Continued from page 28.

Their Phelon & Moore (Yorkshire UK motorcycle manufacturer from 1904 -1967) Panther Redwing Model 100, was fondly named “The Venture”. It would support these two “dare devil” women as they prove to confirm Lady Astor’s statement mentioned above – undertaking this amazing motorcycle journey.

Both Theresa Wallach and Florence Blenkiron were already accomplished competitive racers, who were savvy enough to raise corporate sponsorship– which just goes to show how seriously they were taken as motorcyclists. The pair shot straight across the Sahara through equatorial Africa, and South to the Cape, on the long and brutal trek without so much as a compass—a feat that no man had dared to attempt.

A journey none considered possible, yet survivable—by females. No back up, no GPS, no modern travel assists, bottled water, mobile telephones or for that fact proper tools—not even a compass. Straight across the Sahara in 1935. Most of us would not even consider such a trip today.

The expedition took eight months to complete yet certainly, without challenge. They arrived in Cape Town South Africa, Monday July 29 1935 — a decent length of time considering the odds.

A remarkable and enlightening journey filled with personal tests of unimaginable levels. They fought climate conditions (heat, drifts, rivers), politics (numerous occasions the French Foreign Legion attempted to prevent their journey), mechanical failure (rebuilt a failed engine, fixed the trailer when it broke) and wild animals (visited by gorillas, lions, snakes).

Theresa Wallach continued to live her life with motorcycles and remained passionately involved until her death in 1998—she was 89. Before relocating in America in 1947, she worked as a dispatch rider during WWII and later pursued a degree in engineering, graduating from London’s University College.

## THE ODYSSEY—MAGAZINE OF THE ADELAIDE BRANCH OF ULYSSES INC.

In 1947, she moved to America and launched her own business importing motorcycles. She then started a motorcycle riding school with focus on instructing riders how to ride safely and with skill. Her reputed “Easy Motorcycle riding School” as it was called was very successful. Theresa became a well-known motorcycle rider and trainer in America.

Theresa was a founding member of WIMA (Women’s International Motorcycle Association) a well reputed organization for women riders, worldwide.

Editor



## Sunday rides for the remainder of 2018—where did that go?

DATE	RIDE LEADER	DESTINATION	LEAVING FROM
Sunday 2 Dec 9.30am	Peter Wood 0487 452 200	Day Ride Meadows	McDonalds Magill Rd, Trinity Gardens
Sunday 9 Dec 11am	Organised by MRA	MRA Toy Run Callington Oval	Victoria Park,
Sunday 16 Dec 9.30am	Brenton George 0432 535 163	Day Ride Port Elliot	Victoria Hotel “Top of Taps”

### Sunday Rides

- Start locations usually rotate between the same three places, leaving at 9.30am
- We cover 200+ kms, stopping for morning tea around 11am, followed by lunch around 1pm. After the lunch stop, riders make their own way home.
- Rides are for Ulysses members only (except for Friends & Rellies rides).
- Feel free to come on a ride if you are thinking of joining and want to see what our rides (and members) are like!
- If you would like to lead a ride, contact the Sunday Rides Coordinator, Mike Green on 0419 003 010
- If you have any questions about any Sunday Ride, please contact the Ride Leader of the day.
- Editor: Much appreciation and gratitude for the Ride Leaders and Tail End Charlies who make every ride so enjoyable!

**Sunday rides for the start of 2019—here we go again!**

<b>DATE</b>	<b>RIDE LEADER</b>	<b>DESTINATION</b>	<b>LEAVING FROM</b>
Sunday 13 Jan 9.30am	Mike Green 0419 003 010	Day Ride Angaston	Civic Park North East Rd, Modbury
Sunday 27 Jan 9.30am	Peter Wood 0487 452 200	Day Ride Meadows	McDonalds Magill Rd, Trinity Gardens
Sunday 10 Feb 9.30am	Brenton George 0432 535 163	Day Ride Lobethal	Victoria Hotel “Top of Taps”
Sunday 24 Feb 9.30am	Peter Wood 0487 452 200	Day Ride TBA (AGM period)	Civic Park North East Rd, Modbury
Sunday 10 Mar 9.30am	Brian Cullinan 0401 545 176	Day Ride Langhorne Creek	McDonalds Magill Rd, Trinity Gardens
Sunday 24 Mar 9.30am	Dom Carli 0433 052 053	Friends & Rellies Ride Port Elliot	Victoria Hotel “Top of Taps”
Sunday 7 Apr 9.30am	John Crowe 0421 666 609	Day Ride Ends with BBQ at Ray’s Hove	Civic Park North East Rd, Modbury
Sunday 21 Apr 9.30am	Peter Wood 0487 452 200	Day Ride Birdwood	McDonalds Magill Rd, Trinity Gardens
Sunday 5 May 9.30am	Brenton George 0432 535 163	Day Ride Meadows	Victoria Hotel “Top of Taps”
Sunday 19 May 9.30am	John Crowe 0421 666 609	Copper Coast Classic Wallaroo	Civic Park North East Rd, Modbury
Sunday 2 Jun 9.30am	Peter Wood 0487 452 200	Day Ride Mount Compass	McDonalds Magill Rd, Trinity Gardens
Sunday 16 Jun 9.30am	Ken Wagnitz 0417 353 389	Day Ride Gold Coin lunch at Waggies Craigburn Farm	Victoria Hotel “Top of Taps”

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**WE have moved : Now at 5c/41 O'Sullivan Beach Road, LONSDALE**

A black and white advertisement for John Wilson, a Civil Celebrant. The image shows the front of a motorcycle with a license plate that reads "JUST MARRIED". The text "Time for a sidecar?" is written in a bold, sans-serif font. At the bottom, the name "John Wilson" is written in a stylized font with a blue bowtie icon, followed by "Civil Celebrant" and the website "jwilsoncelebrant.com.au".

Time for a sidecar?

**John Wilson**  
Civil Celebrant  
[jwilsoncelebrant.com.au](http://jwilsoncelebrant.com.au)

A white rectangular advertisement for Marcel Smith. At the top left is a small photo of a man in a suit holding a calculator. To the right of the photo, the words "TAX RETURNS" are written in a large, bold, sans-serif font. Below this, the word "ACCOUNTING" is written in a similar font. The text "I come to you" is written in a smaller, italicized font. Below that, "on my" is written in a small font, followed by "Honda CB500X" in a large, bold font, and "mobile office" in a smaller font. At the bottom, the name "Marcel Smith" is written in a large, bold font, and "ph: 0403 207 854" is written in a smaller font.

 **TAX RETURNS**

**ACCOUNTING**

*I come to you*

on my  
**Honda CB500X**  
mobile office

**Marcel Smith**

ph: 0403 207 854