



The Odyssey

Adelaide Branch Newsletter

June 2022 Issue

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From the editor

Hi All,

Hope everyone had a great Easter but now we are heading into Winter, so keep warm, be aware of the road conditions and keep safe. Those tyres, while ok up to now, might need replacing. Most Ulysseans tend to be very aware of their vulnerability and keep their machines in top condition, wear appropriate clothing and ride to the conditions, however, motorcycles do tend to bring out the youth who forgets all these things. Remember we are in a group of "Old Farts" who obviously have been smart, talented or lucky enough to make it this far. So, let's not temp fate, enjoy the journey and make it home to do it all over again. Ride safe and I will see you out there.

In this issue we have a great article by Mike Green on his trip to Patagonia. Where? you say, read the article and Mike will explain. There are the usual Sunday Rides reports and photos. See what's on in the coming months. If members could send me photos of events they participate in, with perhaps a short story, I would appreciate it. Other members who are unable to attend would love to share in your experiences.

I would like to bring your attention to our sponsors who have advertisements in the magazine. If you require the services they provide, please support them as they support us.

Thanks to all those in the Branch that make things happen. The Committee, Raffles, Rides Coordinators, helpers that put up their hands when things need doing. You are under-appreciated and deserve a big pat on the back. We would not be a Branch without you. Well done!

In case you didn't recognise the bike on the front page, it is a Brough Superior SS100 manufactured from 1924 to 1940

Cheers

Maurice Stevens



Please email your story ideas and contributions for the Odyssey magazine to ulyssesadelaide+editor@gmail.com or phone me on 0407 011 251

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ulyssesadelaide.com.au

Adelaide Branch President's Report

So here we are again, the next report, what can I say I must have done something wrong, another accident damaging the same foot. The chance of being hit by a skateboard in the foot at a collective speed of 200 KPH must be about a billion to 1, but somehow, I managed to painfully defy the odds. My bike is at the repairers now after a 3-week vacation with the Kingston police (half expected that it would turn up with a yellow canary on it but it didn't).

I am not sure when I will be able to ride again but I have been down to visit the bike a couple of times. It was not the best way to end my ride but we had been out for a good three-day ride to Mount Gambier with Fleurieu Branch, Adelaide and Torrens Valley riders also attending. Some fairly leisurely rides through the South East. We all went to the Port McDonnell Museum which had very interesting collections of cars, bikes, caps, key rings and a lot more. We had dinner at the pub a couple of nights and I think everyone enjoyed themselves. We were upstairs and had the room to ourselves.

I can't really comment on recent rides as I have been unable to attend. I can say the meetings at the maid seem to be working out OK. The meetings are short but people seem more inclined to stay a little longer after and socialise which of course is the whole point of our club.

By the way, for those of you who are interested in historic registration. According to Labor's (State) plan for the future, they say that vehicles will be eligible for conditional registration at 25 years of age from July 1 2022, instead of the current 30 years and are looking to include individually constructed vehicles.

Well, that's me done for now, see you at the events and perhaps on a ride in a couple of months.



Gary Priest,
President, Ulysses Club, Adelaide Branch



Sunday Ride Round Up 10th April 2022

Meadows Ride Leader Brenton George



Sunday Ride Round Up 10th April 2022

Meadows Ride Leader Brenton George



Sunday Ride Round Up 24th April 2022

Meadows Ride Leader Peter Wood

It seems Torrens Valley and our group had the same idea as both groups assembled at Pelican Plaza. We left at 9.30ish to go to Birdwood for morning tea, while they left at 10am. There were only 8 riders in our group, including a new to Sunday rides Sorel Coward on her BMW 1150 GS. We arrived at Birdwood at about 10.50am, and surprise, surprise, Torrens Valley arrived about 2 minutes later! After morning tea our little group went to Meadows for lunch, where we all feasted at PikaPie and had a great chat. The traffic was surprisingly light for a long weekend, although it did thicken up for the ride home. Great weather and another great day out. Thanks to Ken for capably handling Tail End Charlie duties.



Sunday Ride Round Up 24th April 2022

Meadows Ride Leader Peter Wood



Sunday Ride Round Up 8th May 2022 Balhannah Ride Leader Judy Hartridge

We gathered at Magill it was a grey start and cool but no rain or wind good riding weather. 8 bikes set off towards Norton Summit, Summertown, Uraidla to Crafers then Upper Sturt. We headed through Ironbank, Longwood and went to Aldgate and finished in Stirling for morning tea. Lunch plans had to change due to Mother's Day. We rode to Mylor, Echunga towards Meadows then Macclesfield, Flaxley, the outskirts of Mt. Barker, along Bald Hills Rd, Blakiston then onto Balhannah Hotel for a nice lunch. We were a small group but had fun. Gail and Craig celebrated their 18th Anniversary.



Sunday Ride Round Up

22nd May 2022 Lobethal

Ride Leader Frank Pellas

May 22nd will go down as one of the best Ulysses rides I have been on and definitely the most recent. The weather was perfect, no wind or rain, just a wee bit chilly first thing. Great company, nobody got lost and no "incidents". Check the map link on the website to see where we went.

At 0930 we had at Top of Taps ten talented travellers and two prominent pillions ready to go. It was interesting for me that many of our regular riders didn't show up. Perhaps they went on the Distinguished Gentlemen's Ride instead. Well, I don't think we were distinguished, but we were Gentlemen, and Ladies too. Anyway, we had 1 BMW, 2 Yamaha's, 2 Suzuki's, 2 Triumph's and 3 Honda's. We had a great ride to Milang with very little traffic so we all managed to get there together.

At Milang Bakery one of our BMW riders went home and another one joined us for the ride to Lobethal for lunch. Around the tables at the bakery, we kept the discussion of the previous days significant event (electing a new Feral Govment) to a minimum and talked about more important things. Such as the size of Ivan's apricot slice (it was HUGE).

It's been quite a while since I have ridden along the Lobethal road, so it was great to do it again. At Lobethal some went to the Deli and some of us had lunch outside at the pub watching the circus performers on the street. Actually, they were really just the regular noisy show offs. So, it was all good fun.

Thanks to Ken and Michele for bringing up the rear, and to Maurice and Peter for the photos.



Sunday Ride Round Up 22nd May 2022 Lobethal

Ride Leader Frank Pellas



Up Coming Sunday Rides **All Rides Depart at 9.30am**

When	Ride Leader	Event	Destination	Departing From
05 Jun	Mike Green 0419 003 010	Day Ride	SevenHill	Pelican Plaza, 1007 North East Rd, Modbury
19 Jun	Bob Braunsthal	Day Ride	Mannum	McDonalds, 303 Magill Rd, Trinity Gardens
03 Jul	Mike Green 0419 003 010	Day Ride to a BBQ	Avoca Dell	Top of Taps, Victoria Hotel OHalloran Hill
17 Jul	Rob Hartridge 0422 114 225	Day Ride	Willunga	Pelican Plaza, 1007 North East Rd, Modbury
31 Jul	Brenton George 0432 535 163	Day Ride	TBA	McDonalds, 303 Magill Rd, Trinity Gardens

Accurate at time of printing. Please check the Website nearer the time of the ride

Word Search

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Secretary &

Treasurer - John Lawson – **0421 170 181**

Welfare Officer - Friendly Reminder



As Ulyssians we greatly value the camaraderie and support that is provided by our fellow members.

Adelaide's Welfare Officer is a central person in our branch to ensure members in need are assisted in whatever manner is appropriate for that individual.

All members have a responsibility to inform the Welfare Officer if you know of someone who needs support. Perhaps they are unwell, had a close relative / companion die, or experiencing any other physical or emotional need.

Let the Adelaide Branch Welfare Officer know immediately so she can organize a hospital visit, home visit, send a card or arrange any other appropriate help.

Ian Pascoe P: 0410 444 962

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PATAGONIA

By Mike Green

Patagonia. I'd heard of it, and I vaguely knew where it was. It kept cropping up on various adventure motorcycling forums online and so I did some homework. People kept talking about this Ruta 40 as if it was some kind of motorcycling challenge. Long story short I signed up for a tour with Compass Expeditions starting in December 2009 and managed to convince an old Uni classmate of mine, Graham Stanley, to come with me. Problem was he hadn't ridden since the 70's. What could possibly go wrong? So, we both decided some practice would be a good idea and we were able to get onto the two-day BMW Off Road Course in Melbourne at the last minute with a couple of hired dirt bikes. I then found out how little I really knew. The course was a very worthwhile confidence booster because there was a big emphasis on actually controlling the bike. Just as well because we were sure going to need it!

By this stage, I had found out that Patagonia is the most southerly section of South America, includes both Argentina and Chile and that Ushuaia, Argentina is the most southerly city in the world, located on the island of Tierra Del Fuego. Ruta 40 was about 3000 km of the most diabolical gravel road, masquerading as some kind of designated highway. It's cold, desolate and remote. One hundred mile per hour winds are commonplace. Compass only ran four trips per season between Pucon in Chile and Ushuaia, a distance of 3000 km because that was all the available weather window would allow. Two rides down and two rides back. All the bikes start with a new set of dual sport tyres and these get thrown away 3000 km later, maybe even sooner. Everyone wants to ride to Ushuaia but back the other way is not so popular and is thought to be a bit anti-climactic. But the other way was decidedly cheaper and they had to get the bikes back up north for the next trip somehow. So that's what we decided on.

The group assembled in Buenos Aires, and soon bonded over copious amounts of beer, steak and vino tinto. Five Australians, one Pom, one American and we flew down to Ushuaia in a rather decrepit DC8 belonging to Aerolineas Argentina. On the ground in Ushuaia it was about 8 deg C, blowing a howling gale and raining. Great! Ushuaia is the port of departure for most of the cruise ships that visit Antarctica. How bloody cold is it own there, I wondered?



Anyway, we soon went out for a familiarisation ride to get used to riding on the right. Everyone was on BMW F650GS bikes, the twin cylinder variant and we had a German guide named Leo on an R1150GS with two guys in the 4WD support vehicle. Down to the end of the road for the obligatory photo at the Holy Grail, as far south as you can ride. It may be the end of Ruta 40 but I was a bit

disappointed because there was only a decrepit fence stopping us from riding even further south and as it turned out Cape Horn was still bloody miles away but you need a boat for that.

That afternoon we hopped onto a ship for a cruise in the Beagle Channel, so named after Darwin's ship. (Yes, Charles Darwin). It was still blowing like mad but that doesn't stop anybody down there apparently. Even

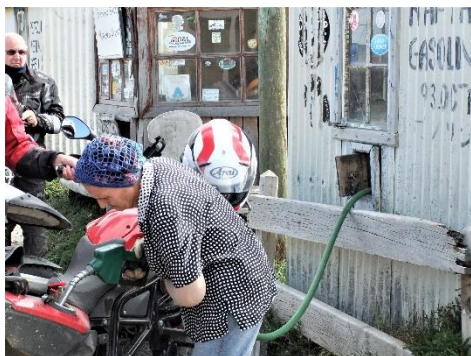
though just standing up and walking was pretty tricky. Next morning reality set in. Time to go and it was raining.

There is a range of hills right behind Ushuaia and before even leaving the outskirts we were climbing into the clouds on wet roads with snow on the edges towards the Garibaldi Pass. About now my whole life flashed before me and not for the last time on this ride.

Anyway, we eventually made it to a small hotel in the middle of nowhere for our first night and they had hot showers and cold beer. I thought that was a good day and only one puncture in the group. The following morning we had to ride about 80 km to a ferry terminal to cross the Straights of Magellan to the South American mainland. The wind was unbelievable! I swear I felt like I had the bike cranked over about 30 degrees just to go straight while sitting on the corner of the seat.



The dust from the bikes in front just vanished unless you were riding directly into it. The semi-trailers coming towards us on the gravel pulled across to the wrong side of the road if we were heading into their dust clouds, which was very considerate of them. When we reached the ferry, it was parked at about 45 degrees nose in to the ramp with both engines on full just to hold it steady so we could board. Nobody appeared bothered by any of this, so I relaxed, grabbed a coffee and practiced the few words of Spanish I knew at the time. Our next destination was Torres del Paine National Park which is in Chile, so we had our first border crossing. There was a lot of paperwork involved but Compass handled that while we just had our passports checked. All very efficient and professional, no dramas at all. Things were looking up. We had to camp out for two nights here but got to ride and also hike in a wonderful, spectacular landscape.



Did I mention this was remote? Have a look at our refuel stop at the border before crossing back it into Argentina. No OTR's down there. Then north to El Calafate on the spectacular Lago (Lake) Argentina. It was a short-day ride on some nice twisties to get to the Perito Moreno Glacier. I can only describe this as mind blowing as its size defies description. About 8 km wide at its mouth, 60 metres high and over 300 km in length. We took this in from a boat but stayed well back because every so often a vast chunk of glacier dropped into the water with a resounding crack, followed by a humungous splash.



A big day out, great riding and to top it off that evening Graham and I enjoyed a dinner of lamb asado style, where they grill a whole sheep on a giant fire in one corner of the restaurant. It was a memorable meal washed down with local red. My next meal was memorable too but for all the wrong reasons. We resumed our trek north, diverting to El Chalten, in the shadow of Mt. Fitzroy, so named after the captain of the HMS Beagle.

This was basically a rest day, time to chill and do some work on the bikes. However, I made a poor choice at dinner that evening and was the only person in the group to get a serious dose of industrial strength gastro. So serious in fact that I couldn't ride at all next day and spent it curled up in the 4WD with Sebastian, the driver/mechanic. Apart from when I wasn't dashing off behind a hill. Just my luck, not a bush or a tree to be found for miles! That evening we camped out again at an estancia (sheep station) on Ruta 40 out on the wide open pampas (plains) in howling blasts of wind straight from the Antarctic. Death would have been a merciful relief but it was business as usual next morning.



The next part of the trip was all about grinding out very long days on the gravel of Ruta 40. Out on the pampas, the mostly flat plains east of the Andes, where there is nothing more than a few trees battered flat by the winds and small bushes and grassland. The only life we saw was sheep and the local fauna, the guanaco, which are smaller cousins to llamas and alpacas. Hard to even get a photo of guanacos as they are very skittish and run away as soon as they see you. The riding now was conducted in demanding, blustery conditions, requiring full concentration.

Sometimes the pile of gravel in between the truck wheel tracks was as high as 3-400mm, that's footpeg height and from time to time it was necessary to crash through it from one wheel track to the other. Sometimes to avoid oncoming trucks, sometimes because of potholes and sometimes because the wind just pushed the bike there. Remarkably nobody crashed but I did have a serious moment or two but thanks to the BMW course I was able to straighten up in time. Have a look at the roadworks in the main street of Rio Mayo and then imagine what Ruta 40 looked like!



Further north we reached the remarkably scenic lakeside city of San Carlos de Bariloche for a well-deserved rest stop. This was like a transplant from Bavaria or Switzerland and left nobody in any doubt that obviously a lot of Germans nicked off to South America after WW2. The city is famous for its chocolate. Who knew?

From here on the trip became much more civilised with great riding all the way. Back into the Andes on good roads, even the unsealed ones and after another border crossing back into Chile, we made good time to Pucon. Here it was party time to celebrate our safe arrival and significant achievement. Graham and I bought a bottle of scotch and headed for the outdoor hot tub to soak away the miles. It seemed like a good idea at the time.



From here we took a charter bus up to the capital Santiago. At one stage on this part there were four snow peaked active volcanoes all visible at the same time and if that's not spectacular, I don't know what is. Santiago was an interesting city where we spent 2 days sightseeing before going our separate ways home. I did manage to see a military parade in the city centre. See what I mean about the German connection?

In conclusion, this was a great trip through some of the most pristine and unspoiled parts of the planet with spectacular lakes, bays, islands, mountains and wide open spaces where nature rules. For the present. Ruta 40 was being reconstructed in many places but was not accessible to us. When it's finally finished and it may well be finished by now, it will be just another bitumen road bringing hordes of people and all that goes with it. I'm glad I did it when it was a meaningful challenge.

2022 Odyssey

This event is being hosted by Lower Murray Branch and located in Mannum on the banks of the Murray River. Accommodation is available at the following locations.

Mannum Motel 08 8569 1808 **Pretoria Hotel** 08 8569 1109

Mannum Big 4 Cravan Park 08 8569 1402

Mention that you are Ulysses for 10% off.

Bolto Reserve (other side of river) \$10 per night camping and caravans.

Contact Mannum council for information, 08 8564 6020

[Registrations will be open soon and be made through our website](#)



2022 Ulysses Club 28th SA Odyssey

Hosted by Ulysses Club Inc.
Lower Murray Branch.
Friday 21st - Monday 24th October 2022

Venue: Mannum SA 5238.



Our Monthly Meetings

Adelaide Branch meets at The Maid Hotel (Maid and Magpie), 1 Magill Rd, Stepney on the 1st Thursday of each month. The committee meets prior to the official meeting which starts at 7:30pm. Members usually like to arrive early and partake of drinks, a meal and some socialising. At the conclusion of the official meeting there is a raffle. Tickets are sold on the night. Members from all Branches and new or intending members are welcome. Come along and enjoy the club that is Ulysses.



What's On Page



Wednesday Midweek Rides

All Rides Depart at 10.30am for more details phone **Steve 0405 120 542** or **John 0407 794 147**. The **1st 2nd & 5th Wednesday** depart from **The Feathers Hotel Car Park Burnside** and the **3rd 4th Wednesday** depart from the **Top of Taps**.



The SA Breakfast Club

The SABC meets at an eatery somewhere around the state, on the first Saturday of the month, from 9.30am. It doesn't matter what the weather is. Come by motorbike, bicycle, car, or on foot. The SABC is about socialising with members from other branches.

When: **4th June 2022 at 9.30am** Where: Breeze, 163 Esplanade, Aldinga, SA

When: **2nd July 2022 at 9.30am** [Where: Please check our website nearer the time](#)

Please confirm your attendance as venues require numbers to provide adequate staff.

Contact **Ken Wagnitz** by the Wednesday before either ulyssesadelaide+ken@gmail.com or **SMS 0417 353 389** with - SABC, your name, how many require breakfast.



Adelaide Branch Monthly Meeting. Official meeting starts at 7:30pm

Thursday 7th July 2022 Venue: The Maid Hotel (Maid and Magpie), 1 Magill Rd, Stepney

Thursday 4th August 2022 Venue: The Maid Hotel (Maid and Magpie), 1 Magill Rd, Stepney

Come early and enjoy a meal and drink available at the venue. A raffle is held on the night with numerous prizes.

BEST MOTORCYCLES OF 2021

Swan Insurance

Every year, riders keenly await the announcements of new motorcycles. As technology improves and your ride becomes safer, you can expect to find a range of new options in new models, as well as all the things you come to expect from a motorcycle, such as economy, aerodynamics and, if you want it, power. Here are five of the best motorcycles of 2021, and the reasons why they're so good.



Aprilia RS 660

The Aprilia RS 660 is a brilliant combination of sports bike and commuter, nimble enough to race on the weekend, while getting you to and from work economically during the week, with an excellent power-to-weight ratio that will give you great performance. Considering the price, the RS 660 really does pack a lot of punch. Aprilia has also blessed the RS 660 with mod cons such as traction control, launch control, and quick shift.



Triumph Speed Twin

A part of Triumph's Modern Classics range, the 2021 Speed Twin has been updated to include more power and better handling, as well as improved styling. Another important development is the introduction of an engine that meets the Euro 5 standards on emissions.

Like many other modern bikes, the Speed Twin also has electronic traction control, with three different modes for Road, Rain and Sport riding. You can also purchase a range of accessories for the Speed Twin to make it even nicer and flashier.



Ducati Monster

Despite the name, the Ducati Monster is a thing of beauty. At 111hp, it would get left in the dust of the Superleggera V4 (at 234hp), but grunt is not the reason people love the Monster. The Ducati Monster is seen as an entry-level bike that won't blow people away with specs, but it's great for learners.

The Ducati Monster first arrived in 1992, and since that time it has become one of Ducati's best-selling bikes. The fact that it is a "naked" motorcycle means it's a good choice for customising, and its relatively low weight (166kg) is a great selling point for new riders.



Harley-Davidson LiveWire

You probably wouldn't think that the motorcycle brand most synonymous with cool (and outlaw bikers) would be so quick to embrace the electric motorcycle. Yet Harley-Davidson has done just that.

The LiveWire has a lot of the styling of previous fuel-based models, but with advantages such as improved cornering.

The LiveWire may not be the best electric motorcycle for Australian roads, given the range limits of its battery. However, as battery technology is improving all the time, it's likely that the Harley-Davidson LiveWire will be a beneficiary of these improvements, and so too will riders.



Royal Enfield Meteor 350

For those who like retro styling – without the modern price tag – the Royal Enfield Meteor 350 is a solid option. It doesn't have all the bells and whistles of more expensive models and brands, but hey, this is pretty much expected for retro bikes. It has a top speed of around 110kph so it'd be great for cruising through the countryside or for city driving, rather than hurtling endlessly down freeways.

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