

June 2018

ISSUE No 76

**SOME CONTENTS OF THIS
NEWSLETTER MAY OFFEND
SOME PEOPLE**

**PLEASE BE AWARE OF THIS AND
READ THE INFO ON PAGE
TWO**

Macedon Ranges Newsletter

Social Nights are held on the Third Monday of each month at the Sunbury Football Club Rooms “Clark Oval Riddel Rd Sunbury from 6.15 pm onwards. Come along and enjoy a great nights chat and a nice meal.

Saturday Morning Coffee’s are at the “Jolly Miller” in the Gisborne shopping centre, Brantome St Gisborne from approx 10AM onward till about 12.00 noon. Just look for the Bikes and Foxy’s happy smile or even Michaels (yet I doubt it)

Midweek rides are from the Caltex Servo in Station Rd Gisborne on each Wednesday Morning at 10 AM. (Gentlemans hours) Usually arranged on the day

Calendar Rides Sunday rides leave from Mac Donalds Horne St Sunbury at 9.30 AM unless otherwise organised. see ride calender on www.mrug.net for dates
Saturday rides leave from Jolley Miller about 11-ish

Please read this

Some jokes may be deemed to be offensive to some people. However, it should be recognised that most jokes, if not all jokes, would be deemed to be offensive to some people. Let's face it; just about every joke ever told contains something offensive that will get right up the nose of someone.

Just because jokes offend some people it is no case for censorship. Humour, of all varieties, exists for those who enjoy it.

Never forget how to laugh!

COVER:. Well I rest my case.....

Your Committee

Position	Name	Nickname	Phone
President	Michael Bevan	Donald or Zippo	0431 495 673
Secretary	Mark Behan	Fluffy	0412 078 098
Treasurer	John Barrie	Stud	0447 083 590
Quartermaster	Sylvia Behan		0413 188 894
Editor	Jim Alley	The Cat	0414 871 927
Welfare officer	Moira Burgess	Foxy Lady	0413 269 022
Events Co coordinator	Vicky Cronin	Paparazzi	0409 434 101
Committee	Ian Cowie	Moose	0419 587 208

A Word from your President.....



Hi everyone again it's been a couple of months now my last report and boy did that go quick, Easter has been and gone, the last ever Ulysses AGM has been and gone And winter is right on us.

This year's AGM was a great event if not for the event itself but the trip away, as many of you know i travel in a group of 5 (The 5 Amigos) and we plan a great ride to and from the AGM where we normal spend 5 or more days to get to the AGM and a couple to get home, this year we were away for 13 days all up and what makes the trip great is the other 4 guys I'm with, the comradery, the endless dad jokes and the silly things you do when your away make a fun trip and without harping on it it would be great to see more in the club lighten up and enjoy a well planned trip.

Next year will be the first ever Ulysses Rally and for those who don't know it will be held at Mornington Racecourse in February 2019 so if your interested in going to least one of the Ulysses Rallies then this will be the closest one for at least the next 3 years with the 2020 rally being at Lismore in NSW and the 2021 in Western Australia.

Next month is the branches annual Xmas in July held on 8- July at midday at the Pig and Whistle in Trentham, the cost is \$35ph for a yummy 3 coarse xmas lunch and our big Xmas In July Raffle. We will need to know the numbers of who will be going and you are more than welcome to bring your friends and family, so email events@mrub.org.au and let Vickie know how many will be joining you.

The weekends away we have booked a weekend away to Colac later on the year and are also looking at doing a weekend way to do the Silo Art Trail in western Victoria also when the weather gets warmer.

The committee has decided to change our weekend club ride days to the first Saturday of the month for the lunch ride and the 3- Sunday of the month for the Sunday ride, however for the winter months there will be no Saturday ride and the next one will be scheduled in September, part of the reason for the change is the Victorian branches for the past 18mths have organized a breakfast once a month they call this "Victorian Breakfast Club" these breakfasts are held at different places around Victoria, some are close and some would require an overnight stay in he town where the breakfast is to be held and as they are held on the same Saturday as our lunch ride we thought it would be a good idea to move our ride so the VBC opens up the other members of our branch who wish to meet and socialize with members from other branches and I will post the details on the branch calendar when I know them.

Unto next time ride safe
Michael Bevan
President
#50364





A Word from our Secretary

Secretaries Report

Well here we are in June and the year is just rushing by. Since my last report there have been no major events but plenty has been happening never the less. We are in the throes of a push for new members as requested by Ulysses National and we seem to be getting on top of things.

A new threefold brochure has been produced which outlines what we do, who we are and why we're a good branch to join. Our intention is to have them available for potential members and to distribute them around various shops and venues that may attract people who might find Ulysses a good option. In keeping with this I was speaking at the tyre kick with a new retailer who has already offered to put some in his café. For those who are not aware he has purchased the chicken place a couple of shops up from the Jolly Miller in Gisborne and is converting it to a 50's style Rock & Roll / Motorbike café. He's very keen to get us along for a few nights out as well.

Our Summer run to Colac will happen on the 2nd and 3rd of November. I have already booked a half dozen cabins so there should be no shortage of space. Sylvia and I have stayed here before and the location on the shores of Lake Colac is very picturesque. We will be doing a couple of rides whilst down there. The first to Red Rock reserve and lookout around the back of the lake and on the Saturday we'll be heading into Apollo Bay - a terrific ride through the forest and great range of places for lunch. Put this date aside it'll be a great couple of days and the cost of the cabins is more than reasonable (it depends how many people share a cabin but under \$40 a night per person would be about right).

We also have Xmas in July coming up but I'm sure others will mention it in their reports so I'll say no more. Picture nights are still a big hit as will be the bowling afternoon. I guess I'm just encouraging all to take advantage of what's on offer as we always seem to have fun.

On more "Secretarial" things I was speaking to someone just yesterday and they were surprised we have 142 people in our branch - they didn't think we had that many. I explained that this was a reflection of those people who were still interested and a member of Ulysses but in about half the cases were too busy or had realigned their priorities so we didn't see them nearly enough. That said we still see the other half at the Tyre Kick, Club Night, Wednesday Ride, Saturday Lunch Ride or Sunday Ride. Some are happy to turn up for just the social events such as Xmas, pictures, bowling or the Memorial Ride. We're a very broad club but we could always do more (well probably) so if you have ideas or suggestions then please bring it up with a member of committee who can then follow it up.

Cheers
Fluffy



From Your Friendly Editor.....



And so

Had a great night at the monthly meeting with an impromptu trivial pursuit conducted by our favourite pom Charlie Meson. It was a lot of fun and we hope to have other events at the meetings in future. Vicky will see to that I'm sure.

The fire sale by our quarter master held at the Saturday morning tyre kick was a great success with Sylvia doing great business.

The AGM and the report by yours truly is in this edition. Hope you enjoy the adventures of the fearless five.

There has been many rides but only a few ever get to me to report back to you on. Pity really.

Don't forget Xmas in July coming up soon. See Vicky for details. Last year was awesome so let's make this one just as good hey.

Till next issue

Cheers

Meow

PS

I must apologise to my nephew Paul, who, I forgot to mention as one of the chief organisers of the Tassie trip we took in March. He is such a sweet new aged, sensitive young fellow, that without this apology, I'm sure that his entire year would be no more than a session of weeping and wailing to the entire family and extended company.





Word from your Ride Co-ordinator

The May ride went well as planned to the Yarra Glen Chocolatier and Ice Creamery apart from a slight diversion - The route over was altered to track via Bolinda, Wallan to Whittlesea due to heavy roadworks on the full length of Donnybrook Rd. The weather for the ride was as expected with a little light rain experienced at Yarra Glen and a light shower in the area of the Eastern extent of the western ringroad. 9 riders enjoyed a good day out and recovered home safely without incident. Congratulations to all who took part in making it a successful ride

Frog





A Word from our Welfare Officer

It has been a quiet few months, and that's how we like it! As it is coming up to the cold and wintery months, we ask for everyone to be careful on the roads.

So far, there have been a few milestone birthdays, with everyone being well healthy and happy, we would like to keep it that way.

The job of the Welfare Officer is made easier, if you let me know of anyone in need of help or assistance.

My contact details are: [0413269022](tel:0413269022)
or foxys@internode.on.net



A Word from our Paparazzi and Event Co-coordinator



Thanks to all for sending in their baby and bike photos. The competition should be happening as you receiving this newsletter.

Our Xmas Dinner in July will be a 3 Course meal at the Pig & Whistle, East Trentham. The cost of the meal is set at \$35 per head, plus drinks. Come along and enjoy the day. We had 41 members and friends joined us last year, let's crack the record this year. Of course, "Foxy's Raffle" will be there with fabulous prizes... so bring all your money and buy lots of tickets.

Doors open at midday. Bookings to me (Vicki events@mrub.org.au 0409434101) by the 28th of June and money to Treasurer John Barry (treasurer@mrub.org.au) by the same date. Please note: You must notify me of any special dietary requirements at the time of booking, no changes will be available on the day.

For entertainment, later in the year, we are planning to go 10 pin bowling... I, personally, would like to improve my non existing score, enough said.

Cheers Paparazzi.

Vicki #63980

events@mrub.org.au



2019 AGM Event Mornington

Although 2019 sounds a long way off it will be here sooner than you realise. Plans for the forthcoming AGM Event are proceeding nicely. A recent meeting at Mornington outlined several ideas including themes and ideas for the Tuesday meet and greet and the Saturday night dinner. Colours and design of the memorabilia were also discussed. Managers and coordinators are currently putting together the first draft of their expected budget requirements and, although various aspects of the event are yet to be finalised, this is a NATCOM requirement as they have final say on everything to do with the event.

The current structure for the 2019 event involves 37 positions of which 9 still need to be filled. We are now looking to recruit for the following positions:

MANAGER 4	Team leader of portfolios: Meetings, Catering, Grand Parade, Function & Ceremonies, Decorations and Organised Rides. Coordination of various portfolios reporting to AEC Executive and NAGMEC.
Event HQ	Coordination and administration of the event including providing members support for information desk, phone charging, event awards and lost & found.
Parcels & Laundry	Coordination and delivery of parcels including event PO Box, parcels collection, release to members and re-postal service. Laundry service drop-off and pickup (laundry service provided by willing local laundry service).
Check In	Coordination and support of check in registration requirements
Volunteers	Responsible for recruiting general volunteers and design & management of effective work rosters.
Training	Responsible for ensuring that site and OH&S training has been provided for volunteers and coordinators.
Media & PR	Responsible for ensuring that the event receives a steady and effective level of positive, current and informative publicity and promotion before, during and after the AGM Event. The purpose of this Portfolio is to ensure that the forthcoming Ulysses Club AGM Event is publicised and promoted appropriately and adequately to all relevant audiences.
Functions & Ceremonies	Responsible for coordinating five (5) official Club functions and ceremonies during the AGM Event week. Functions are: Meet N Greet evening, Official Welcome Ceremony, Formal Dinner, Church Service, and Closing Ceremony.

We are also looking for some for following:

Website Administrator	Liaison with National Website Coordinator for the establishment and currency of AGM event website. Liaison with Media & PR Coordinator and AEC on information to submitted to AGM event website.
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If you feel that you could fill one of these roles or, If uncertain, would like to ask some questions please give me a call on 0407 058 058

Stephen Draper #36741
AGM 2019 Event
Manager 3



5 Amigos Ride to Renmark and then back

Now to be sure that there were to be no mess ups on the trip we all decided to meet at Wings for a luncheon the week before the due departure date. Lilly, Wings wife had prepared a great feast and after a good chat and a nice meal we reckon we were all organised and ready for the trip



Day 1 Thursday 3rd of June

We all met at Yarram Country Kitchen Bakery at 8:30 With the idea to get a flying start to make it to Canne river that night. Michael and Mark, because of the distance from Lancefield and Romsey decided to stay overnight at a Motel in Warrigal and so there ride top Yarram was only half an hour. Stud and I both left home at 6:30am. The crew consisted of Michael on his ever (but a little loud) Boulevard, Mark on his Kakka 1400, myself on the Victory and Stud in the support vehicle. Breakfast was had at the local Bakery and we all took off for Bairnsdale for lunch, where we found a nice road house and a good coffee and muffin. On the road again seen us ride through Bruthen and then back on to the Princess Highway pulling up at Orbost for afternoon tea. It was then just a short ride down the highway to Canne River where we were booked into the Valley Motel. John made his first conquest when he paled up with a little black kitten. WE enjoyed a few frothy after the hard days riding and then Tea was had at the pub, and then back to the motel for a well-earned sleep.



A few frothies after a hard day

Day 2 Friday

Woke up with the threat of rain. We all checked our phone radars and we convinced ourselves we were lucky and were going to miss most of the heavy stuff. They said snow down to 1200. Michael checked how high we were to go and his phone told him the highest we would be would be 1100. So cool no worries there. Had a nice breakfast in the local bakery and then after saying good bye to the little black cat headed off. Was a lovely ride up the Monaro highway until we come out of the trees and onto the plains where the wind had sprung up to about 80km making for weird and wonderful riding patterns. Stopped at Bombala for morning tea and dodged a small hail storm. And still the wind howled. About 5 km out of Cooma down it came. Rain and hail and cold

Bugger. Lunch in Jules Bakery. Then a visit to the dunnies and back on the bikes. The weather was by this stage looking lousy. Black and dark grey clouds all over the sky. We suited up for storm riding. Out onto the Snowy Mountain Highway. The road is a sheer delight with nice sweepy curves. The only trouble was in was wet roads, bloody windy and bloody cold. What was that? We just passed a sign that said 1150. Shit was that a problem. And then another sign that said 1250. It was about this time that it was raining, sleeting and I do believe a little snow graced our crew. We stopped for a regroup and Mark informed us it was 1 Degree and we were sitting 1500 above sea level. We could see snow all around us but none directly on us. See there is a god. On ever onward, we pressed with the only one laughing was Stud in a nice warm truck. But we did eventually make it to Tumut and booked into our cabin. Would rate the Tumut Caravan park a 7. Tea was had at the local Chinese restaurant (Sweet and Sour pork and a carafe of red) and a very pleasant night had by all again.

Day 3 Saturday

Woke up to what I thought was a freezing morning, but there was stud down by the river talking to some ducks. We finally thawed out, had some breakfast at the local bakery after being eye balled by some highway boys, filled our tanks, and took off towards Hay. The sun was out and the weather although still cold was kind of acceptable. Crossed the Hume and headed towards Wagga. It was on this leg that I lost the Disc Lock which fell out of my packs pocket. Mark stopped to pick it up and soon joined us who were waiting down the road. But when Mark went to start his bike again the battery was as flat as. Just when all seemed lost Mark produced one of those little emergency starter packs and vroom. Reckon one in every group should be mandatory. Soon back going again and headed into Wagga for lunch. We had lunch in this big shopping complex which was handy as the group needed the ATM's. Headed then to Hay and the Hay holiday park along the Sturt Highway. Now there is really nothing much to see so we kind of cranked it up a little and soon made our accommodation. Victor had ridden up from Melton on his ever reliable BMW to meet us there, and was waiting at the gate as we rode in. We all said our howdy and moved into our digs. Now to rate this place I would give it about a 7. Even though the cabins were nice the place seemed a little run down. Heater was good though and soon we had the cabins quite toasty. Now to give all a little variety in food we decided to hit the RSL for tea. Looked good from the outside but on entering we found it was a Chinese restaurant. Oh god not Chinese again. That was two nights in a row. Now we all ordered and Victor being a rather small eater ordered a Small fried rice and a small lemon chicken. Out came the rice on this huge plate. Victor said he asked for a small and was told, that was the small. Then out came his chicken which would have fed 4. Victor's face was worth a fortune. None of us really finished our plates as the serves were just so big. Back to the cabin and a reasonably early night.



A good night at Hogs

Day 4. Sunday

Day 4 seen a not so cold morning. We fuelled up at the local road house and had some breakfast before heading off towards Mildura. The ride was kind of like the day before with open plains and not much to see. The road was kinds of rough, the limit 110 and so we decided to hurry along. We only had a short run that day but Victor was doing it a bit tough so we decided to have a stop about every 80 or so km's. We stopped in at Balranald for morning tea at a bakery which was quite uneventful and quite forgetful and then headed to Robinvale.

We stopped after about 80km's as we said, and there just down the roads were Mr Plod with his speed gun. We enjoyed then slowing down the Ulyssians coming down the road towards Mildura, after giving Victor his rest we rode on to Robinvale where we decided to have lunch after filling up. Where could we get something to eat we asked? Blue building and turn left. And there was the local bakery. Jennies Bakery. We fronted in but it was hard to read the menus as everything was in Chinese. No pies, no rolls, but there was roast pork or chicken rolls. What an experience. Michael said that the chicken came from under the counter and was chuck material. I do believe it found the bin. And for Michael to throw away food!! We left all having a good laugh and road into Mildura to the Sun City Caravan Park. Oh Shit. This has to be the worst park in Aussie. My rating 2. The cabins were old and we had to hire bed linen that was one pillow 2 fitted sheets? and a blanked about the size of a towel. To keep warm, we had to run the heater on full steam all night and even that didn't work. All up a shit hole. But we did head off to the Hogs Café for tea. Memories of the Mildura AGM returned and there was a young girl with her family having her birthday. We soon whipped the patrons up into a rowdy rendition of Happy Birthday to You. Great fun. The meal (I had Steak) was Superb by the way. We had a great night there before returning home and spent a sleepless night shivering, forced to wear riding gear to keep warm

A shit hole



Day 5 Monday

Seen us only too happy to leave Mildura and head out on the highway to Renmark. The road was again straight but we had a ball spotting kanga's and emus along the way. Mark was spotting them and relaying his findings through the intercom but bugged if I could find one: then! Woo hoo there was an emu. Joy Bloody Joy. One paddock we reckon had at least 60 emus in it. Really a great sight. Stopped at Renmark for fuel and then through Berri and on to Barmera. We headed straight to the AGM site and registered and then rode on into the town of Barmera to find our Cabin. The Park was really top class and the Cabin compare to the night before was like the Ritz. We unpacked and then went shopping and had a slap up BBQ tea. That night I for one slept like a warm brick.

We arrive





Day 6 Tuesday

We decided to go and check out the AGM site. Picked up our goodies from the AGM spot. And then “disappointment” was really the first thing that comes to mind. The big tent was there and all the food trucks, but that was about it. Very few traders had fronted. There was the usual Ear Mould, Girls gear, one men’s gear shop, a bloke selling emergency starters (great idea), the usual tour crowds, and that was about it. Melbourne had a stand for Mornington, and Lisbon had their stand the gear shop, end of story. Outside was the Ural, The Campers, the Trike crew, and the men of god. Where were the test rides? Well there weren’t any. Spider was there with a static display which was outside the site grounds, but that was it. Disappointed we left the site and went into the town. Now we promised Mark no more Bakeries, so we found a great little Café which was to become our regular eating place for lunch. Smokey had told us that there was a dinner on at the golf club and so we all climbed into stud’s truck and down we went. We were told they hoped to get about 30 – 40 but 120 turned up, and were the club happy. A Three course meal was had and it was really tops. Great night, really great food, and as always good company. Back home and after a few liqueurs for supper we all hit the sack.



Day 7 Wednesday

Seen us decide on a winery tour. Berri Estate was offering a \$20 tour of their plant with tastings and a 2 free bottles to take away. Not bad, Rang and booked in for the morning tour and so the four of us (Victor decided he didn't want to come) took off in Johns Truck. We arrived thinking there would be a few on the tour but no we were it, and our guide was "Tash" the sweetest little Riverland darling you could want. She told us although she worked for Berri it was here first day as a tour guide. She gave us a fantastic look around the plant and filled us in on all the mind-blowing stats that the plant achieved. She also confessed that the wine industry was a real wank as it was full of wine snobs and know-alls. And so to the tastings. Starting with the whites we quickly homed in on the reds to find they were really really good. Our Pres even tried a few. It was then Tash asked if we were interested in fortifies. And so the real tasting began. To our amazement our beloved Pres. decided to try some of these as well and being a non-drinker was kind of quite happy at parting time. Port and Muscat were the winners with Mark walking away with a special box set of Muscat. I stuck to the reds, but we all walked out with something better than what we were suppose to



. Stud had asked if we could go and see a museum that had steam engines etc. So we all headed to Cobdogla to see this attraction. When we got there we found the society had put on this special day for the Ulysses and there were members everywhere. There were four highlights' in the museum. One being this huge pump (largest of its type in the world) which is still operating, the second was the stream roller ride (just awesome), third was the tractor rode down to the river and back, and finally there was the stream train which took you for a 3km run out along track into the vine yards. There was also a great display of steam engines all running. Just fantastic. It really was a paddock of boys toys. Back to the Cabin as it was dance night at the AGM site. And so all decked out on our shirts and down to the bus which we had all outlaid 5 dollars to be driven to the AGM site. 36 was the number to be picked up but shit about 136 were waiting. Total stuff up as many decided to have wanted a free ride. Two buses were quickly sent but hey, bit rough on those that did the right thing. The food was a BBQ which was really nice and probably more than most could eat. The band, a three-piece rock and roll group were great and had the floor packed all night. As usual Mark fell in love with the female guitarist and bought their CD. Great to catch up with Steven and Leanne from Mildura. All in all, a great night if not a little cold. Back to the cabin, a few night caps and a good night's sleep.





Day 8 Thursday

Seen us all enthused as we were heading off for a paddle boat ride on the Murray river at Renmark. We found the boat no worries, Victor got the tickets and we boarded. All was great, may be a little crowded and a little cold but what the heck. We headed off down the river and then then boom, the heavens opened and it was not only wet but freezing. Now being it was a working paddle steamer there were no inside area and so everyone on board huddled around anywhere that was remotely warm. Stud and I found that there was a souvenir room which was inside and so we showed an interest for a while till we got kicked out. We then huddled on the lee side of the boat. Michael and Mark and Victor crowded round the boiler but were pissed off as others soon hustled them out of there prime spot. Michael grizzled all day he was dying of some foreign exotic infection, while we must admit we all did have a great morning. Back to the little Café in the main street where once again Victor was Shocked at the size of his lunch. He asked for a small bowl of chips and got half a sugar bag full. We all had a good laugh and shared his misfortune. We decided to spend the afternoon at the cabin as the weather had really turned nasty. It was also the Ranges Club dinner night and it had been organised to be held at the footy club. There were 15 of us all up. The food was good the company in good spirits and the conversation flowed. Back home to our cabin and another great day of the ACM.





Day 9 Friday

This was the morning of the club breakfast, and as there was a fantastic BBQ set up just below our cabin, that was claimed as the venue. We had a great turn up and the tucker just lasted the distance. Victor decided that he needed to get home and so we farewelled him as he rode off to spend the night in Nhill and then on to home. Michael had to attend the Presidents meeting and so this left us at our own devices. Mark wanted to go for a ride around and took off on the 1400, Stud and I decided to do a bit of sightseeing of our own and headed towards Morgan. Great lunch at the local bakery and then had fun crossing the Murray four times on the ferries along with heaps of other ulyssians on bikes. All met up back at the cabin, Michael told us what happened at the meeting and that the 2021 AGM was in WA. We all went over to the AGM site for the red faces event and got a really good laugh as people tried hard. The three girls that won the night were really deserving of it. We decided on fish and chips for tea. Again huge bloody serves but average at best.



Day 10 Saturday

Morning of the parade. As it was starting about 200 meters from our cabin we had a cooked breakfast and then rode down to join the throng. As there were only 1850 members at the AGM the parade wasn't the biggest but it was one of the best rides as everyone behaved. As it was 35km long we found the route encompassed riding down the main streets of all the smaller town surrounding Renmark. It was really great fun and heaps of people turned out in each town to see us ride through on our way to Renmark where it ended. After lunch at a pub in Renmark we had a quiet afternoon packing and preparing for the ride home. As it was the night for the Saturday night Dinner Dance we all lined up for the bus's which ran us to the AGM site. Guess they worked out the stuff up of the night before. Once again the food was first class and the Big Band was probably one of the best I've seen since Townsville. (I'm too sexy for my body for those who can remember). Full dance floor all night and the Ulyssians danced their butts off to the 11piece group. Back on to the bus and a reasonably early night.



Day 11 Sunday

Seen us head off home on our way to Nhill. Michael would have liked to do the silo painting tour but we never had the time. Leave that for another day. The ride really was quite uneventful until one of our group really needed to go and so we pulled over at a truckie stop and the needy disappeared into the bushes to come flying back out as he almost interrupted a family having a picnic. Really made the morning. We stopped off for a morning tea at Pinnaroo and found the only thing open was the servo who was doing a roaring trade. Big mistake bakery. We then road down to Boarder Town where we did find a really good bakery open and had a nice lunch. We left boarder town and after a quiet ride down the highway rode into the Nhill Caravan park and our cabin for the night. We went to the local pub, (choice of 2) and had a few ales and a nice tea before retiring to the cabin. Mark decided to have the Pav. A small serve he was told. Well it came out a Victor size serving. We all got a good laugh.

Day 12 Monday

WE rode out of Nhill after a good breakfast at a roadhouse, and head down into the Grampian region. Here the riding as again awesome and we passed through Zumsteins, Halls gap and Finally down into Dunkeld where we lunched at the local bakery. John wanted to see some of the sights along the coast and so we headed into Warrnambool and then along the coast to port Campbell where we were staying the night. We stopped at a few sites and took the mandatory photos along with the other 50 Chinese tourists. We were glad to make Port Campbell as the weather was turning nasty. Decided on pasta and pizzas for tea. And as there was only one place open in we went. It was lovely and warm and the food was reasonable if not a little on the dear side. Michael claimed it the worst Pizza he had ever had. That night the rain set in. out bikes had there covers on and in the morning I found a little cat had spent the night on the seat of my bike out of the weather getting the warmth from the motor. But the cabin was nice, bedding warm, and we all slept well.

Day 13 Tuesday

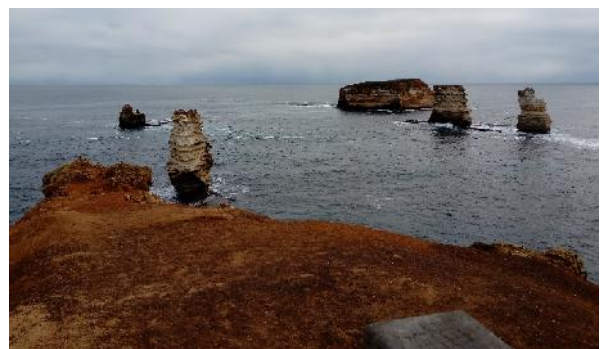
We checked the radar. Rain all over the place but with a bit of luck we could miss it. Headed off down the GOR towards Laver Hill and looking ahead all we could see was rain, so we stopped and suited up. That was a sure way to ensure we rode rain free for the rest of the ride. Great roads all the way from Port Campbell to Colac and then a typical highway run to Geelong with road works every 5 km. Had lunch at the road house just short of the Bacchus Marsh turn off, and then said our farewells. I rode straight down Geelong road to home and the others took the Bacchus marsh road. All in all, another great trip with great mates. I road just over the 2300km mark while the others rode a bit further. Having John with the support vehicle was great and he became the pack horse for luggage, wine, and lots more. 2018 will be remembered for heaps of things. Paddle boat rides, Steam train rides, Berri Estate, the ferries over the Murray, the Snowy Mountain Highway, the cold, the hot, and lots lots more. Looking forward to 2020 and



Marks small serve



Studs Small serve





My first motorcycle: by Ron Weste

As the oldest member of the Macedon Ranges Ulysses Group I guess not too many people in the group can remember riding motorcycles back into the 1950's.

Well I can, and vividly remember waiting anxiously for my 16th birthday when I could get my licence in South Australia, my home State. The first thing I wanted to do after turning 16 was buy myself a motorcycle.

I had 25 pounds save up and together with my older brother went into Mick Brown motorcycles Renmark to buy my first bike. I was still at high school so there was no expectation of bringing home anything better than the 25 pounds I had in my hand would buy. Mick took me through the shop to the back yard and showed me something resembling a two wheeled device leaning on the side fence overgrown by morning glory creeper. Mick indicated I could have it for 25 quid and proceeded to pull the motorcycle out of the entangled creeper.



It turned out to be a 1927 B.S.A. 500cc Overhead valve.

We poured some fuel into the tank gave it a couple of kicks on the kick starter and it fired up in a cloud of smoke. The BSA was 27 years old even then but it was all I could afford at the time. I rode the bike home accompanied by my big brother in his Morris Minor to make sure I was OK which I was, and made it home with some of the glory vine still entangled around the old bike. On closer examination I found the engine was caked in grease and oil so I set about cleaning it with a tin of Kerosene and stiff brush. After peeling away 27 years of patina as they call it I could actually see what I had purchased, a very old tired motorcycle, but it was mine.

I rode that bike to school for about 6 months until the head master banned me from parking the bike against the school wall, for melting the asphalt due to fuel leaking. Fortunately we lived on a rural property and had a 44 gallon drum of petrol I could nick a couple of gallons every now and again. I eventually sold the old BSA (for 25 quid) after I started work and could afford to buy a later model.

To date I have owned 50 motorcycles and currently have a 1979 Kawasaki Z1300/6 and a 1984 BMW K100 which I use as a club bike these days. Of course there are numerous stories on bikes I have owned over the 64 years since that old B.S.A. but that will wait for another time. Ron Weste #3181.



MY 1ST BIKE by Cherry

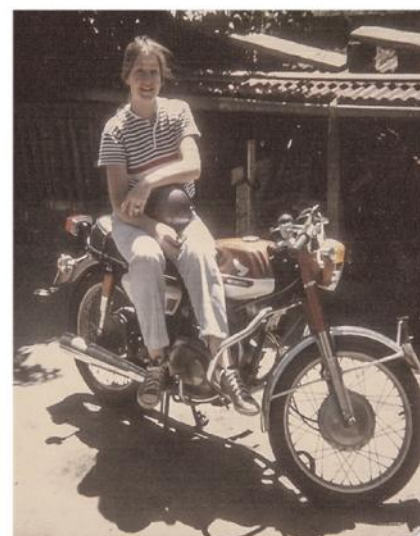
In early 1971, I was a poverty-stricken student at Monash University living on a "Commonwealth Scholarship" of \$10 per week and starting second year studies in Economics and Politics. Over the summer vacation, I had worked in an engineering factory and earned enough money to buy my 1st motorcycle, a 2nd hand 1966 Suzuki A100 99cc two-stroke, predictably called Suzy. Can't remember how much I paid but I bought her in Morwell from veteran Australian road cycling champion of the 1970s/1980s John Trevorrow.

My father who had had a motorcycle and sidecar as the family vehicle post-war, used my weekends at home to teach me riding and road craft on the sandy backroads between Newborough and Yallourn. I fell off lots, skidded heaps and generally made a menace of myself. Eventually, I got my Learners Permit, rode lots and achieved my license and P plates at Moe police station. My tester stood outside the then police station and said pointing, "Go down to the next intersection, do a right turn through the median strip, ride back here and park out front. If you don't fall off, you've got your license". When I got back, the sergeant was nowhere to be seen; he was inside filling out the paperwork!



Through most of 1971, the little A100 took me up and down the Princes Highway on weekends between Newborough and Melbourne. I had an open face helmet, "bumble-bee" ski goggles and various scarves, coats and pants to ward off the cold, damp and dirty riding conditions. The Princes Highway in those days was not a separated double-lane, so I would effectively lie flat on the tank in amongst cars and trucks trying to keep up. Seemed to remember it also rained a lot, inevitably covering me in road-sludge! I generally had to stop once for coffee and a warm up as the trip was long and slow given the little 99cc single cylinder engine. And although it did seem to whisker its plugs a bit, the one consolation was that it was super cheap to fill with fuel!

The little Suzuki gave me greatly improved freedom to get around albeit slowly! I had a female friend with an 80cc Yamaha also from the LaTrobe Valley and together we made a formidable team on the highway. However, the following university summer vacation found me once again doing factory work through which I saved enough to trade in the little Suzuki on a "hot" Honda CB175 twin. It went much faster than the Suzuki given its larger capacity. It sounded hot too with a baffle-less exhaust system stuffed with chicken wire by the previous owner! And even after many other 2-wheelers since those early days, the little A100 still holds a special place in my motorcycling memories.



The BSA Story

By Peter Maguire. April 2018.



This story is not about my first bike but my second which I still own and ride! My BSA motorcycle is a 1933 model M33-10, 600cc, side valve sloper with a four-speed gearbox with hand change on the right hand side of the tank and girder front forks. The original Sales Leaflet is included below.

The bike was found by my father in 1962 after the savage bush fires which started at The Basin, in the Dandenong Ranges, east of Melbourne, and ripped across to Belgrave, as I vaguely recall. The original owner, who had purchased the bike new, lived up in Government Road at The Basin only about 1 kilometre from our farm on Forest Road. Dad was the captain of The Basin Fire Brigade and he was doing a reconnaissance after the fires had finally been put out (32 people died and 450 houses were burnt in the 1962 fires) and he called into a property to see the fire damage. As it happened, Dad found the owner digging a hole to bury the BSA; he had already buried the side car body. He said that he did not want the local kids to steal the bike and that he had purchased it new and he was too old to ride it. The bike was not running but Dad offered to look after it and the original owner accepted the offer. I remember Dad picking the bike up on the "carry all" on the back of our tractor and bringing it home. As we looked around the BSA we even found some of the original tools in the tool box.

Dad and I, mainly Dad, got her going fairly quickly. As I recall, we changed the oil, cleaned out the carby and fuel tank and fitted a Bosch Magneto. The Lucas Mag/dyno had failed and was probably the reason the bike had been taken off the road. Anyway, she started after a couple of kicks and I rode it around the farm over the next couple of years. She was fitted with a Goulding side car frame and I added a wooden box for a side car body.

Sometime way back then, maybe 1965 or 1966, I took the bike up to visit the original owner. He was very sick and he got out of bed to see the bike when he heard the distinctive exhaust note as I came up the road and turned into his driveway on the big single. He was very excited and happy that I had called in but he had tears in his eyes when he saw his old bike again and we talked about some of his experiences with the BSA. Sadly, he died about 2 weeks later.

I enjoyed riding the BSA to many place in and around the Dandenong Ranges and I clearly remember riding it up to Olinda in the snow one winter with a friend as a passenger in the side car. We would have been at least 16 years old and I certainly did not have a driving licence or a crash helmet and the bike was not registered. Fortunately there were not too many police around and we stayed mainly on the back roads. In about 1970 the big end bearing was sounding very worn and clunky so the motor was dismantled and we sent the engine away for a rebuild. I then moved away from home and the rebuild project stalled.

I reassembled the bike sometime in the early 1980's when we lived in Melbourne but I made a mistake in the rebuild and running the engine resulted in some damage to the thread on the left hand side of the crankshaft. I subsequently had this fixed by some tedious work with a thread file but I was busy with family duties and work so the BSA then became a "retirement project".

BSA manufactured their range of single cylinder Slopers from 1926 until 1935. There are quite a few Slopers in Australia but the vast majority are overhead valve models, often with twin exhaust systems. My bike is a 1933 model with a 600cc side valve motor; she is probably the only one in Australia. Several people have told me that the bike is very rare. I have seen one that has been restored in a picture from England and I know of another one in Holland.

I am impressed with the quality of manufacture from 1933 with most of the bolt and screw threads and other parts still being in good condition.

The bike also has a lot of "modern" features like

- Linked brakes. The foot brake works the front and rear brakes while the hand brake is only on the front wheel. Incidentally, the foot brake is on the right hand side of the bike which is unusual for a British bike.
- Quickly detachable rear wheel. The chain and sprocket stay in place.
- Front suspension adjustment "on the fly".
- Ratchet lock on front brake for park brake.
- Full instrumentation including oil pressure and amps plus a dash light but no speedo.
- Left hand twist grip to confuse younger folk!! This is the ignition advance and retard.
- 8 inch head lamp with high and low beam and a park light.

However, a speedo was an option which she did not have and she also was not fitted with a stop light.

After spending too long in pieces in the corner of my shed, in February 2011 I started the rebuild with the aim being able to attend the "All British Rally" in April 2011. At that time I decided the leave her unrestored and I focused on making sure that the motor and gearbox were in good order. It was touch and go but I eventually got the BSA registered on the way to the rally (by trailer) and I took her on her first ride since about 1970 on Saturday 9th April 2011 from Newstead to Maldon and back. She was running like a dream.

The BSA runs really well and she usually starts first or second kick, unless other people are watching!!

Along the way the BSA has picked up a few awards including:

- "Best Bike: 1920-1940" at the All British Rally in April 2011
- "Best unrestored BSA 2015" at the National BSA Rally in Clare SA in November 2015
- "Best Original or Unrestored Bike" at the All British Rally in April 2018.

On the following page is the original BSA Sales Brochure from 1933.

B.S.A. 5.95 h.p. S.V.

Model M33-10.

The B.S.A. sloping engine models have always been extremely popular on account of their silence and smooth running. For 1933 the cylinder capacity has been increased to 595 c.c. to give that extra power so useful for sidecar work.

ENGINE. Single cylinder S.V. 595 c.c. (85 by 105 m/m bore and stroke). Lubrication by pressure feed from gear type pump to double roller big end bearing. Oil sump (capacity 3 pints) and crankcase cast in one unit. Pressure gauge in tank and oil level dip-stick on filler bracket. Mainshaft mounted on ball and roller bearings. Aluminium Alloy piston. Silent timing gear, with gear driven magneto. Amal carburettor. Air Cleaner, 8/6 extra.

TRANSMISSION. Engine-shaft cush drive. Front chain $\frac{1}{2}$ in. by $\cdot 305$ in. specially lubricated by oil well in chain case fed from engine. Rear chain $\frac{3}{4}$ in. by $\frac{3}{4}$ in. Dry plate clutch. B.S.A. four-speed gearbox with screw adjustment for front chain tension. Gear ratios 5.1, 6.7, 10.5, 15.2 solo, and 6.2, 8.2, 12.9 and 18.6 sidecar.

FRAME. Full duplex cradle type. B.S.A. front forks with adjustable shock absorbers. Saddle tank holding 2 $\frac{3}{4}$ gallons, with knee-grips. Spring-up rear stand. Lifting handle on rear guard. Dunlop tyres 26 ins. by 3.25 ins. Brakes 7 ins. diameter by 1 $\frac{1}{4}$ ins., front operated by lever on handlebar, both by right toe-pedal, and both quickly adjustable. Quickly detachable rear wheel.

EQUIPMENT. B.S.A. handlebar with special controls (patent applied for), including twist grips for throttle and ignition and ratchet lever for front brake. Spring seat saddle. Detachable carrier (or approved pillion seat, if specified). Footboards in place of footrests, 10/- extra. Metal tool-box on chainstay with complete tool kit and grease gun in leather case. Inflator.

FINISH. Tank chromium plated with green side panels. Frame black enamel; bright parts chromium plated.

With Lucas No. 420 Acetylene Lamps and No. 63 Bulb Horn **£56. 10s.**

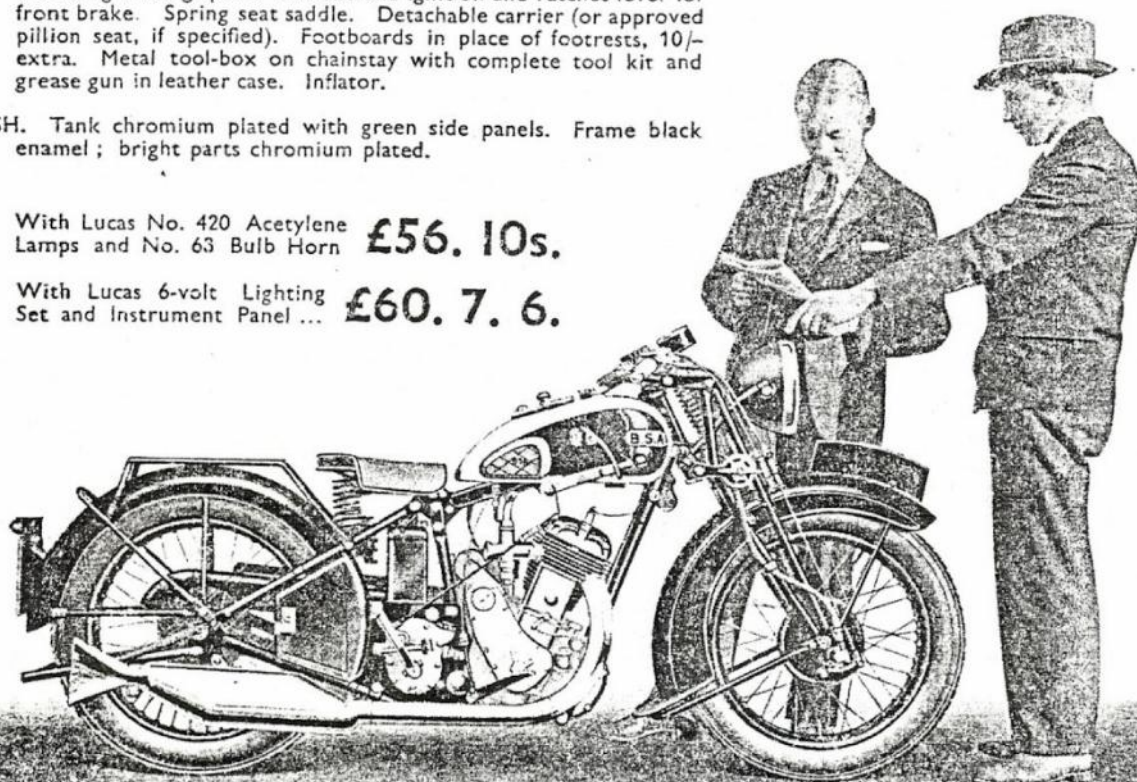
With Lucas 6-volt Lighting Set and Instrument Panel ... **£60. 7. 6.**

"This is the model for you if you want smooth, silent power for sidecar work."

1933.

£54.10s.

or on Hire Purchase Terms.



Sunday Run to Geelong on 22nd April, 2018

Article by Sylvia Behan

Photos by Vicki Cronin and Macca

No one told me when I agreed to be ride leader, that it was also my responsibility to write the article for the newsletter. Well, I'm happy to do it because it was a great day! It was a first time experience for me, one I've avoided in the past two years since I've been a member of MRUB. This was mostly because I still wasn't too confident in my skills, nor did I think anyone would turn up to follow a relatively new rider. So why did I this time?


First, our new (and very efficient) ride co-ordinator aimed his plea for a ride leader at the female members of our group. Then Jim sent out the route, which immediately appealed as it was my old stomping ground, so I knew the roads well. I had my formative teenage years on a farm on Pringles Road, just south of Maude, where I learnt to ride my brother's bikes and drive a paddock bomb. Then Vicki agreed to be my Tail End Charlie. So, deal done.

Wally was first to turn up at Sunbury Macca's and then they just kept rolling in! Twenty three bikes arrived, ignoring the fog and for some who came through from Romsey, very damp leg bottoms. Great to see Mandy, Lucy and Michelle with Vicki and I making up the female riders. Must mention Greg Bolger turning up on Sasha and sidecar that held his dog Millie. She was rugged up and loving the attention! Then came the briefing and I must thank our ex president Mark Freestone for sharing his knowledge and experience about corner markers. Made it very clear what everyone needed to do to help the run go smoothly. I must say, it worked like a dream. No one got lost.

Heading out from Sunbury, we picked up another rider, Charles Meson, at Toolern Vale and rode on past Bacchus Marsh, via Long Forest Road and through Anthony's Cutting to go past the strawberry farm and orchards. Up Woolpack Road, we joined the Geelong/Bacchus Marsh road to turn off past the airport and regrouped. Good thing we did, as the line needed to catch up. I'm told the pace was good, but as leader I tried not only to keep to speed limits, (well, most of the time anyway) but to ride responsibly as a lot of the riders didn't know the roads. The uneven surface as we approached Anakie was a bit of a challenge. Then we arrived at Anakie General Store for coffee.

By this time, the sun was well and truly out and a break was enjoyed by all. The store owners managed our numbers well I must say. Keen to get going, I led the way to Maude via Pringles Road. At this point, I was really enjoying myself. Being leader gives you a freedom and new perspective on riding. It's like riding on your own. You make the decisions about where to go and what speeds are right to handle the road conditions. You also don't have to worry about who's passing you. It's quite a buzz seeing all the bikes in line behind you and you feel a sense of responsibility for everyone's safety. Like a mother duck!

Our next stop was a lookout at Maude, one that Vicki and I on a recent run, had been informed about by a friendly local at Anakie. Great place to regroup, visit the loo and check out the scenery of the valley below. Dave Meson was impressed as he hadn't been on those roads before and didn't know the lookout existed. Good thing about these runs. Another group of bikers were there from Geelong, about eight of them. Very friendly and left before us. They took the valley road to the right as you leave Maude, which gets you to the Midland Highway and Ballarat. Very steep and winding. A good road for the brave another time.

Girl Rider

Yvonne Barker
Owner

Specialising in custom motorcycle clothing
for women & girls

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A note from Stud

I use telltales similar to Jim's, but I find that these only give you an indication when the tyre is already losing pressure. I also have a compressor at home and a good tyre gauge, which you should carry with you as service station units get dropped and can be unreliable. If you want a good gauge ask your tyre retailer. Another point to remember is that valves do let air out when you accelerate hard due to the centrifugal force, so you must have valve caps that seal properly - - ones with a rubber seal inside cap. 2 psi either way of the recommended pressure can cause accelerated wearing of tyres.

**THANKS TO THESE MEMBERS THAT MADE THE LETTER
WHAT IT IS.....**

Dennis (Dutchy) Holland (Great Jokes)

Peter Maquire

Cherry Cole

Ron Weste

Ken (Hey – you) Hager (Always puts in)

Vicky

Stud

Sylvia

Not that many out of a club of 200 plus

So.....Where the hell are you ALL

So what about it.....

Where's your bit.....

E MAIL TO ME AND SEE YOUR NAME IN LIGHTS

Or are you just like the rest and do Bugger all.....