



# The Ugly Bugger



June 2011

## Editor's note

Well, we are in the grips of winter for sure! With our National Rally in Bloemfontein now behind us, we have many fond memories. I have tried to reflect some of the memories in the pages of this edition for everyone's enjoyment.

Please make an effort to join us at the Mulberry Tree, cnr 14<sup>th</sup> Avenue and Michael Brink Street on a Wednesday eve from 18.00 for a weekly social. The food is good but of course the camaraderie is what we actually go for, so come on folks, ons is mos nie bang bikers nie!!!

Another excerpt from the Constitution is inserted to refresh your memory.

If you need a shoulder to cry on, pull off to the side of the road!

Ride with pride! Ry met trots!



Jenny van Graan - Skinderbaas

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Ulysses Pretoria Chapter – banking details  
Absa, Account No. 907 243 2559, Branch code 632005



## Rules of the Road for group rides

- Don't ride abreast. Keep a safe following distance behind the bike ahead of you.
- Ride in staggered formation, not in a line directly behind each other.
- Never overtake another bike on the left. The space to the left of any bike belongs to that bike. Don't go there.
- There must be no high jinks or playing tricks on others during rides.
- If overtaking any rider or the whole group, be sure you leave a wide space between.
- Do not pass at a much higher speed than the other riders or too close to them.
- Ride with the headlights switched on.
- No speeding in the group. Too many riders too close together, leaves no margin for safety.
- The group should travel at a responsible speed. Should you feel like speeding, pull out of the group and pass on the right when there is plenty of space and then, when clear of the group, speed all you want.
- If you have been drinking alcohol, do not drive in the group; preferably, do not ride at all.
- When the group changes a route (i.e. onto another road), they should pull off just after turning (where it is safe to do so and from where they will be visible) in order that those at the back of the group can see that the group has changed direction.
- When riding in a group - it is common practice to stop at the first garage reached (when entering or driving through a town).
- Only the sweeper (back guy driving in the group) should switch his / her headlight on bright - all other riders need to drive with their headlights on (but not on bright).
- Don't reduce speed once you have passed a vehicle because the riders at the back of you need space to fit in behind you.
- Don't let group speed pressure allow you to speed above your speeding ability, rather fall out of the group and travel where you feel safe.

**If you wish to ride with the group, adherence to these rules is compulsory.**

Not all will necessarily agree with these rules, but they are the rules for Ulysses Pretoria.

CONSTITUTION OF THE PRETORIA CHAPTER OF ULYSSES SA ("the Association")  
(As adopted and signed at the AGM on 1st February 2009)

**7 Membership**

7.1 Membership of the Chapter is open to motorcycle enthusiasts, regardless of race, religion, political persuasion, or creed, who have reached the age of forty years.

7.1.1 Membership will only be considered by the committee after 3 months of participation in chapter activities, the attendance of 3 monthly meetings and 2 long runs hosted by the Chapter. The committee's decision will be final.

7.2 Membership shall be open to individuals, and to the partners of individual members who shall be referred to as partner members.

7.3 Partner members shall enjoy all the privileges of membership but not the right to receive separate communication or correspondence.

7.4 Members may belong to any other club or organisation.

7.5 Applications for membership shall be considered by the Chapter.

7.6 A person not in good standing may not vote at any meeting of the Association or a chapter.

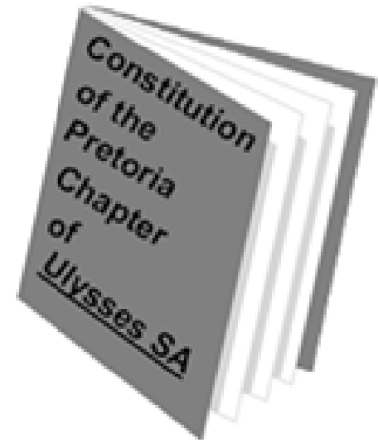
7.7 There shall be the following classes of members:

7.7.1 Junior Members (silver) – those who are under the age of fifty years, but who have turned forty.

7.7.2 Senior Members (gold) – those who have attained the age of fifty years.

7.7.3 Platinum Members – those who have attained the age of seventy years and who are still active, and such members shall not be liable for membership fees.

7.8 The Chapter shall maintain a register of members.



## Sudwesttrip 2011 - submitted by Arrie Vermaak

The morning of our departure happened so quickly that there wasn't enough time to prepare for it; I only started packing the night before. Old proverb stating that the more time you have to pack for a journey the more shit you tend to want to take along, proved itself with alarming accuracy. In the whole 10 days I used 3 pairs of socks, my quota of under jocks, 1 handkerchief, 3 T-shirts, 1 set of jeans and my riding pants (just shows how economical men are when left on their own). Robbie and I met at 5am on Monday the 28th April.



First sleep-over was planned for Upington and was our first long stretch of the trip. Since we planned for 10 days, the idea was to push through until we reached the border and then take things easier on the Namibian side (we forgot all about ol' Murphy)! Road works seemed to abound and we had to stop frequently in the middle of nowhere and wait for what seemed to be forever. We arrived in Upington with daylight to spare and decided to make camp at the old Island resort, we also had our first rain that night! Next morning we started with what would prove to be our normal routine for the rest of the trip, coffee and rounding it off with a sip of OBs . Nam here we come!



The previous night's rain left everything fresh and the riding to Pofadder proved to be most enjoyable.



Stopped at the local garage for our last refueling and had a jaffle before going over to Onseepkans border post. Then Robbie went over . . .  
Robbie's personal sand monster



This was not good! Middle of nowhere and not even in Namibia, some emergency repairs were made and the Beemer chugged into life!



We were rattled but decided to continue. The border post saw us shaken and sweating like pigs and that part of the route was only 47 km's and we planned for 1000km's of dirt!!! We were processed (border post) and went over the narrow bridge towards the unknown.

The Nam officials warned us that due to heavy rains in the area, it wouldn't be a good idea to follow our intended route as some of the (dry) riverbed crossings were washed away. Ai Ais via Karasburg was suggested and yes the road was in good nick (yeah right). Riding on a bed of marbles is the best way of describing those gravel roads, one moment doing about 100 and the next you're all over the show and the front end about to wash out from underneath you until you reduced the speed down to about 60. Then our first thunderstorm struck and now we were sliding in the muddy patches with Karasburg not even close!



Clouds are building up in the distance

We were soaked when we rode into Karasburg. Because of the lack of a camping site, we decided to continue in the rain to Ai Ais - it was only about 170 km's. We didn't get far before deciding that it would be suicide to continue, puddles became dams and dry runs ... rivers! Found a room to sleep over and that night I discovered Wendy's best kept secret!!!! Robbie can put a Harley with no baffles to shame!!!! So with Robbie on the one side and some friendly local mozzies that seemed to have mastered the art of getting into a mosquito net on the other side, we spent our first night in Nam!

Day 3 and we were up early and eager to get going. The gravel seemed to be better than the previous day but signs from last night's rain made us glad that we didn't try to ride that road! Some places the water must have been about a meter deep! Robbie managed to hit the only rock in a sandy river bed and promptly fell over once again, slow this time. I arrived too late to take a pic.

We reached Ai Ais early and after pitching tents, went for a swim in the hot pool. Nothing nicer than a desert and a hot pool to get you really relaxed, rounded off by an ice cold half liter of Windhoek Lager, with some more later on as well. Excitement came in the form of a wind storm, where my tent almost ended up in the mighty Fish River.



Day 4 was awesome as we rode through part of the reserve with majestic views of the Canyon itself.



We found this little oasis in the middle of the desert, Canon roadhouse



And this one . . . .

Just a word of warning ..... **DON'T OPEN the box ! Especially if the bar is full !**





Later in the day it was my turn for an oopsie . . . . .

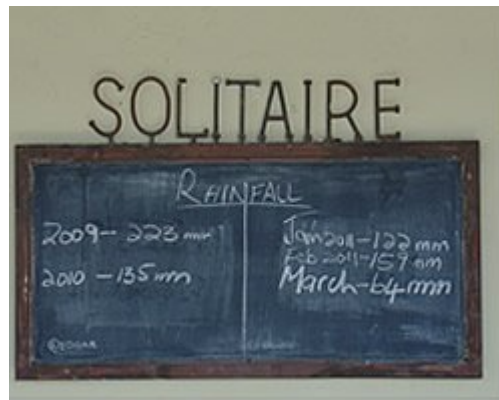


We reached Keetmanshoop and made contact with Louis, the only Ulysses member in the area!



Following his advice we decided to travel to Maltahohe via tar, once again due to the dirt road being washed away. The only boring part of the trip and lots of cross winds, which were giving Robbie lots of trouble, in the end it looked like he passed through a tornado with his helmet visor almost torn off and all the duct tape didn't help much, except to make him look quite tatty. We parted ways at the Maltahohe turn-off, he was going to get his bike fixed in Windhoek. I rode into Maltahohe late and on reserve (yup there lurks a reserve in that moerse tank). A one-horse-town with an expensive hotel??? Found myself cheap lodgings in the backyard of the local café and had the whole place to myself and some large “koringkrieke” as well as a Red Roman spider, would have liked to bring him along for Elize! Unfortunately, due to a half liter of Windhoek, the photo came out blurred.

Day 5 started with me returning to the dirt road, which was still wet and extremely slippery from the previous night's rains, towards Solitaire. Khomas and Spreetshoogte are the highlights of this section followed by the vastness of the Namib Naukluft Park.



As always, you can feel when the sea is near and in the desert the temperature suddenly starts to drop and the air becomes misty, the effect can be felt as far as 60 - 80 km's from the coast! Not many plants can survive but when you reach Walvis and Swakopmund it seems that you have discovered an oasis. On my arrival the Swakop River was running for the first time in about 10 years and on my way to Windhoek the next day it seemed that the whole of the Windhoek population drove down to experience the spectacle.

Windhoek was having a hell of a party when I pitched up and after dropping my bike off at Hare's place (Ulysses Windhoek) we joined in the festivities, seems the German population has a fest every year for a week long and lots of partying and beer swilling happens during this time!



These guys are so well organized that they had their own beer supplies on the truck with them! And yes, most of them were already pissed before they reached the beer tents. I lost count after number 6!

Robbie's pic says it all. The snoring that night was something out of this world (ask Hare if you don't believe me)!



It was with a sad heart that we left Windhoek the next day, heading for the Botswana border. Slept over at this nice bush camp that I discovered on a previous trip. I made sure that my tent was on the other side of the camp, I did hear him though!



All the way up to Maun, where we found this little piece of heaven called Old Bridge backpackers. Even before we booked in, we were introduced to some ice-cold beer and taken for a quick tour, everything very informal with open loo's and showers. The door consists of a rope thrown over the entrance.







We started earlyish the next morning and the backpackers were still asleep from the previous night's whatever they were up to. On the way to Nata, through the Makgadikgadi pans, we were treated with elephant next to the road as we traveled through the national park.



This guy is thinking beeg. Mounted on top of a giant anthill. Says: "*Planet Baobab Kalahari Surf Club*" lol.





Francistown was a huge letdown, dirty and very disorganized. We decided to try for the border if time would allow. Lucky for us they were open till 10 at night so we exited Bots and back into “civilization”. As night fell, we were on our way to this town with a funny name that I haven’t even heard of, which turned out to be the old Ellisras! We were in the saddle for about 12 hours and in a strange town, I was tempted to ride through the night as we battled to find a camping site or B&B. A friendly biker helped us find a place to stay and we shot the breeze with him till very late, he and some friends were planning a similar trip in May so we exchanged ideas and experiences.

**Next day, tired but happy to be home. Will I do it again?? You betcha!!!**

South Africa and her neighbours have so much to offer that I cannot understand why we want to go overseas to see what everybody else has seen, rather go the less travelled road and experience things that most other travellers can only dream of. The only limitation is time itself.



Planet Baobab Campsite’s landmark (a giant ‘erdvark’)

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# The "DEPARTURE" to Blomfontein 2011



# The "ARRIVAL" at Bloemfontein 2011





# The "MASS RIDE" at Blomfontein 2011









**Pretoria Chapter lede WAS daar**



# The "KUIER" at Bloubaai 2011



Big Chief sitting bull (alias Alan, alias Buddah)



Drinking wine, eating cookies etc. were all part of the kuier



Even one-eyed Nelson (Robbie) was there  
(see 'before' pic on page 11. Ed)





Everybody must get stoned??



Des and Boswell (check Boswell's ears) with their scooter & matching trailer\



Theo pouring himself a wee dram



Table décor at the Bloem rally

Mauritius: "Yes, yes, yes" !!!!



When Des was fetched, he had to leave his trailer at the bottom of the hill as the scooter did not have enough power to tow it up the hill to Mauritius' house. In fact, the scooter did not have enough power to go up the hill itself, so Dolf pushed, while Des revved and slipped clutch. Mauritius then went and fetched the trailer with the Vito!

The "TRIP"  
back to  
Pretoria zōii





Op pad terug vanaf Bloemfontein, net voor die afdraaipad Holfontein toe, het Anita besluit: *"Julle holle - ek sal julle wys"*.

In the leading position at that stage, she flagged down the bikers behind her, phoned the back-up vehicle and instructed the gallant gents to load her bike onto the trailer where she perched high above us all, all the way back to Pretoria, ..... and .. wait for it ..... that without a helmet! See proof herebelow!

Needless to say, Anita was determined that the back-up vehicle was intended for a purpose, and that she was going to make use of it.

PS - Anita has now changed her jacket's slogan from *"Growing Old Disgracefully"* to *"Growing Old Recklessly"* !!!



A few Sundays ago at one of our usual kuier holes!  
Things heated up a bit that day, after we partook of the "Pili Pili" Sauce!





## Ingestuur deur Sorien Vermaak

“ ..... something borrowed, something blue”....het my duur te staan gekom. Op 2 Mei het Arrie en ek besluit om maar daardie “T” ding te doen. Arrie se stiefdogter van Engeland het kom kuier en ons so tussen die lyne laat verstaan dat ons hulle eers weer oor 4 jaar gaan sien. Ons sou in elk geval later in die jaar getrou het, en ons besluit toe maar hoekom nie nou nie. Binne 2 weke is alles toe gereel. Die dominee, wat 6 huise van ons af bly, is gou op 'n Donderdagaand besoek en nadat hy al die nodige met ons bespreek het, kon ons net een datum vasmaak, 7 uur die aand en dit op 'n Maandag na 'n langnaweek. Die geluk bly toe nog al die tyd aan ons kant, want die prokureur bly sowaar reg oorkant ons. So alles baie gerieflik en gemaklik gou gereel.

Maandagaand breek aan en dit is hier waar my ergste verleentheid toe gebeur. Arrie se stiefdogter Jean, kom in die kamer waar ek besig is om aan te trek in, met 'n pienk boksie in haar hande. Sy sê toe baie verlee vir my dat sy nie vir my blomme of iets gekoop het nie, maar dat sy hierdie kousband het, en dit is dan sommer “Something borrowed en something blue” tegelyk, en vra dat ek dit moet dra. Baie huiwerig wil ek eers weier, maar toe ek na haar verlee gesiggie kyk, besluit ek dit kan seker nie skade aanrig nie, niemand gaan weet nie, want dit is mos onder my rok. My suster, wat ook op daardie stadium in die kamer was, rol net haar oë en gee so 'n senuweeagtige laggie.

Tien voor sewe en ons pak toe die tog aan per voet na die dominee se huis. Dit is nou Arrie, myself en my suster Petro en Arrie se dogter, Jean (as getuies) en Jaco, Jean se man, wat so 'n paar fotos vir ons neem. By die dominee se huis aangekom, druk ons die klokkie en die dominee kom uit om ons hartlik te ontvang en welkom te heet. Toe ek omdraai om te sien waar die res van die groep is, is daar 'n uitdrukking op my suster se gesig wat ek nie gou sal vergeet nie. Die trane van lag loop teen haar wange af, en sy sukkel so tussen die groetery deur om vir my te probeer vertel dat my “Something borrowed, something blue” kousband nou op my enkel hang. Nouja... probeer jy om ongesiens 'n kousband van jou enkel af te haal sonder dat die dominee en die res van die groep dit nie sien nie..... Ek moes hard konsentreer op die mooi boodskap wat die dominee vir ons gehad het, en het maar die meeste van die tyd my suster se oë vermy, want die lag wou net nie bedaar nie.

Na die seremonie het ons heerlik saam met baie spesiale vriende en familie gekuier en gesmul aan Bobbie se kos.





Some members in their 'finery'



The 'better-late-than-never' couple



**ONE WISH** - submitted by Dave Rushman

A man was riding his Harley along a beautiful California beach when suddenly the sky clouded above his head and, in a booming voice, the Lord said, 'Because you have tried to be faithful to me in all ways, I will grant you one wish.'

The biker pulled over and said, 'Build a bridge to Hawaii so I can ride over anytime I want.'

The Lord said, 'Your request is materialistic, think of the enormous challenges for that kind of undertaking; the supports required to reach the bottom of the Pacific and the concrete and steel it would take! It will nearly exhaust several natural resources. I can do it, but it is hard for me to justify your desire for worldly things. Take a little more time and think of something that could possibly help mankind.'

The biker thought about it for a long time.

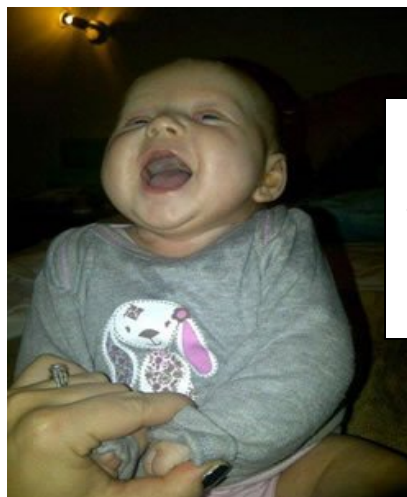
Finally, he said, 'Lord, I wish that I, and all men, could understand our wives; I want to know how she feels inside, what she's thinking when she gives me the silent treatment, why she cries, what she means when she says nothing's wrong, and how I can make a woman truly happy.'

The Lord replied, 'You want two lanes or four on that bridge?'

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New baby granddaughter – submitted by Louise



Welcome, Jesse, and best wishes to the family!



2,5 months  
later and  
already life  
seems a  
breeze!







Raai, raai ..... wie is die OROS mannetjie of dalk vroultjie? Dis wel een van ons lede!

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Submitted by Robbie – (*“Never knew these things grew on trees”*) !!



It's raining men in Namibia





# Do it yourself!

Monday, 6 pm



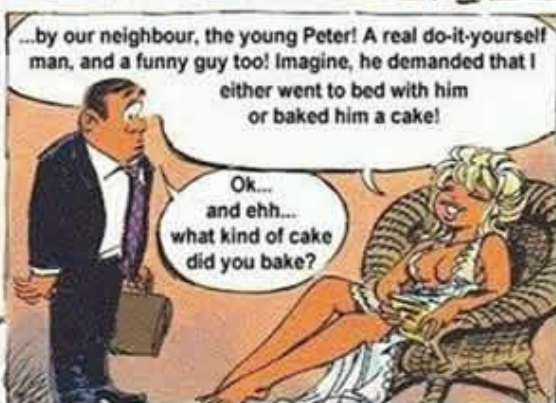
Tuesday, 6 pm



Wednesday, 6 pm



Thursday, 6 pm





## AFRICA BIKE WEEK, MARGATE - APRIL/MAY 2011 - Submitted by Jenny

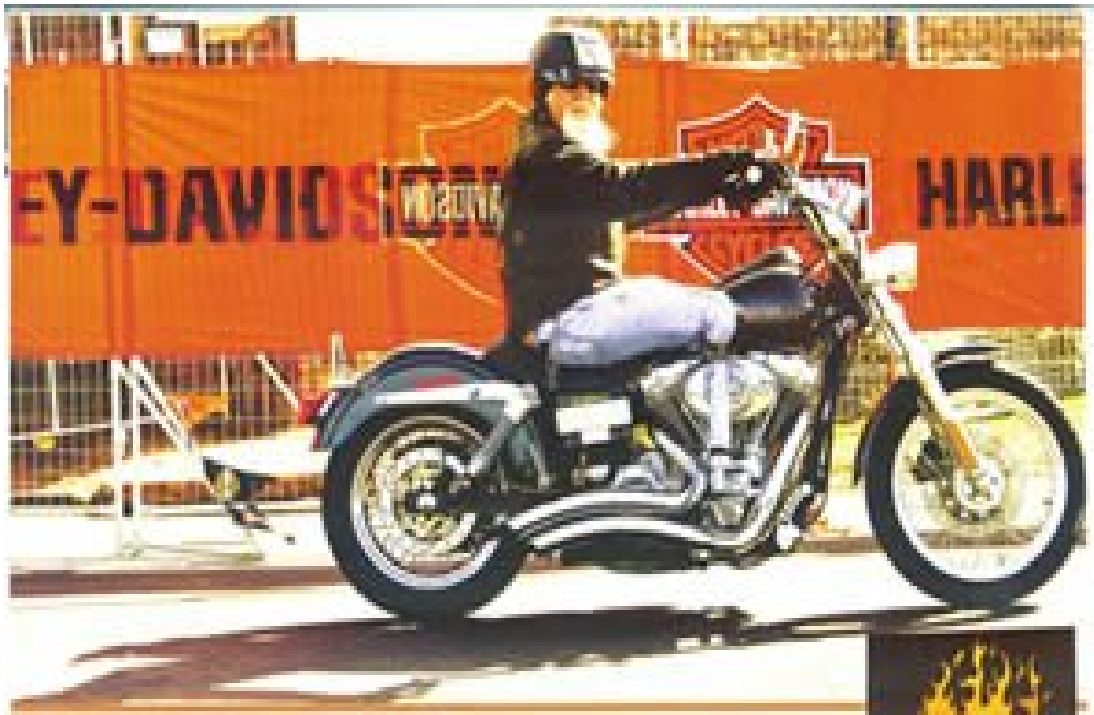
Although we didn't drive down to KZN on our Kawa (a bit difficult to pack 10 days' worth of luggage on the bike), Theo and I were lucky enough to be on holiday in Margate during the Africa Bike Week 2011, and what an iconic and spectacular event we witnessed! Margate was basically closed to motor vehicles and only motor cycles and pedestrians had access to the popular seaside resort town. Theo and I sat in a local pub near Margate beachfront and watched for hours as all kinds of weird and wonderful bikes passed by en route to the sought-after and well-planned annual event and into "*Harley Village*" in what seemed like tens of thousands. Biking enthusiasts from all over the country converged on Margate from 28 April until 2 May 2011 – four days of extreme excitement. The time had come and, dressed in their finest traditional colours, their steeds glistened in the sunshine, with the roar, rumblings and revving of their engines – the riders had come to town! (As Phil Collins said: "*You can feel it in the air tonight*"). As is customary, even the Margate Hotel changed its name to "*The Harley-Davidson Hotel*" for the duration of Africa Bike Week. Although this event is advertised as the Harley-Davidson Africa Bike Week, it is not restricted to Harleys only. It's an open event – free for everybody and anybody who wants to participate so it's definitely not only for the Harley fans – anyone on two wheels is welcome – vintage bikes and even scooters were aplenty. The official rally charity which is supported, is the Muscular Dystrophy Foundation of South Africa, so it's all arranged for a good cause. The mass ride, which stretches several kilometers, is undoubtedly the highlight of the event, where camaraderie, smiles, chats and laughter abound. The spectacle of thousands of bikes and their riders rumbling around the streets of Margate is an unforgettable adventure and is sure to stay with us for a looong time.

[ Kom, Kuierbaas, kom ons beplan dit nou al, dan woon Ulysses, Pretoria Chapter dit volgende jaar by, toe?? Indien daar belangstelling is, moet ons nou al ons beplanning, besprekings ens. doen. ]



Even the locals changed their tune  
of building sandcastles,  
to building bikes on the beach sand!



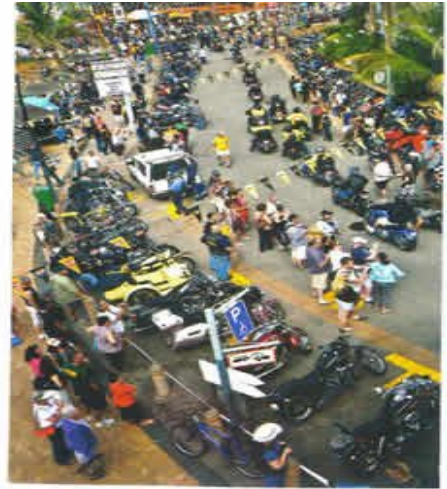


The biggest motor cycle  
extravaganza in Africa



**The loss of a leg couldn't put this rider off!**





PROFESSIONAL MASSAGE THERAPY - by Jenny



I am a professional and qualified massage therapist offering the following treatments in Theresa Park:

- Back, Neck and Shoulder Massage
- Indian Head Massage
- Full Body Massage
- Facial Relaxation Massage & Facial Treatments

My main aim is to focus on relaxation, stress reduction and muscular tension relief.

Enjoy an amazing massage to help relax your muscles and calm you.

Gift cards available - should you wish to treat somebody special.

Please phone me (Jenny) on 082 551-7483 to reserve your appointment.

Hours of business: Evenings from 17.30 until 19.00 (not Wednesdays)  
Saturdays from 09.00 until 12.00.

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AVON by Jenny



I am an authorised Avon representative. Our range comprises men's, ladies' and kiddies' products such as jewellery, skin care, fragrances, nail care, make-up and beauty products, hair care, gifts, bath and body care.

I also sell gift vouchers for those loved ones, for whom you don't know what to get.

There are plenty of specials each and every month.

Contact Jenny 082 551-7483 if you would like to place an order or have a look at the latest AVON brochure.



BMW Motorcycle

AfterSales Group

November, 1999



## BMW Motorcycle Tie-Down

**We would all prefer to ride our BMW's to our destination, but in some cases trailering is unavoidable. Your BMW motorcycle has been designed with the innovative Telelever Front Suspension which makes the procedure for tying-down on a trailer a little different than for other motorcycles. The following procedure is designed to show you the proper way of securing your Telelever BMW on a trailer.**

Prior to loading your BMW Motorcycle onto a trailer please verify that the trailer you are using is rated for the total load that you will be carrying and is in good operating condition.

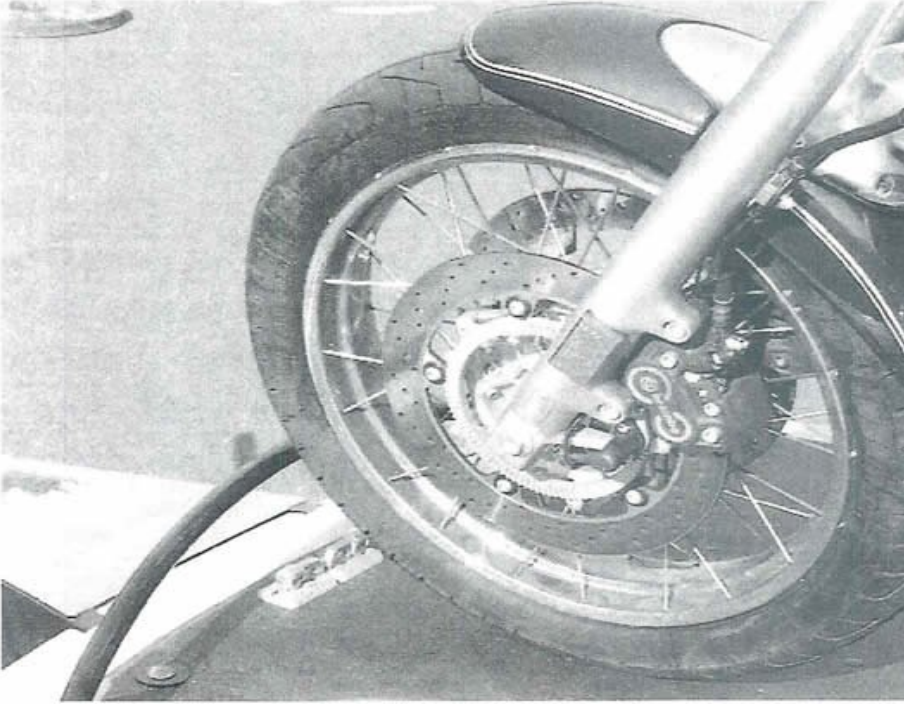
Loading a motorcycle on a trailer is a two person operation. **DO NOT ATTEMPT TO LOAD A MOTORCYCLE BY YOURSELF.** This procedure details the method of tying down a BMW Motorcycle once you have positioned the motorcycle on the trailer. Please refer to your specific trailer instructions for ramp usage, etc. When loading motorcycles onto the trailer, be sure to locate the motorcycle(s) to maintain sufficient tongue weight and to balance the side to side weight distribution.

The trailer that you use should be designed for motorcycle transport and must be equipped with a front wheel chock (not available from BMW). Several wheel chock options are available from trailer and motorcycle retailers. The most secure type of chock is a U-shaped style that matches the contour of the tire and prevents side movement.

Use only straps designed for use with motorcycles. Many different straps are available from your motorcycle retailer. Ask your retailer to recommend the best set for your needs.

**NEVER USE STRAPS THAT TIE-DOWN FROM THE HANDLEBARS. THESE WILL DAMAGE THE HANDLEBARS OF YOUR BMW.**

## Front Tie Down Procedure



1. Begin the process by running the motorcycle onto the trailer with the front wheel firmly against the wheel chock. The suggested method of tying the motorcycle down is to have one person sitting on the motorcycle with the other attaching and tightening the tie-down straps. The person sitting on the bike should remain seated until the front tie-downs are both attached and fully tightened.



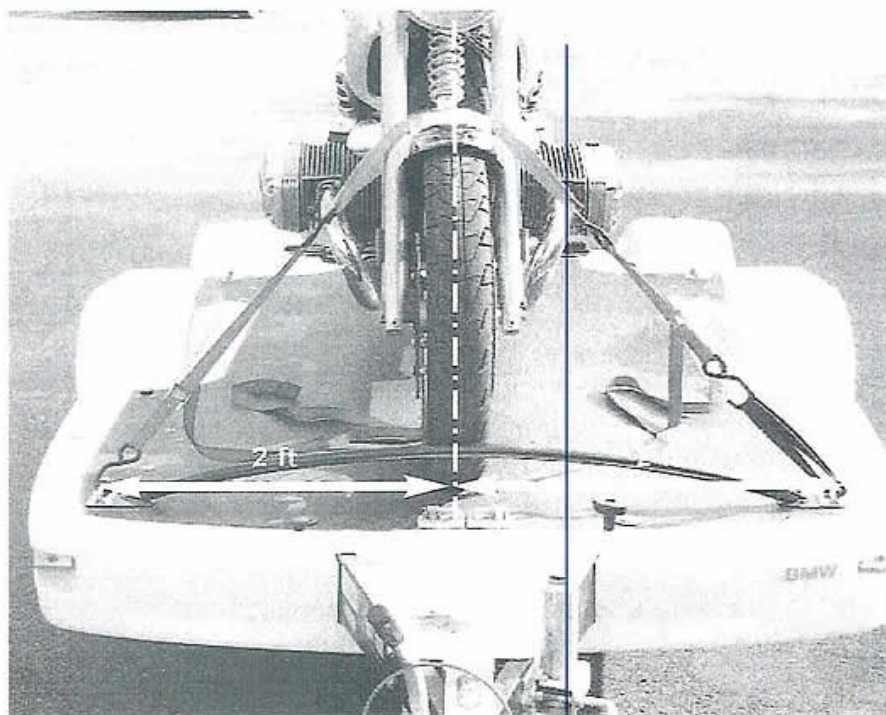
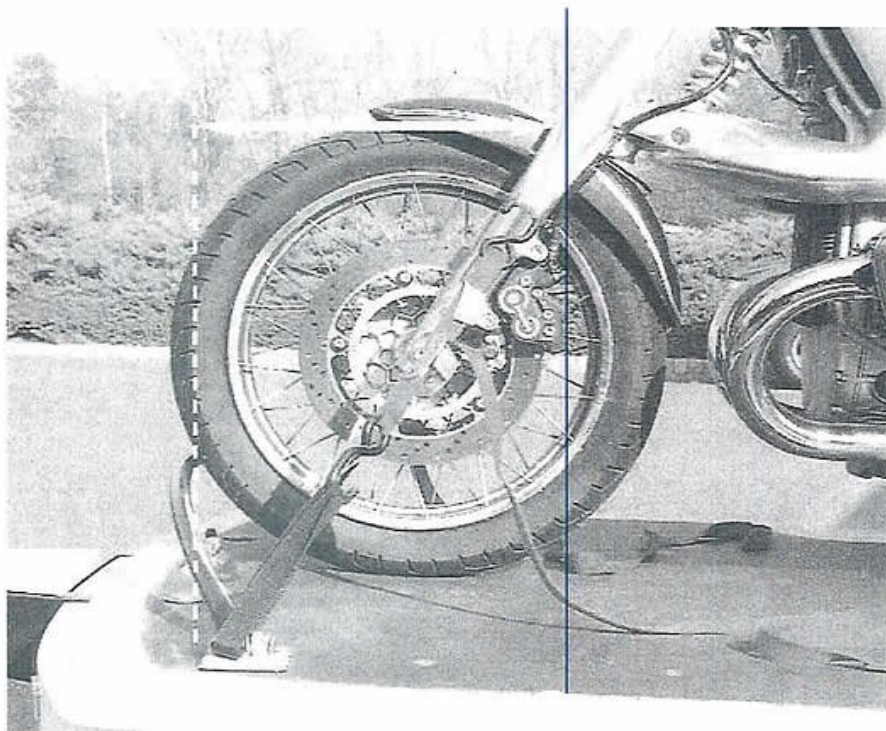
2. While one person remains on the motorcycle, attach straps around each of the front fork tubes just above the lower fork brace (refer to photo, note the position of straps). Do not place the motorcycle on the center or side stands.

**WARNING:** Pay very careful attention to avoid routing the straps over the brake lines or wiring harness. Severe damage to the braking system and or electrical wiring harness of the motorcycle will occur if the straps are routed incorrectly.



3. Attach the straps to tie-down points on the trailer a minimum of two feet on either side of the motorcycle as well as no further back than the front edge of the tire. With the person sitting on the motorcycle holding it upright (and both the side and center stands retracted) tighten both front straps evenly so that they are snug but not tight. CAUTION: If the straps are touching any painted panel, insert a soft rag or towel between the strap and the bodywork to avoid chaffing the painted surface.

Make sure that the front tire is pointing straight ahead and that it is firmly against the wheel chock.







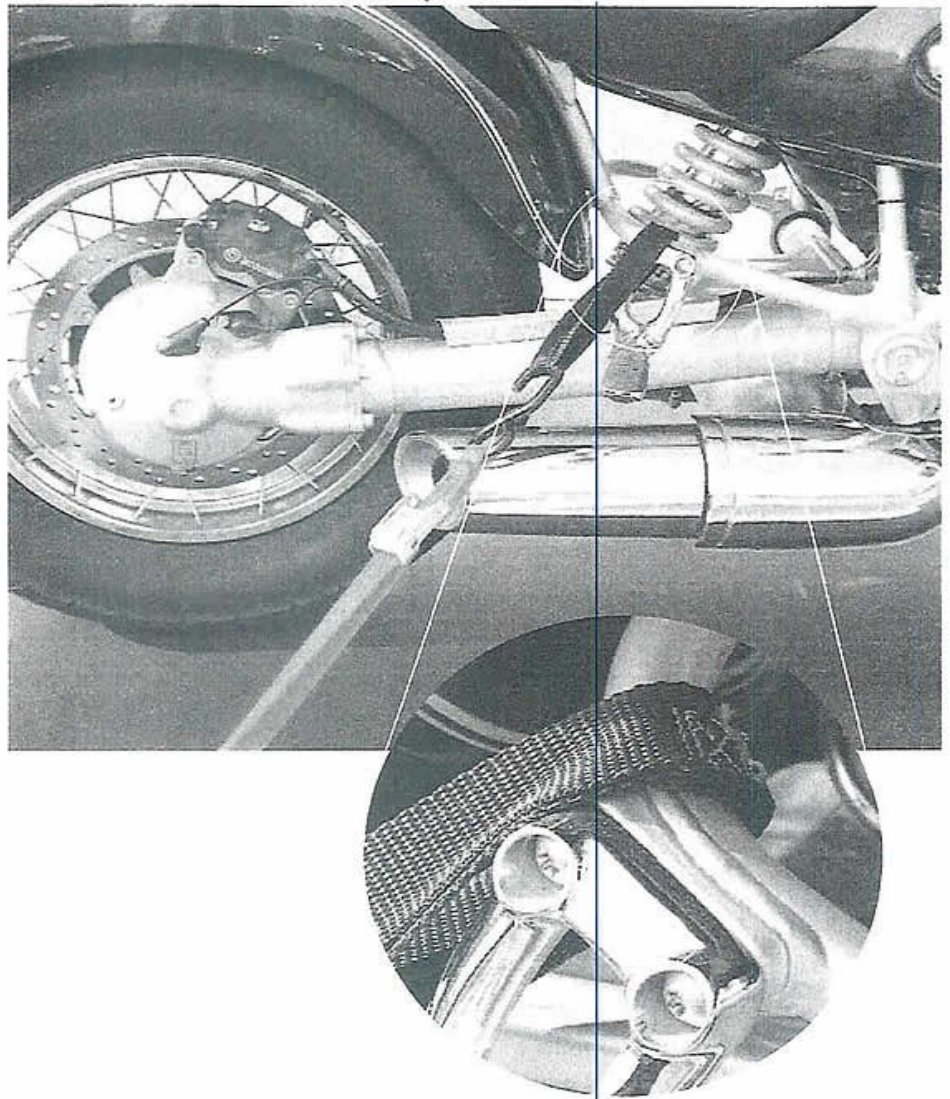
4. To tighten the straps, the person sitting on the motorcycle pushes the bike to the right while the other person tightens the right strap. Then the person on the motorcycle pushes the bike to the left while the other tightens the left strap. Repeat the procedure until the front suspension is compressed and the straps remain tight even when the motorcycle is pushed firmly from side to side. Check, to ensure that the motorcycle is vertical and that the front tire is still pointing straight ahead and that it is firmly against the wheel chock.



## Rear Tie Down Procedure

5. The rear tie-downs are used to stop the back wheel of the motorcycle from moving sideways as the trailer goes over bumps. Therefore they do not need to be as tight as the front straps. Also, tie-down point locations in the trailer are more flexible. If you are carrying several motorcycles, the motorcycles can be tied to each other with the intent of stopping sideways movement.

6. For single motorcycle tie-down, wrap the straps (one per side) around an accessible portion of the rear tubular sub-frame being careful not to crimp any rubber tubes or wiring routed along the sub-frame. Avoid using a rear footpeg bracket as a strap attachment point. These brackets are not designed to handle tie-down loads and may break. Tighten the straps by sitting on the back seat of the motorcycle and removing the slack in the straps.



## Untethering the Motorcycle

1. Remove the rear straps completely.

2. Have someone sit on the motorcycle, with feet parallel and planted firmly on the ground. Lower the side stand if there is enough clearance to do so. The side stand will help stabilize the motorcycle in

case the tension on the straps is released too quickly.

3. While the person on the motorcycle pushes the motorcycle to the right, the second person removes some tension on the right strap followed by the left strap.

**DO NOT RELEASE THE STRAPS COMPLETELY. THE MOTORCYCLE COULD FALL OVER CAUSING DAMAGE TO THE MOTORCYCLE AND PERSONAL INJURY.** Repeat the above procedure until the straps are loose and can be removed.



## ERFGELD IS SWERFGELD

Translated - My trip to the UAE-Dubai - Pics by Ruby



Breakfast amongst  
the Dunes, highly  
recommended!



Abra - The cheapest Transport in the World.  
You pay only 1 Dirham (R2) to get across the Creek





BurjKhalifa, the highest building in the world - over 200 storeys high!  
It takes one minute with the elevator to get to the 124th floor. One can see the tip of the spire from a 95km distance. Winds of up to 198km/h can occur at the top of the tower



IbnBatuta Mall. My cousin, who now lives in Sharjah, was the art director at the mall.  
One of his projects in South Africa was Montecasino



Train station

## MAURITIUS – NATIONAL PRESIDENT AGAIN (An excerpt from the JB Train Tours Newsletter)

One of our tour guides, **Mauritius Meiring**, has been (re)elected as the National President of the **Ulysses Motorbike Club** of South Africa. After serving for six consecutive years as president, he stood down at the last AGM to make place for 'new blood'. Unfortunately the 'new blood' vacated office within a few months and at the May 2011 AGM Mauritius was requested ('forced') to take the hot seat again.

Ulysses MC is by far the biggest motorbike club in SA with more than 1500 members country wide.

The slogan of this club: "Growing old disgracefully!"

Mauritius is a well known personality in the biking fraternity in South Africa and he leads our **Motorbike-on-Train** tours to the Western and Eastern Cape as well.



Mauritius Meiring

Well done, Mauritius, from all Ulysses  
Pretoria Chapter members!

Alan & Wilna, proudly admiring their new Suzuki GSX1300 B-King




The De Neijs' and the Rouxs' are back in sunny SA! They were only home for 5 minutes, when some Ulysses members were there to welcome them back.






**60's HITS REVISED** - submitted by Robbie


Some of the artists of the 60's are revising their hits with new lyrics to accommodate ageing baby boomers. New releases include:

**Herman's Hermits ---**   
Mrs. Brown, You've Got A Lovely Walker

**Ringo Starr ---**  
I Get By With A Little Help From Depends


**The Bee Gees ---**   
How Can You Mend A Broken Hip?


**Roberta Flack---**  
The First Time Ever I Forgot Your Face


**Johnny Nash ---**   
I CAN'T See Clearly Now.


**Paul Simon---**   
Fifty Ways To Lose Your Liver

**The Commodores ---**  
Once, Twice, 3 Times To The Bathroom

**Leo Sayer ---**   
You Make Me Feel Like Napping

**The Temptations ---**   
Papa's Got A Kidney Stone

**Helen Reddy ---**   
I Am Woman, Hear Me Snore

**Lesley Gore---**   
It's My Hormones & I'll Cry If I Want To

**Willie Nelson ---**  
On the Commode Again

**KOMITEELEDE**



Grootbaas  
Mauritius Meiring



Kleinbaas  
Dolf de Neijs



Boekebaas  
Leon Roux



Kuierbaas  
Arrie Vermaak



Kinderbaas  
Ronel Singleton



Skinderbaas  
Jenny van Graan

## Ulysses Pretoria Chapter membership list - as provided by Leon Roux

Please check your particulars and advise Leon if any amendments are required. Thanks Ed

Member Name	Singleton	Ronel				
Birth Date						
Date Cell No.			65 12 02	083 709 9004	~	
Telephone No.						
HE-Mail Address						
<b>Robbie</b>						
<b>6010</b>						
<b>09083</b>						
<b>572</b>						
<b>17550</b>						
<b>12-547</b>						
<b>03893</b>						
<b>1</b>						
No						
132Th ompson	Beukes	Roelf	56 02 04	082 956 1671	~	beukes.roelf@gmail.com
<b>2</b>	Bisschoff	Dave	55 09 24	082 4515348	012-651 0014	bisschoffdave@gmail.com
<b>3</b>	Burger	Danie	38 10 05	083 775 2586	011-867 4206	
<b>4</b>	De Bie	George	40 11 22	072 205 2037	011-408 5018	oomgeorge@telkomsa.net
<b>5</b>	De Neijs	Dolf	50 12 23	083 629 3448	012-460 9779	djinst@polka.co.za



6	De Neijs	Elize	62 04 25	084 514 2179		edeneijs@sars.gov.za
7	Deysel	Glynis	53 09 05	072 587 1595	012-327 1863	glynmartowing@absamail.co.za
8	Deysel	Martin	52 02 02	083 253 2525	012-327 1863	glynmartowing@iburst.co.za
9	Dicker	Thomas	36 12 18	~	012-331 3085	tdicker@mweb.co.za
10	Ellis	Marlene	61 10 12	082 637 2387	012-377 1502	MaEllis@datacentrix.co.za
11	Gouws	Andre	39 05 06	082 707 8804	012-345 2722	
12	Helfrich	Alan	62 12 27	082 574 3667	011-898 6800	ahelfrich@lennings.co.za
13	Helfrich	Wilna	61 10 03	082 782 5051	~	whelfrich@iburst.co.za
14	Mattheus	Con	48 03 31	082 902 1255	011-824 7029	conm@iveco.co.za
15	McGrath	Mike	59 06 24	082 379 7261	012-327 2891	Mike659@gmail.com
16	Meiring	Mauritius	53 05 14	082 551 1836	082-407 0030	Mauritius53@gmail.com
17	Morgan	Annalie	56 02 24	082 4758979	017-647 5888	
18	Nel	Anita	66 05 01	082 8218219	012-460 0823	anita.nel2009@gmail.com
19	Pullin	Antony	60 04 08	072 7815987	012-369 1000	antonypullin@gmail.com
20	Pullin	Thea	65 07 25	082 6839812	012-329 8792	luisevs@gmail.com
21	Roux	Leon	52 09 12	083 3777388	012-662 2809	leon@volt.co.za
22	Roux	Anneke	60 10 03	083 4158267	012-662 2809	anneke.rottink@gmail.com
23	Putter	Jan	52 07 05	082 7780 524	012-654 4378	jan@chemspecpaint.com
24	Putter	Maja	51 07 17	084 5030 503	012-654 4376	majap@telkomsa.net

No	Member	Name	Birth Date	Cell No.	Tel H	E-Mail Address
25	Rushman	Dave	49 01 21	082 339 4623	012-842 2171	dave.rushman@gmail.com
26	Rushman	Kim	51 06 26	082 469 5898	012-460 9385	
27	Schriever	Hugo	37 04 21	082 4540109	012-807 9055	hugos@saol.com
28	Schriever	Ferdinand	69 04 29	~	012-807 9055	ferdsch@gmail.com
29	Sherriff	Louise	56 06 06	084 506 0041	011-722 8156	louise.sherriff@kellygroup.co.za

<b>30</b>	Singleton	Anshow	55 04 14	083 630 6252		AnshowS@Nedbank.co.za
<b>31</b>	Singleton	Ronel	65 12 02	083 709 9004	~	r.singleton@medhold.co.za
<b>32</b>	Thompson	Robbie	60 10 09	083 572 1755	012-547 0389	rwthompson1@gmail.com
<b>33</b>	Thompson	Wendy	61 09 18	083 5508 949	012-547 0389	wendy@fhsn.co.za
<b>34</b>	Van Coller	Ruby	57 02 22	082 570 7135	012-343 9855	rubyvc@vodamail.co.za
<b>35</b>	Van den Berg	Gideon	55 08 03	083 752 8422	~	gberg@webmail.co.za
<b>36</b>	Van den Berg	Leonie	59 08 13	083 652 2164	~	gberg@webmail.co.za
<b>37</b>	Van Graan	Theo	55 12 10	082 466 7751	012-542 7532	theovangraan@yahoo.com
<b>38</b>	Van Graan	Jenny	58 02 28	082 551 7483	012-542 7532	jennyvangraan@yahoo.com
<b>39</b>	Van Jaarsveld	Gert	60 02 06	082 455 0611	012-377 1502	MaEllis@datacentrix.co.za
<b>40</b>	Vermaak	Armand	59 03 28	082 715 9581	~	Arrievermaak@gmail.com
<b>41</b>	Vermaak	Sorien	59 11 23	083 287 5357		Sorien.Vermaak@af.aurecongroup.com
<b>42</b>	Willers	Jaybee	40 04 01	082 448 0953	012-377 0082	jaybee@intekom.co.za
<b>43</b>	Wright	Ian	53 01 22	082 882 8628	~	Pro.ianwright@yahoo.com

	<b>Platinum Member</b>
	<b>Honorary Life Member</b>