



Macedon Ranges Ulysses Branch

Newsletter – Issue No. 88 June 2020

www.mrub.org.au

Issued bi-monthly – February, April, June, August, October, December

Contributions to Editor by 2nd Monday of month of issue –
editor@mrub.org.au



Saturday the 16th May 2020 - a day to be remembered in the history of the "Amigos".
The first gathering of the clan after "Lockdown".

Photo from Victor Wings

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SPONSORS



**Girl Rider
Motorcycle Hub**

COMMITTEE

President	Sylvia Behan	0413 188 894
Secretary	Mark Behan	0412 078 098
Treasurer	Deb Stuckey	0408 611 963
Events Coordinator	Vicki Cronin	0409 434 101
Newsletter Editor	Nicholas Pantelis	0408 502 665
Quartermaster	Heidi Frankl	0418 304 593
Ride Coordinator	Andy Brady	0418 229 338
Welfare Officer	Moira Burgess	0413 269 022
Committee Member	Yvonne Barker	0417 331 683
Committee Member	Mark Freestone	0437 674 642

RIDES AND MEETINGS

RIDES	<p>Sunday – 3rd of month, leaving McDonalds, 7-11 Horne Street, Sunbury at 9.30am sharp with full tanks. Refer ride calendar.</p> <p>Wednesday – weekly. Leaving from Caltex Station, 4 Station Road, Gisborne at 10am with full tanks. Destination to be advised on the day.</p> <p>Saturday – 1st of month, leaving Brantome Street, Gisborne (near Jolly Miller Bakery, approximately 11am following tyre kick). Usually a short ride to a prearranged location for lunch.</p>
WEEKLY GET-TOGETHER “TYRE KICK”	Saturday 10am – Brantome Street, Gisborne – Jolly Miller Bakery and Food Court, Shopping Centre.
MONTHLY SOCIAL MEETING	<p>Monday – 3rd of month Sunbury Football Social Club, 47 Riddell Road, Sunbury. From 6pm for dinner. Meeting commences at 7pm.</p> <p>Opportunity for all members to get together, join in the raffle, on occasion listen to visiting speakers and hear what’s going on in the club.</p>
COMMITTEE MEETINGS	<p>Monday – April, June, August, October, December Meetings are held prior to monthly social meeting and input from all branch members is welcome and can be directed to any committee member. Members can also see either the President or Secretary if they wish to address the committee. Elections are held annually, usually in February.</p>



From your Branch President

Welcome to our second newsletter from the new committee. I hope you have all been keeping safe and well and informed through our website, our Facebook page and emails.

This newsletter fills the gaps but also celebrates the spirit of our branch. That's why the photo of the five amigos is our cover photo. It not only represents the first gathering after lockdown, but shows that it only takes a sunny day and the need to reconnect friendships to bring members together at our tyre kicks, socially distanced of course.

With restrictions easing, we should be able to sit and have a coffee again, as well as ride in small groups to lunch destinations and longer Sunday runs. Check out the ride calendar for the remainder of 2020, put together by Andy and Freeo who have roped in several willing members to lead rides. That was a job well done as it's not always easy to find volunteers or interesting rides to suit all members. Having led rides myself, I find the whole experience exhilarating as I get to make all the decisions about where we ride, how fast we go and how many times to stop and view the landscape, as well as pit stops. Plus, I've always found a willing tail end Charlie (or Charlene) to keep the group on track and together.

On the social side, our next big event is to reconnect safely to celebrate Christmas in July in August. Galli restaurant have kindly extended our booking to the 16th August, allowing time for restrictions to ease, but also giving our members peace of mind that their health will not be compromised by attending. Check out the event on Facebook or email for details on payment, this time made prior to the event to ensure numbers for the restaurant. It's a great way to celebrate with family and friends, so come along in your best Winter Christmas outfit to join in the fun!

Lastly, you will notice the focus of this newsletter in the absence of reporting on rides during the lockdown, is on family riding and our connection to motorbikes. Thanks to the members who have sent in photos from their albums. It's great to see the history of our bike riding. We now understand where the passion comes from, something I'm sure you can all relate to.

Enjoy the photos and reading supplied by your members. Check out the items for sale. Know that if you wish to contribute to the newsletter, Nick is more than happy to collect for the August edition. Speak to your committee should you have any concerns or issues. There's usually one of us at the tyre kick each Saturday.

Cheers from your friendly president,

Sylvia

RIDE & EVENTS CALENDAR

Macedon Ranges Ulysses Branch Rides 2020 As at 3 June 2020			
Date	Ride Leader	Destination	Details
Saturday, 6 June 2020	Andy Brady	Tooborac Pub	Lunch
Sunday, 21 June 2020	Andy Brady	Bendigo	Talking Trams
Saturday, 4 July 2020	Mark Freestone	Greendale Pub	Lunch
Sunday, 19 July 2020	Michael Bevan	Elmore	
Saturday, 1 August 2020	Mark Behan	Axedale Pub	Lunch
Sunday, 16 August 2020	Christmas in July (August)	Galli Winery	Christmas in July (now August)
Saturday, 5 September 2020	Tash Guzowski	Donnybrook Pub	Lunch
Sunday, 20 September 2020	Meson Bros	Shepparton	Mammoth fly in
Saturday, 3 October 2020	Mark Freestone	Kyneton	Lunch
Sunday, 18 October 2020	Ken Hagar	Kyabram	
23 – 25 October		Weekend Away	TBC
Saturday, 7 November 2020	Andy Brady	Broadford	Lunch
Sunday, 15 November 2020	Mark Freestone	Healesville	
Sunday, 6 December 2020		Christmas Party	

All of the above are subject to change

MEMBER BUY SWAP OR SELL

For Sale

Givi Xstream Range
60Lt seat bag
As new, never been
used
\$150
Contact: Deb 0408 611
963



Got something to sell or buy?
Send in details to editor@mrub.org.au



For Sale

AirHawk2 brand new, never used or set up. Was purchased at Wodonga Ulysses AGM but the bike it was intended for was subsequently sold!

The AirHawk has been stored in the wardrobe (as you do) and is in perfect condition. Has all the paperwork, straps, repair kit etc with the unit.

It is equivalent (same size [36cmx36cm] and shape) to the current AirHawk model "AHMC – Medium Cruiser". This model can be seen at www.airhawk.com.au under motorcycle cushions and retails for \$179).

Asking price for this one is \$60. Happy to take enquiries (Cherry 0418373945)

MINUTES OF LAST COMMITTEE MEETING

Macedon Ranges Ulysses Branch 87 Claret Ash Bvd. Harkness Victoria 3337

Web site: www.mrub.org.au

Secretary: 0412 078 098 email: secretary@mrub.org.au

MINUTES

MRUB Committee Meeting 18/05/2020

On-Line Zoom 6.05 pm

On-Line: Sylvia Behan, Mark Behan, Moira Burgess, Deb Stuckey, Mark Freestone, Nick Pantelis, Vicki Cronin

Apologies:

- Ken Hager has suggested that we set up a YouTube account on which we can post videos from members. Our web site will then have a link to the video for outside (i.e. not members on Facebook) people who are looking at our activities etc. Basically our website does not have the bandwidth to support videos and this will allow us to better showcase our branch. All were in favour but it was noted that permission should be sought from the owner of the video before posting on You Tube.
- Treasurer's report from Deb informed us that we have a balance of \$4063.49. A full report was emailed to committee members.
- With the partial dropping of restrictions we believe that it is possible to resume some level of Branch rides similar to the last ride to Nagambie. We can have up to 20 people out doors and with self-supplied picnic lunch should still have a good day out (with appropriate social distancing). Marl F. will contact Andy to discuss possible dates and venues and Andy will then distribute the details. Keeping in mind that we are approaching winter there may be suitable opportunities / venues for follow up rides.
- Details re Mandurah Rally in 2021 have been circulated to members. It is assumed that this will be viable by this time next year.
- Vicki and Yvonne have not been able (due to lockdown) to follow up on end of year trip in Late October (replacing Colac) to Yarrawonga but will attempt to do so in the coming weeks / months (as restrictions allow).
- Re Xmas in July. Sylvia will visit Galli Winery and see if they are likely to be operating come July, whether they can accommodate us, and if so, how many people will be able to be fed. More to come on this!
- There are still some arrangements to be finalised re Xmas in December celebrations (date is proposed to be December 6th – i.e. first Sunday in December. However, what is certain is that it WILL be at Mark Freestones place in Sunbury. More to come here too.
- We have had a very slim year / quarter in regards rides, meetings, etc. so to support Nick with the newsletter we need to encourage members to send in any articles or more importantly photos. Deb has also suggested that the newsletter be sent out in PDF rather than Word to preserve layout etc. All agreed and she will follow up with Nick (who we should note was having difficulty with his Zoom link).
- Heidi was not able to join us tonight but Sylvia asked the committee to support Heidi in her role as quartermaster which she will be actually starting (restrictions again) this week.
- In general business Moira reported that flowers were sent to Amanda after her accident and surgeries and she appears to be recovering well (note: Facebook has several of Amanda's reports). In regard Xmas in July Moira will hold off somewhat on raffle purchases until we have a better picture of what's happening. Should any last-minute hiccups occur we all agreed that any raffle prizes purchased can be deferred until the end of year raffle.

Meeting closed approx. 6.40 p.m.

MRUB Treasurers Report as at 18-05-20

Bank balance as at 18/05/20	\$ 4,063.49
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Represented by:

YTD GST liability to NatCom (year-end)	\$ 164.32
Funds available	\$ 3,899.17
	\$4,063.49

Admin fees received since last meeting

Ivan Sarlija	\$ 20.00
Terry Duggan	\$ 20.00
Gordon Hunter	\$ 20.00
Terry Hodges	\$ 20.00

Expenses incurred since last meeting

Cash tin	\$ 29.99
Badge x 3	\$ 30.00
Flowers – Amanda Carlyle	\$ 120.35
	\$ 180.34

Our WA HIGHLIGHTS AND MORE



Rally Sponsors

We are looking forward to seeing you at the Ulysses Club National Rally that will be held at Mandurah in 2021. Below are links to brochures and information, so that you can get the best from your trip to Western Australia

1. Ulysses Club National Rally 2021 - WA Highlights - Bit.ly/Rally2021Highlights
2. Rally Handbook – Getting there - bit.ly/natrally2021
3. Road trip Guide - bit.ly/RoadTripGuid
4. Visit Mandurah - www.visitmandurah.com
5. Experience Perth - www.experienceperth.com
6. South West - www.australiassouthwest.com
7. North West - www.australiasnorthwest.com
8. Golden Outback - www.australiasgoldenoutback.com
9. Coral Coast - www.australiascoralcoast.com
10. Nullarbor Map - bit.ly/NullaMap
11. Crossing The Nullarbor - bit.ly/CrossingTheNullarbor
12. Rally Website – www.ulyssesrally2021.com

We look forward to seeing you in Mandurah 2021.

Cheers

The Mandurah Rally team

Business
Events
Perth



OUT & ABOUT WITH OUR MEMBERS.....

Lockdown: Not allowed to ride my bike; spending a great deal of time flying in my home built Flight Simulator, keeping my flying skills alive - hope I still know how to ride a bike, it has been seven weeks so far!!! Victor Curmi



First: My second bike. My Triumph T110 in 1959. Second: is a friend of my father on his Harley, must be 1943/45. Third: myself and the youngest granddaughter, Lara on my 1994 Honda VT 250C (V25 Custom)

Les Haynes



Macedon Ranges Ulysses Branch (MRUB)

Madam President & her motorcycling family!

In February 2020, the Macedon Ranges Ulysses Branch (MRUB) welcomed their 1st ever woman President, Sylvia Behan. Sylvia's husband of 46 years Mark has been MRUB Secretary since 2016 and together they make a formidable team.

But Sylvia's start in motorcycling happened much earlier. Under the watchful eye of her parents, including mum Rosa, Sylvia cut her teeth on dirt bikes, riding as a typical tomboy with her brothers. Gameness obviously runs in the family as evidenced by Rosa on two wheels in the mid-1970s.

Sylvia returned to bikes over 40 years later after raising two children and completing a long teaching career. In fact in a pre-retirement Year12 English class she received a "Rebel in Retirement" certificate on the purchase of her 1st Harley!

Not wanting Mark to have all the fun, Sylvia joined the Ulysses Club and became active in our local Macedon Ranges Branch. When questioned, Sylvia was quick to identify inclusiveness as what she really liked about the branch. "Everyone and all bikes are welcomed".

Always on the go, Sylvia epitomises the typical female Ulyssian, a go-getter and up for all challenges. Amongst lots of things done together like teaching, raising children and sharing grandchildren, the Behan's also both ride Harley Davidsons! Sylvia has a black Street Rod 750 and Mark a red Sportster.

With some social restrictions starting to ease, looks like we might be able to get together for coffee and a chat quite soon. But until then, check us out on social media and, stay safe and well.

Our previous regular get-together's, club activities, future plans and newsletters can be seen at www.mrub.org.au or our Facebook page.

So diary in a ride with Sylvia, Mark and the rest of us sometime.

Cherry Cole

Prepared by Cherry Cole on behalf of MRUB committee



Here's a collection of my dad and brothers on bikes.

These are the Kaiser boys, my brothers, who got the motorbike bug from my dad, pictured some sixty five years ago with my sister on the tank. They've done street racing, scrambling, track racing and touring on a GS850 (1979) bought 39 years ago. Their sons are also active on the racing circuit. I guess my experience on bikes pales in comparison, but it's in the blood.



Mark and His Sportster



Macedon Ranges Ulysses Branch (MRUB)

Motorcycling in virtual mode ...

For Macedon Ranges Ulysses Branch (MRUB) members, it's become a time for essential purpose motorcycling only. During this isolation phase, the Committee has been busy planning future activities and actively communicating with members through social media and our Branch newsletter.

New editor Nick has done a sterling job with the current digital edition. So take the opportunity to clean out your garage and make some \$\$ through the new Swap, Buy and Sell section or perhaps write up your favourite bike project, take some pictures and share in the next edition.

With many members being active bike restorers, current restrictions provide an opportunity to progress those "back of the garage" projects we all have tucked away. Expect a flurry of completed restorations when next we meet as a group!

Top Tip: If your bike isn't being run regularly, consider disconnecting the battery and planning key maintenance.

We look forward to once again getting together for coffee and a chat. Until then, check us out on social media and, stay safe and well.

Our previous regular get-together's, club activities, future plans and newsletters can be seen at www.mrub.org.au or our Facebook page.

Make plans to come riding with us sometime!

Cherry Cole

Prepared by Cherry Cole on behalf of MRUB committee



Hi, here are 2 photos I have found in my photo collection.

#016 was taken about 1935 with my mother, Norma, and her father, John Keenan. When I got this photo about 10 years ago, it was the first time I knew of my grandfather riding a motorcycle. #017 was taken in April 1949 and includes the first vehicle I was allowed to control on my own, me doing the controlling and my mother keeping well away from any impending disaster.

Hey Yu

#25809 *"What lies behind us and what lies before us are tiny matters compared to what lies within us."* — Ralph Waldo Emerson



Ode to the Honda CB500 Four

Introduction

This is the story of probably my most favourite bike of all those I have owned, not just because it was a very handy machine in its day but because its ownership coincided with a freer and more independent lifestyle than I had ever experienced. (Go the free-wheeling 70s!) It enabled me to “keep up” with others on long touring rides and facilitated the making of lifelong friends amongst the motorcycling club I joined (Caulfield Institute of Technology Motorcycle Club or CITMCC). The 500/4 was my sole means of transport and I couldn’t have wished for a better bike to replace my little aged Honda CB175 which I had really outgrown.

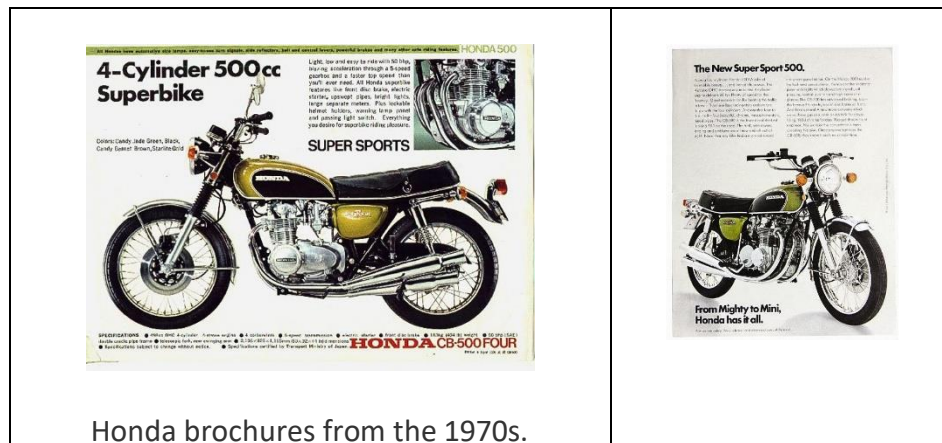
My bike was a Candy Garnet Brown K1 (Reg JB060) produced in Japan between April 1971 and late 1972. After dropping out of uni, joining the public service and becoming a regular wage earner, I took out my 1st ever loan and bought the bike brand new in 1973.

Some 500/4 bike history and facts ...

Honda’s CB500 four was produced from 1971 and models continued for most of the 1970s before it was superseded by the CB 550/4. According to some on-line historians, **Honda produced 4 series of the CB 500 Four: K0 (1971), K1 (1972-1973), K2 (1973-1974) and K3, known simply as “K” (1975-1979). However, there is evidence that the 550/4 overlapped by a couple of years and was somewhat confused with the 500/4s later models.**

But back to the early 500/4 model, *Cycle* magazine called it “*The thinking man’s motorcycle*”. The magazine’s take on the launch of Honda’s 1st half-litre four was that it “took all the 750’s fine attributes and focused them into a smaller, lighter bike that in many ways was better than its much-lauded forbearer” (the CB 750/4).

Like the earlier CB750, it had a single front hydraulic disc brake, rear drum brake, kick and electric starters, and sohc eight-valve engine. The four-into-four exhaust pipes echoed those of the CB750 although with very distinctive narrowed ends. It was a very nice looking little machine.



Honda brochures from the 1970s.

The Honda manufacturer’s marketing blurb identified:

- Power: 50hp @ 9,000rpm
- Engine type: 498cc OHC, 4-stroke, air-cooled inline four, 4 carbs
- Weight: 420lbs/190kgs (with half tank fuel)
- Miles Per Gallon: 40-50 with a 14litre/3.7 US gallons tank
- Gear Box: Manual 5 speed
- Top speed: 100mph (est.) although Honda claimed a top of 112mph/180km/h (with 125mph estimated for the 750) **
- Price then / now: \$1,460 (1972) / \$7,000au +++

** *Cycle Guide* recorded a best quarter-mile time of 14.13 seconds for the 500/4 versus 13.74 for the 750/4.



Honda CB500 Four side cover

So back to my little bike ... and the stories it could tell!

I used the 500/4 as my daily commute into the CBD as well as the transport that took me off on weekend and longer touring rides to all manner of places, sometimes solo, sometimes with CITMCC club members. CITMCC had an active membership of current and ex CIT students plus hangers-on like me. Max age was about 30 and professions were diverse but with a high proportion of engineers and teachers. Without exception, everyone was a motorcycling enthusiast.



My bike when relatively new before any add-ons. Note the huge rear mudflap which was standard for roadworthiness in the day.



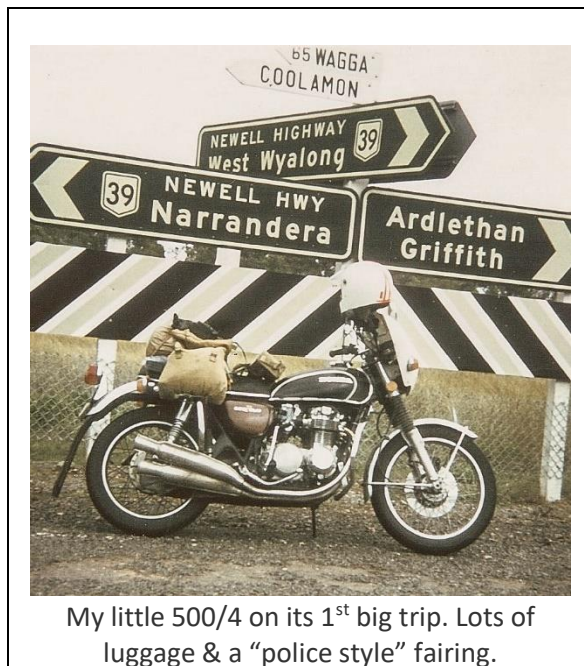
First of the add-ons, front and rear engine protection bars.

There were significant numbers of young women in the club both as riders and pillions. Several rode bikes like mine and the CB 500/4 and I fitted right in. Our modus operandi was touring and camping, and as a club we did lots of it, sometimes in the most unlikely places! The little bike made the crossing to French Island from both the Stoney Point and Corinella sides on several occasions through some pretty hairy seas. But the camping weekends there were very memorable. Similarly she was familiar with high country terrain having done several tours through the alpine areas before the roads were bituminised. But it was some of the other rides from my memories which demonstrated what a classy little machine the 500/4 was.

It proved to be a pretty robust little bike, unlike its rider on some occasions!

Bathurst Easter road races at Mt Panorama

One of my early touring trips on the 500/4 was the pilgrimage to Bathurst's Easter motorcycle races. My friend Bryce (Yamaha XS650 twin) and I headed off after work on Thursday evening riding towards Shepparton; making good time we hit Jerilderie about midnight and then on to Narrandera in the early hours of the morning. We were soaked through from the pouring rain, so invaded the local caravan park's laundry room & hung everything up to dry! The little 500/4 had powered on, never missing a beat even with several hundred kms at high speeds; but I was cold, wet and very tired. ☹



After 4 hours snoozing and still with wet leather gear at dawn, we resolved not to have breakfast but to push on, not knowing just how much of that breakfast energy was to have come in handy later! Of course there had been considerable rain over several days and heading out on flat roads towards West Wyalong we encountered significant road flooding. The floodwater was in the order of 30 inches or so deep and across the road for several hundred metres in some places!

As we approached the flooded roadway, my more experienced riding companion advised me, "Whatever you do, keep the revs up and keep moving" (so the exhaust pipes don't fill with water!) Simple really, except that the "wash" from fast moving cars coming towards us created turbulence, high waves and water over the tank! Of course I let my concentration lapse and voila! revs dropped, water filled the exhausts & the engine stopped!

Pushing the fully loaded bike through half a kilometre of swirling floodwaters with leather boots and clothes full of water was somewhat nightmarish. I endured passing idiot driver commentaries, thoughts that the bike may never start again, massive fatigue and of course that I wouldn't get to my 1st Bathurst. It was a long, lonely push! Bryce of course had putted his way through all the water and was waiting for his bedraggled colleague on dry road! Well the 500/4 never let me down, 3 kick starts and she purred away with a little coughing and spluttering. We subsequently made the races, had a great time with all our club friends and never encountered water on the way home!

The little bike was not only reliable but she had a very handy turn of speed when asked! ☺

Waratah Bay time trials!

With a claimed top speed well over 100mph, the 500/4 was a nippy machine in its day. This was put to the test on a weekend ride to Wilsons Promontory. Around 30 CITMCC members rode down for the weekend and decided to hold impromptu "races" and "time trials" on the firm sand of Waratah Bay beach (as you do!). A number of us had the same model bikes and so the competition was on to see whose bike had the best top speed.

Quarter and half mile lengths were duly marked out and several people offered to check run times. So we all dutifully lined up at one end of the beach waiting our turn. As I set out on my solo run hoping to do the "ton", one of my club colleagues Claude, with an identical 500/4, started his run from the opposite end of the beach. Problem was that the hard sand area was not that wide and two machines hurtling towards each other at 100mph plus was a recipe for potential disaster and "heart-in-mouth" moments.

Some 45 years later at our CITMCC 50th anniversary get together, Claude and I shared our memories of the day and confessed we had both been sh** scared in case the unthinkable happened ... But it didn't and I was officially clocked peaking at 108mph on my one and only run. Mr Plod had heard of our shenanigans and was watching from the top of the dunes. We all disappeared off the beach rather quickly thus avoiding fines or worse (for "speeding on a beach", "riding dangerously", "having fun with friends").

And that wasn't my last encounter with sand! With the benefit of hindsight, I concluded that there are some types of terrain which a fully loaded touring machine probably shouldn't attempt. Loose dry sand being one example. However, sometimes the rider decision making process lets the team down. ☹

Hattah Lakes National Park

Travelling solo one Christmas break I decided to explore the Hattah Lakes National Park in search of interesting landscapes and wildlife. Having taken off down an unmade "road" towards the lake area, I had travelled several miles when the road started to narrow to a deep sandy "track". Yep, dropped the bike!

Whilst I was younger and fitter, it still took me an hour to get the bike upright and reloaded. With every lift attempt, it slid along the sand with nothing to gain purchase on but sparse grass and saltbush. But once again, despite petrol leaking out of the carbies one kick start and we were away out of there, albeit slowly and carefully!



Honda 500/4 "resting". The heavily loaded road bike and Hattah Lakes sand didn't mix so well.

Our adventures continued on weekends with the club between my daily commutes into the CBD for work and riding up to Gippsland to see my folks. I don't recall how many miles it had on the speedo when I traded it, but the odometer had well and truly turned over and the engine was still purring nicely.

Eventually, after having the 500/4 for several years I decided I'd like a bigger capacity machine and traded the bike on a new Honda CB750 F1. Bad decision. Missed the little bike, hated the 750 and sold it within a year. And the rest is, as they say, a whole other story ...

So, thanks for reading my snippets of the 500/4's exploits. And yes, I'd be unlikely to like the bike so much now, having been spoiled by more modern machines, but sometimes I do wish I had held on to mine ...

So where have all the 500/4s gone?

Survivors used to be plentiful and, until just recently, cheap. However the Honda CB500 Four seems to be in the middle of rediscovery, a fact reflected in rising prices. Even so, they're still affordable for enthusiasts, with some usable examples available for \$6,000-\$7,000 and really nice bikes for \$13,000-\$15,000 but mainly from international sources. Body hardware is apparently getting scarce and stock exhaust systems are unobtainable, but many other parts can still be found with some hunting.

And just to finish off, for those amongst us who'd like to know what it would take to have another mint condition 500/4; here is a selection of examples for sale found on-line recently. Note: reckon if it's a "restoration proposition" you could add 50-100% costs on to the asking price plus many hours of labour to create your masterpiece!

Australian Bike:

On “Bike Sales” - a USA import; garaged in Qld as at 1/6/2020.



11

[+ Compare](#) [Save](#)

1972 Honda CB500 Four

\$8,500*

- Naked
- 498 cc
- 26,194 km
- Learner Approved

Australian Bikes:

On “Just Bikes” via “Puds Four Parts”, Yarram as at 1/6/2020.

One is a restorable “barn find”; the other shows evidence of some mods.



1972 Honda CB500/4

Road

\$5,950 Inc Gst

Need finance? [Get a quote](#)

VIC, 3971



1972 Honda CB500/4

Road

\$8,500 Inc Gst

Need finance? [Get a quote](#)

VIC, 3971

Australian Bike:

On “Gumtree” in Qld.



Honda Cb 500 four 1972 K1
\$7,000

Learner Approved 16000 km

A very nice example of a well known model. Rides very nicely, has a new battery, everything works as it should, the dials have been refaced and I have many small spares for it. Chrome is mint other than mirrors, a genuine classic bike that is fun to be on, an inspection is well worth while. Seeking as I'm wanting to buy a sports bike and sadly I can't afford both. Please guys, it's no secret what these bikes are worth these days, please don't insult me or yourself with silly offers, I won't rep

International Bikes: “Classic Trader” – via Belgium, Italy or Austria, the European editions!



Honda CB 500 Four (1973)

Touring Bike
498 ccm
35/48 kw/hp

AUD 10,007

Dealer 

[Watch >](#)

[Show vehicle >](#)



Honda CB 500 Four (1975)

K1
Touring Bike
30,000 km
498 ccm
35/48 kw/hp

AUD 12,511

Private 

[Watch >](#)

[Show vehicle >](#)



Honda CB 500 Four (1975)

Touring Bike
66,890 km
498 ccm
33/45 kw/hp

AUD 15,847

Dealer 

[Watch >](#)

[Show vehicle >](#)

Submitted By Cherry Cole
oooOOO0000ooo



Lancefield 9-6-2020

From your editor – a thought or two for this period.



“ To be kind is more important than to be right. Many times, what people need is not a brilliant mind that speaks but a special heart that listens.”

~ F. Scott Fitzgerald

AND

“ Be Soft

Do not let the world make you hard

Do not let the pain make you hate

Do not let the bitterness steal your sweetness

Take pride that even though the rest of the world may disagree,

You still believe it to be a beautiful place.”

~ Ian S Thomas