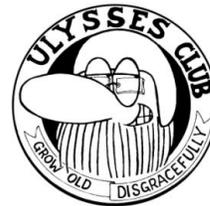


The Odyssey



Ulysses Club Inc. Adelaide Branch Newsletter

October 2019 Issue



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From the editors

Welcome to the October issue of the Odyssey magazine and we are back from a month's holidays. So, if you haven't seen us this is why. We started in San Francisco, then hired a car and followed the coast down to San Diego. The scenery was absolutely gorgeous and one of the highlights of the trip. Then back up to Los Angeles, Las Vegas and Palm Springs. A few days in Auckland on the way home gave our lungs a serve of fresh air after LA. We thought we would have seen more bikes in the US than we did, but if you suffer from car envy don't visit LA. Within a matter of 2 hours having an alfresco lunch on Rodeo Drive we spotted 2 Lotus, 4 Lamborghini's a couple of Maserati's and other exotic vehicles.

You may notice allot of pink in this issue and the Breast Cancer pink ribbon below. It is in honour of everyone who has lost someone to breast cancer, to those who have fought and survived or fighting it now. October is Breast Cancer Awareness month.

Don't forget to check the What's On page as there is a lot coming up with the Odyssey weekend in Kadina fast approaching (fingers crossed for great weather), dinners, SA breakfast club and yes Adelaide Branch Christmas dinner. This year it's at a different venue with a new menu and live music for all our dancers. Details on page 19. I am taking bookings and money now for the Christmas Show \$25 per head.

In this issue we have article from John Crowe on page 14, also there is an article on the top 15 motorcycles of all time that either have timeless style or ground-breaking technology that have made a handful of motorcycles into 2-wheeled icons or bikes that influenced future motorcycle design, often for decades. I'm sure there will be divided opinions on this.

Ken provides with his president's report and an update on the Adelaide Branch Logo. The RV club update on page 18 and I think this issue's Guess Who might be very easy for allot of you.

Michelle & Maurice Stevens



Please email ulyssesadelaide+editor@gmail.com or phone us on **0419 822 717** with any content and we will endeavour to get it into the next issue.

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Adelaide Branch President's Report

Ken Wagnitz

Welcome to Barry and Jon, who came along to the September meeting, and hopefully are fully fledged members by the time you read this.

The day after this magazine is 'public', I'll be heading off to the 2019 Odyssey. Numbers are down this year, no-one really knows why. I expect to have a good time all the same, as will most who are going. But it begs the question, why is participation down among Ulysses members, especially Adelaide branch? We haven't had weekenders as such this year, because no-one has organised one. Brenton had a sort of one after a SABC breakfast, with a ride to Morgan. It was very poorly patronised. Too bad, ride, accommodation and meals were good.

Brenton is leading a gorges ride after the SABC breakfast at Laura in December. Some of us will stay over and have a nice time exploring the lovely area that is the start of the Flinders Ranges. Even if you don't ride, think about coming, for the social side of it.

The end of the year is creeping up on us. We don't have a formal xmas event planned, only the rides, dinners, meetings and breakfasts. Is that as much as members want? We get a regular core group coming to those things, but there seems to be little enthusiasm for extras. (OK, thanks Sue, she was excited about the group "high tea" at Wohlers which Sue organised.) I've been going on the Adelaide Wednesday rides a bit lately (I can almost keep up with them). That's another bunch that keeps going nicely, though like the Sunday rides, there's nothing like a sunny day to swell the numbers.

So the question is... where is Adelaide branch headed? Have all the old organisers got sick of doing things? Where are the new organisers?

I'll be asking other committees how they are travelling in this regard at the inter-branch committee lunch gathering. (Our turn next year.)

On the issue of where are the organisers, think about next year. Glenda jumped in as secretary to "save the day". She's done a great job, but I think she'd like to see someone else take over. Val is going to be travelling, so she won't be on the committee. I plan to hang around in some capacity, but it doesn't have to be as president. We don't want to dribble away into obscurity, the branch is too important for that. Ideas and volunteers please.

Happy riding now that the weather is more conducive to a quick spin through the hills -though we have had some fine days, if a bit cold.

Regards,
Ken Wagnitz.





Top 15 motorcycles of all time.

Timeless style or ground-breaking technology have made a handful of motorcycles into 2-wheeled icons — bikes that influenced future motorcycle design, often for decades. The 1936 Harley-Davidson EL, for example, established the core elements of heavyweight, cruiser-style motorcycles produced to this day by Harley and its competitors. So, check this group of 15 motorcycles of influence, presented in chronological order, which includes a few new models we think might become classics.

1936 Harley-Davidson EL

The 1936 Harley-Davidson EL established a design template for generations of heavyweight motorcycles. The famed 61-cubic-inch Knucklehead V-twin, Harley's first overhead-valve engine, was powerful but also styled to have a visual impact that made it the focal point of the bike. It also introduced the loping exhaust cadence that remains the Harley heartbeat today. The teardrop fuel tank with dual filler caps, the tank-mounted speedometer console, the lines of the fenders and the horseshoe oil tank are elements still in place on bikes from Harley — and used by the brand's many imitators.



1959 Triumph T120 Bonneville

The apex of British motorcycle style and performance debuted with a distinctly American name, a nod to Triumph's world-record achievements in speed trials at Utah's Bonneville Salt Flats. A twin-carb performance version of the Tiger T110, the Triumph T120 Bonneville could easily top 100 mph. In 1963, actor Steve McQueen rode a Bonneville in the movie "The Great Escape," and in 1967 Evel Knievel jumped one over the Caesar's Palace fountains in Las Vegas. The later arrival of Japanese performance bikes killed off Triumph, but the brand was reborn in 1984, and in 2001 the Triumph Bonneville 790 brought back the classic lines and name.



1969 Honda CB750 Four

At once exotic and reliable, the Honda CB750 ushered in a new era of performance and made English and American twin-cylinder bikes instantly obsolete. The transverse, overhead-cam 4-cylinder engine had four carburetors and seemed complex, but in typical Honda fashion the CB750 was easy to live with (it had electric start) and was affordable to manufacture. Capable of ripping off the quarter-mile in 13 seconds, the CB750 could cruise all day and carry a passenger. It also handled well, and with its disc brake it could stop on a dime. It created the format for what would be called the "universal Japanese motorcycle."





1970 Honda CT70 Trail

Ask any baby boomer riding bikes today how it all started, and the answer will likely be "on a Trail 70." A step up from a minibike, the Trail 70 was small enough for kids but powerful enough to carry an adult, street legal but also a capable trail mount, and so durable it could survive a family of daredevil boys. It is still seen strapped to the rear bumper of countless motor homes. Honda claims it sold 100,000 examples in 1970 alone, and the CT70 stayed in production virtually unchanged until 1994.

1975 Honda GL1000 Gold Wing

Honda called the first GL1000 Gold Wing a synthesis of its best automotive and motorcycle technology. It was powered by a liquid-cooled flat-4 1000cc engine that offered a new level of power with no compromise in reliability. Envisioned by Honda as a performance bike, the Gold Wing was reinvented by the public into the ultimate long-distance touring motorcycle. Fitted with aftermarket bags, racks and a fairing, a Gold Wing was capable of a 1,000-mile day. Honda listened to its customers, and in 1980 added touring amenities to the Gold Wing Interstate, and a new class of motorcycle was created.



1977 Harley-Davidson Low Rider

The first successful Harley-Davidson "factory custom" was a mean-looking machine, decked out in wrinkle-black trim and a scooped-out seat that gave the bike its name. In the Low Rider, Harley-Davidson sought to emulate the raw, stripped-down, bare-bones aesthetic of both drag racing and the custom chopper scene; note the snaking collector exhaust feeding a single large-diameter muffler, cast aluminium wheels, drag-style handlebar and raked fork. It's the look that inspired the first cruiser models from Japan and was reprised by the 2015 Low Rider that has revived the model name and the bad attitude.





1981 BMW R 80 G/S

BMW presented the concept of a touring motorcycle with off-road capability — what today is called an adventure bike — after racing modified off-road versions of its boxer-twin street bikes in Europe. Fast enough for the autobahn, agile on mountain byways, and fitted with tires and suspension that could handle unpaved roads and moderate trails, the 796cc R 80 G/S was a go-anywhere bike that inspired the notion of global travel on a motorcycle, and soon was the best-selling BMW motorcycle model.

1984 Kawasaki ZX900 Ninja

This double-overhead-cam, 16-valve, liquid-cooled rocket pretty much rocked the motorcycle world at its introduction. Packing 113 horsepower in a lightweight chassis, the original Ninja was good for 145 mph — the fastest production bike money could buy at the time. Its launch was perfectly timed to reach all those baby boomers who started riding on a Trail 70. Tom Cruise's character Maverick rode a Ninja in the movie "Top Gun." Soon the public called any fast, loud sportbike with plastic bodywork a Ninja bike. There was also a 30th Anniversary Edition Ninja, known as the ZX-10R.



1985 Suzuki GSX-R 750

Essentially a race bike with lights, the Suzuki GSX-R (or "Gixxer" to enthusiasts) raised street bike performance and style to a new extreme. Designed to fit the displacement rules for American Motorcyclist Association Superbike racing, the GSX-R utilized a lightweight aluminum frame and weighed just 395 pounds, about the same as 400cc bikes of the time. A crouched rider position, full racing bodywork and dual blazing headlamps made it clear the GSX-R was a no-compromise performance machine. Durable and relatively affordable, the GSX-R quickly became the motorcycle of choice for privateer road racers and street hooligans alike.



1993 Ducati M900 Monster

With its engine and tubular-steel trellis frame exposed to celebrate its mechanical essence, the M900 Monster created the "naked bike" form that combined high-performance components and an urban-friendly rider position, and it likely saved cash-strapped Ducati. Designer Miguel Galluzzi said of the philosophy behind his creation, "All you need is a saddle, tank, engine, two wheels, and handlebars," and he created the Monster using parts from other Ducati models. A new fuel tank shape gave the bike a brutish, muscular profile. Ducati has since sold more than 250,000 examples.





1998 Yamaha YZ400F

This ground-breaking dirt bike ushered in the 4-stroke era of motocross, enduro and off-road trail riding. Designed to meet a new rule that allowed 450cc 4-stroke bikes to compete with 250cc 2-strokes in AMA motocross, the liquid-cooled 399cc engine featured high compression valves and was cast using new techniques that kept it light and compact. Though slightly heavier than a 2-stroke bike, its engine compression braking proved to be a competitive advantage, and in 1998 Doug Henry won the AMA motocross championship on a YZ400F.

2014 Zero SR

Thanks in large part to the Zero SR, motorcyclists are ready to take electric bikes seriously. Founded in 2006 in Santa Cruz, California, Zero has incrementally increased the performance, capability and range of its electric bikes. The 2014 Zero SR, when equipped with its maximum battery option, breaks the 100-mile range barrier that makes it practical for urban prowling. Yamaha, and KTM are right behind Zero as the electric bike era is about to explode.



2014 EBR 1190RX (NO PHOTO)

Unfettered from Harley-Davidson in 2009, Erik Buell's motorcycle vision took full bloom. The result is the EBR (Erik Buell Racing) 1190RX, the first legitimate American superbike — a \$19,000 USD machine able to match the style and performance of the best boutique bikes from Europe. An updated model dubbed the 1190SX was released in 2014, with a MSRP of \$16,995 USD. The SX features the East Troy V-Twin Motor, as does the RS & RX.



2015 Harley-Davidson Street 500/750

The first all-new Harley-Davidson in more than a decade, the agile Street was a response to a demographic trend that found young adults migrating to urban areas and planning to stay there. The company realized a big Harley was often not a good fit for the Big City. Updated models followed in 2016, 2017 and 2018.

2015 Honda NM4

Introduced as a concept in March 2015, Honda began selling the radical NM4 in June of that year, priced at \$10,999 USD. Its recumbent design (which owes a nod to the Dan Gurney Alligator) places the mass of the rider low in the bike for enhanced stability. Powered by a 670cc twin-cylinder engine tuned for economy, the NM4 has an automatic transmission, LED lighting and dash display. The passenger seat doubles as a rider backrest. An updated version of the feet-forward bike was released in [June 2017](#) and made an appearance in the recent Scarlett Johansson sci-fi movie *Ghost In The Shell*.



Sunday Ride Round Up

28th July ride to Avoca Dell Ride leader Mike Green

Well, what more could you want? A nice dry Winter's day, a weather forecast amended to rain late in the day, and a free feed! ("Not much", is the answer, by the way). The destination was Avoca Dell, that nice idyllic little spot on the banks of the Murray, just upstream from Murray Bridge. Last year, we had arranged to meet here, only to be confronted by a local blackout which rendered the electric barbecues in the public park inoperable. As luck would have it, we managed to switch to the nearby caravan park, which had a large gas BBQ and everything else needed to cater for our requirements. So this year Carolyn and I decided to see if the caravan park manager would be interested in a re-run, and he was. So I reckon we might make this an annual event.

Joining us at the start was new member Corina with Ray. Corina is new to riding and is on her L Plates on a Yamaha MT03, Ray has a Harley. Welcome to you both. One of our regular Tail End Charlies, namely Trevor, is still out of action with broken ribs, so Kim stood in with our other regular TEC, Ray. Thanks, Kim. The news scoop of the day was John Crowe's new bike, a very snazzy and retro-looking 650 Royal Enfield Continental GT. John was dressed to match, in a retro Marlon Brando style leather jacket. They were the days, and the good news is that they're back! Well, sort of.

We had a relatively unhindered run to Finniss for morning tea, followed by a pleasant but straightforward run to Avoca Dell. There were some other bikers already at the Finniss general store when we arrived, including some members of Fleurieu Branch, and when we headed from there on to Langhorne Creek, we passed several large groups of bikers heading in the opposite direction. Yesterday was certainly the day to be out riding.

On arrival at Avoca Dell, the eats and drinks were at a well advanced stage under the capable management of the Freenes, Don and Sue, ably assisted by Carolyn and also Michele Waggie, complete with cakes. It was also nice to see Kathy Crowe make the trip up in the car. Thanks to everybody who helped put this all together, it was a very successful day.



Sunday Ride Round Up

11th August ride to Wellington Ride Leader Brian Cullinan

Peter Wood didn't turn up, so the photo record is very bare. With a threat of rain, very few did turn up for the ride. Is Adelaide Branch becoming wimpy? 6 bikes, which became four. Brian Cullinan led the ride from Civic Park to Wistow for morning tea, where we ran into the Lower Murray riders in the bakery. They outnumbered us. It was a bit drizzly on the way, but no real rain. Judy almost kissed a duck which flew across the road in front of her. Rob had peeled off to search for Judy's missing bum bag. Judy left us at the bakery. (The bag was found in her bedroom.) We weren't the only crazy folk out, there were people playing golf in the rain at Mt Barker. From Wistow we rode to Wellington, with it mostly sunny. A stiff breeze served to dry the road out for us. We were greeted at the Wellington pub with a shower, so we scurried into the dining room which was lovely and warm. Meals were pretty good -my Spaghetti marinara had just the right amount of chilli, and my red wine was quite smooth. After chatting for a while, we all rode together toward the freeway and made our separate ways home. Thanks to all who came, and Brian for organising and leading. I enjoyed the company and the ride, though it was cool. Ken.



Sunday Ride Round Up

25th August Ride To Meadows Ride leader **Rob Hartridge**

We left Maccas Magill Rd, 17 bikes with slight chance of showers that managed to avoid us thankfully. We headed up to Glynburn Road, through a few back streets to Mount Osmond and the South Eastern Freeway. Crafers, Piccadilly Road, Swamp Road to Uraidla. Then onto Parish Hill Road, Greenhill Road, Rangeview Drive to Carey Gully. Then onto Carey Gully Road, Gum Flat Road, Tanahmerah Road, Beaumont Road and Balhannah, Verdun, Hahndorf and into Mylor via Strathalbyn Road. A left turn onto Cross Street and onto Leslie Creek Road, Longwood Road, Scott Creek Road, Morgan Road, Ironbank Road, Ackland Hill Road, Coromandel East, down Main Road, to the Coromandel Bakery for morning tea. We continued on Main Road to Clarendon Road, Grants Gully Road, Kangarilla Road, Dashwood Gully Road, right onto Brookman Road. We mobbed up on Brookman Road, where I decided it was a good time to make a quick adjustment to my navigator..... We rode down Brookman Road past Proctor Road. This was not a good thing, as we were supposed to turn left here. Lesson learned, don't tamper with your GPS plans mid ride. Thankfully Peter Wood knew we had missed Proctor Road and took the lead. He took us right onto Range Road, to Wickham Hill Road, right onto to McLaren Flat Road to Peters Creek road, onto the other end of Wickham Hill Road and back over to Brookman Road to Dashwood Gully Road into Meadows, a few minutes before 1 pm for lunch. Thanks for rescuing me Peter, only a few people noticed the changeover and a good ride was had by all.



Sunday Ride Round Up 8th September Ride To Milang Ride Leader Brenton George



Sunday Rides Up Coming Dates

When	Ride Leader	Event	Destination	Departing From
6 th Oct 9.30am	Peter Wood 0487 452 200	Day Ride (Odyssey weekend)	Strathalbyn	McDonalds, 303 Magill Rd, Trinity Gardens
20 th Oct 9.30am	Ken Wagnitz 0417 353 389	Day Ride to Freenes for lunch	St Marys	Top of Taps Victoria Hotel O'Halloran Hill
3 rd Nov 9.30am	Rob Hartridge 0422 114 225	Day Ride to market	Mannum	Civic Park, Main North East Rd, Modbury
17 th Nov 9.30am	Mike Green 0419 003 010	Captains Ride. Other branches meet at Balhannah around 11am.	TBA	McDonalds, 303 Magill Rd, Trinity Gardens
1 st Dec 9.30am	Frank Pellas 0411 600 255	Day Ride to a pub lunch	Port Elliot	Top of Taps
8 th Dec 9.30am	MRA	TOY RUN	Callington Oval	Victoria Park
15 th Dec 9.30am	Mike Green 0419 003 010	Day Ride to a pub lunch	Ashbourne	Civic Park, Main North East Rd, Modbury

The ROYAL ENFIELD INTERCEPTOR 650.

By John Crowe

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

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

The company

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

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

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

The Bike.

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



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

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

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

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



Adelaide August Monthly Branch Meeting



High Tea Anyone – Organised by our lovely Sue Freene



TANUNDA 2nd to 4th AUGUST 2019

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

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

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

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

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

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

Happy and safe travels

Colin & Di, Wayne and Max & Jacqui

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)

Adelaide Branch Monthly Dinners

Friday 11th October 7pm - [West Lakes Golf Club](#) – 26 Lochside Dr, West Lakes

Friday 15th November 7pm - [Tower Hotel](#) – 621 Magill Road, Magill



For dinner bookings and cancellations **Contact Sue Freene E: ulyssesadelaide+dinners@gmail.com**

P: 8277 3339 or 0413 567 747

Do not phone the venue Bookings close Wednesday prior to the event.

***Please note that the venue may change without notice check [website](#) for details ***

Club LOGO Update - **The new Adelaide Branch Logo**

Voting for the logo of choice will take place at our October meeting. All members at the meeting will be able to vote for their three favourite images in 1st, 2nd, 3rd order. We will use preferential voting to determine the winner.

We'd hoped to get the page of final choices into this edition of the Odyssey (as was shown at the September meeting), but have been scared off by the copyright issues with the bike image. We weren't game to publish images of the bike we had, because it is copyright, and it will cost us too much to buy its use. The final versions will contain a different bike and rider.

For those who don't attend the October meeting, the logo choices will be put onto the website, and Adelaide Branch members will have until Sunday 12th October to submit their 1st, 2nd & 3rd preferences. They can do this by emailing to ulyssesadelaide+president@gmail.com, or texting or ringing Ken Wagnitz on 0417 353 389.



Saturday 7th December – 6.30pm

\$25.00 per head

Adelaide Ulysses Branch Christmas Dinner

Windsor Hotel 410 North East Rd, Windsor Gardens

3 Course Dinner with Salad & Veg Bar

Live Music (The Band is Rave On – 50's & 60's Music)



Please book & pay **Michelle Stevens** Ph: **0419 822 717**



Guess Who
our cute little man
is. I think this is an
easy one.



Answer to August Issue
**Guess Who is our
Little Annie Oakley
Michele Wagnitz**

Friendly Reminder

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

Adelaide's Welfare Officer is **Judy Manoel**. Her role is to be the 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 Judy know immediately so she can organize a hospital visit, home visit, send a card or arrange any other appropriate help.



P: 0412 164 665

E: judy132010@hotmail.com

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Beer & Bacon mac 'n' cheese



INGREDIENTS

- 1 tbs thyme leaves, chopped
- 1 tbs Dijon mustard
- 1 1/2 cups (375ml) beer (lager)
- 300g macaroni
- 3 cups (750ml) milk
- 1/4 cup (40g) plain flour
- 1 1/4 cup (150g) grated cheddar
- Chopped flat-leaf parsley leaves, to serve

METHOD

Preheat oven grill to high. Add bacon to a large cold ovenproof frypan and place over medium heat. When bacon begins to sizzle, cook, stirring, for 6 minutes or until crisp. Drain fat, reserving 2 tbs in pan. Add garlic, thyme, mustard and season with pepper. Cook, stirring, for 1 minute or until fragrant. Add the beer, increase heat to medium-high and simmer for 2 minutes or until slightly reduced. Add pasta, milk and 1 1/3 cups (330ml) water, then stir through flour. Cook, stirring occasionally, for a further 6-8 minutes until almost tender. Stir in half the cheese, then top with remaining cheese. Grill for 3-4 minutes until golden. Sprinkle with parsley to serve.



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What's On

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

The SA Breakfast Club meets on the 1st Saturday of the month from 9.30am somewhere around the state. Check out the website, calendar or Adelaide Branch Facebook page, for the location of the next breakfast.

Saturday 5th October Kadina Football Club, 1 Doswell Terrace, Kadina SA

Saturday 2nd November Mt Gambier SA

Saturday 7th December Breakfast Location TBA (will be in Adelaide somewhere)

Adelaide Branch Monthly Dinner

Friday 11th October 7pm Venue: West Lakes Golf Club – 26 Lochside Dr, West Lakes

Friday 15th November 7pm – Tower Hotel– 621 Magill Road, Magil

Adelaide Branch Monthly Meeting Thursday 7th November & Thursday 5th December

Venue: European Catering Reception, 2 Chief St, Hindmarsh. Meals, drinks are available. Raffle tickets sold, free tea, coffee & cake follow the meeting

Friday 4th to Monday 7th October 2019 Ulysses Club SA Odyssey Venue: Kadina Football & Cricket Club. Off Doswell Terrace, Kadina SA 5554 Hosted by Ulysses Club Inc. Torrens Valley Branch

October 14th to 20th RV AGM Lake Albert Caravan Park Meningie Sth Aust “life is better by the lake”

Registration Forms Now on National Website. For site bookings contact the Caravan Park on 08 8575 1411 and say you are with Ulysses

Christmas Dinner Saturday 7th December 6.30pm Windsor Hotel 410 North East Rd Windsor Gardens
Contact Michelle Stevens to **Book your seat \$25 per head Ph: 0419 822 717**

If you have or know of an upcoming event and would like it to be included on the Odyssey **'What's On'** page, please email editorsodyssey@gmail.com or phone 0419 822 717

SA, Broken Hill Branches & Riding Groups Contacts

Broken Hill Branch

President Rickie Cooper
Secretary Karen Morris
Treasurer Chris Forrest
Webmaster Terry Bloomfield

Eyre Peninsula Branch

President Ray Baddeley
Secretary Teresa Baddeley – **0403 507 697**
Treasurer Ainsley Parker
Webmaster Ray Baddeley

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Secretary Mike Thorpe – **0484 938 130**
Treasurer David Polkinhorne
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Secretary David Moore
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Webmaster Scott Crockett

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Secretary Cyndi Jones
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President Terry Mader
Secretary Yvonne Pascoe
Treasurer Merylin Braunsthal – **0419 829 543**

Southern Flinders Riding Group

Rides Co-ordinator Ross Greenfield – **0403 777 672**
E: rgreenfield@internode.on.net

Whyalla & Districts Branch

President Perry Zimmerman – **0419 134 511**
Secretary John Lawson
Treasurer John Lawson

WALLY WOMBAT



I went to the zoo the other day, there was only one dog in it. It was a shitzu...



I don't like Russian dolls - they're so full of themselves.



A man walks into a bar and says, "Give me a beer before the problems start!" He drinks the beer and then orders another saying, "Give me a beer before the problems start!" The bartender looks confused. This goes on for a while, and after the fifth beer the bartender is totally confused and asks the man "When are you going to pay for these beers?" The man answers, "Now the problem starts!"



Doctor, doctor, I've got a strawberry stuck up my bum. - I've got some cream for that.



A young and beautiful woman gets into the elevator, smelling like expensive perfume.

She turns to the old woman on the elevator with her and says arrogantly, "Giorgio - Beverly Hills, \$100 an ounce!"

Another young and beautiful woman gets on the elevator and also smells of very expensive perfume.

She arrogantly turns to the old woman and says, "Chanel No. 5, \$150 an ounce!"

About three floors later, the old woman has reached her destination and is about to get off the elevator.

Before she leaves, looks both beautiful women in the eye, turns, bends over, and farts. "Broccoli - 49 cents a pound."





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