



April, 2024

Yarra Ranges Ulysses Branch



Grapevine

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Editorial



Greetings again, to all my Ulysses compatriots!

This edition of Grapevine is unfortunately a little shorter than normal, as we have fewer contributions from members. Please share your contributions for the next issue. They are all welcome!

Our club continues to prosper, and is busier than ever. Our wonderful "Brunch" meetings continue to delight, as does Tuesday's "Coffee and Chat". Our ride calendar has grown to bursting, and we are spoilt for choice, thanks to our many imaginative ride leaders. So many great and varied trips, too diverse to name. We have also had some strange gatherings of arachnids... Spydery Musters. (They must be laying eggs). All these great events would not be possible, without the hard work and organisation of so many of our dedicated members.

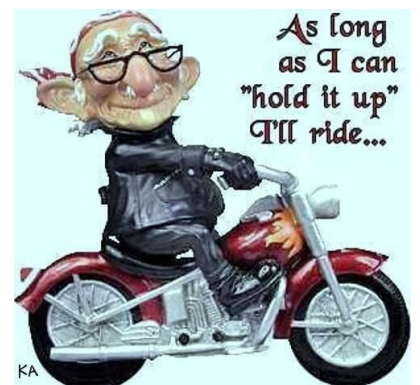
But so many of our members continue to make many great contributions to our branch ensuring its continued success. The Committee; Ride Leaders; organisers of events and not the least, members supporting and participating in our many rides, all add to this success.

One of the greatest strengths of our Yarra Ranges Ulysses Branch is that most members warmly welcome guests and prospective members, especially at Saturday morning Brunch. Visitors to our club are only strangers but once!

Ride Safely and may you lid never skid!

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President's Report March-April 2024



As I write this report Marjorie and I are sitting in Darwin on our post-AGM trip.

The National Rally at Mandurah went well with a total of 373 registrations. A very low number compared to previous years, but understandable given the travel distance and cost for us "easterners" to make the journey, especially during these difficult and uncertain times.

But the event was well organised and having the bulk of the meals and entertainment at the Mandurah Caravan park worked well. The local BMW and Can-Am dealers provided some bikes for display only and they attracted some attention.

I had the privilege of acting as Presiding Officer for the elections at the AGM on Saturday, 23 March 2024. The result was acceptable, with only one change to the National Committee, Rob Hunt dropping out and Lea Morgan coming in.

On the Friday, we had the Extended Natcom Meeting, which also went well except for some unwarranted aggression and questioning from one of the members (and nominee for treasurer) which drew an angry reaction from many of those present. Hopefully this individual will take the hint and go away.

On the local scene at Yarra Ranges it has been a busy year. The committee, with others helping as well, has had a busy time. Over the year we have had various functions and events including a Christmas in July, 20th Anniversary dinner, Twin Spurs Rally, Bunnings BBQ, Memorial Ride and Service. There has been a regular list of rides, mostly on weekdays which have been supported to varying degrees. There has been a lack of Sunday or weekend rides which has been a bit concerning and is something that needs to be addressed. Over the Christmas period when Brunch Cafe was closed we had a very successful BBQ in the Brunch car park which was well attended.

I am pleased to see that we appear to have a full suite of nominations for the 2024/25 committee, and the likelihood of having elections for a couple of positions. I am stepping down as President after filling in for this past year. For me, after 19 years on committees including 8 on the National Committee, I think it is time for others to step up. I wish the new committee well and I hope that other members will also step up to help out with organising various events. Yarra Ranges always has had a strong committee and this needs to continue. At a time when other branches are literally falling apart, it is more important than ever that the members of the Yarra Ranges Branch get together to help keep the Branch strong and progressive.

I would like to thank all the committee members for 2023/24 that worked hard and cohesively during the year to keep the branch going. We must also remember that we

lost a few members during the year and we should never forget them and the contribution they made to the branch.

I must also thank all branch members for their friendship and help during the last year. Marjorie thanks you all as well as relief sets in as I step down once more.

Henry Rokx

#28636 DM#45

President Yarra Ranges Branch



Treasurer's Report

Yarra Ranges Treasurer's Report



March 2024

The 2023 calendar year financial result has been finalised and I'm pleased to report the result is a surplus of \$930. Due to the club's financial result being cash based, this result does not include a \$287 unrepresented cheque yet to be banked by Natcom for the 2023 GST liability. Further details on the result will be provided at the April AGM.

The financial result for the March 2024 quarter is a deficit of \$1116.82 which is mainly due to the payment of a \$1000 donation to UCARF which was approved by the Committee at its March meeting. Banking for the months of February and March have been held over to cash flow a float for the Bunnings Sausage in early May.

Whilst the club has a healthy cash at bank balance of \$12,972.81 as at 31 March, 2024 presents is looming as a challenging year for the club's financial position. These challenges include:

- A forecast \$400 reduction in revenue from the Saturday draw due to declining attendances.
- A \$100 meeting room charge by the Kilsyth Club
- The move to Bimonthly social evenings and a subsequent expected decline in revenue from evening raffles

Whilst this will be part offset by revenue from the Bunnings sausage sizzle, members and the new Committee will need to work together to achieve an appropriate balance between a healthy financial position and to also ensure that members are provided with many opportunities to participate in club supported events.

1 April 2024

Mark Edmonds

Treasurer

Yarra Ranges Ulysses treasurer@yarrarangesulysses.org

Secretary's Report

Yarra Ranges Branch – Secretary's Report April 2024



Since Christmas many of you have been away on holidays with family, rides with friends, and enjoying the warm weather. Social activities have been reduced a little bit within the branch during January, but things have started to ramp up again. We have had the Memorial Day at Fernshaw Reserve, a monthly social night at the Kilsyth Club, Wednesday rides, Thursday Spyder Rides, and the AGM in WA. A busy calendar I think we can all agree.

Over the last few weeks of March, the committee has concentrated on recruiting members to the branch committee. Given the lack of response early on, it appeared that the branch could become a riding group or a committee by consensus. Both scenarios would have seen a major reduction in branch activities.

Lucky for the branch, several members of the current committee agreed to stay on and with two past committee members returning to the committee positions, we can continue for at least another year. Unfortunately, Shearwaters Branch have not been as fortunate and should be a signal to all branch members to think about being on the committee in future years to maintain our way of life.

The new committee will be elected on the 24th of April at branch AGM in the Kilsyth Club. They will have the responsibility to complete activities already planned. These being, Christmas in July, the Branch Christmas Party in December, and the Twin Spurs Rally in

November. Other social activities such as rides, Saturday Coffee Mornings, Tuesday Discussion Groups will all continue, and we hope will attract new members to our branch.

Three members of the current committee are completing their term of Office on the committee. They are Henry Rokx, Chris Collins, and John Ashley. On behalf of the branch, I thank them for their contribution over many years. They should be congratulated on jobs well done.

The current new focus is to recruit cooks, food handles and other help for the Bunnings Sausage Sizzle on the 4th of May 2024. If you can spare an hour or three, please contact me (0425772831) or Rebecca on Saturdays so that we can schedule your time to the roster we have created.

Stephen Griffiths

#55322

Secretary.

Welfare Report.



Grapevine – Autumn Edition – Welfare Officer

Hi all

After lots of early mumbling and grumbling late last year, we have finally seen some great riding weather and hopefully we will see a bit more before the long cold winter arrives. Along with many of the YR Branch, I have been lucky enough to get in some really good riding over the past few months.

It was great to get away on a Tassie trip that was led by a tour guide – Tassie has some of the best roads in Australia and the weather gods were on our side (February). If you haven't experienced Tassie, I would thoroughly recommend getting over there and having a look around – If you can do it on a bike over the summer months, you will not be disappointed. The Tassie roads are....free of pot holes and it goes to show that us Victorians are being treated like mugs when it comes our local road conditions. On our most recent trip to Tassie, we got to experience the brand new "Spirit of Tasmania" ferry facilities at Geelong which seemed to work well. Please reach out if you are looking to do a Tassie trip as we may be able to help with some tips and advice.

With the colder weather just around the corner, now is a good time to start thinking about getting vaccinated...Flu Shots are normally free / Covid Shots are free or low cost and we have seen more and more cases of shingles amongst the Ulysses family – Shingles Vaccinations are now free for 65 plus year Olds.

Well after many years on the Yarra Ranges Committee, Its time to take a bit of a break from the committee and stand down – I am really pleased that Kelvin Blair has put his hand up to take on the Welfare Position for the Branch. I am sure that Kelvin will take to the position like a duck to water. Best of Luck Kelvin and thankyou for your support over recent years.

My aim going forward is to introduce a program to welcome new riders – The program will look at everything from ride safety / Ride etiquette / managing a ride emergency / What should we be carrying / Bike preparedness etc. I will be looking for experienced members to assist with the program but I think it will add value to the club. I am hoping to kick off the first session in May.

And last but not least....We all know someone that may not be able to attend club functions anymore maybe due to health / age etc. I encourage you to reach out to these people...Being stuck at home can be a very lonely existence.

Chris Collins

Welfare Officer

Member #59097

Chris Collins #59097 Welfare Officer Yarra Ranges Branch / Ulysses





Ride Coordinator Report

Hi all, this years rides has been one steady as she goes with good numbers joining in on most of the rides which is pleasing to see considering a lot of other motorcycle groups seem to be struggling with numbers.

The weather of late hasn't been kind to us but it hasn't dampened the Ulysses spirit for riding and our fabulous commeradery , and if a ride is cancelled due to bad weather it's off to a pub/cafe by car anyway.

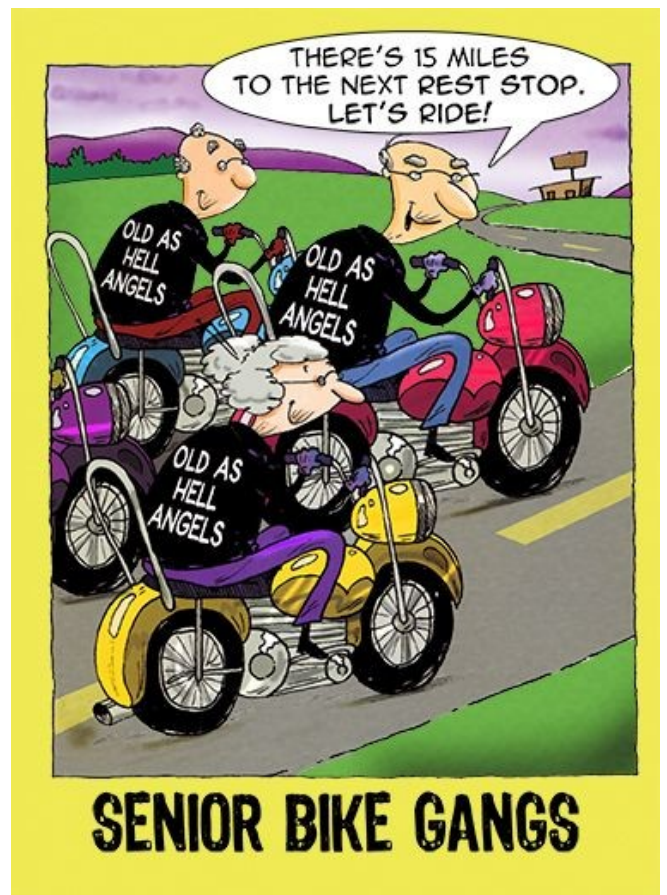
How many groups have rides 3-4 times a week and on top of that we have Tuesday and Saturday get togethers plus our Thursday night dinners. We would still like to see more people putting up their hands to lead rides as the more ride leaders we have the more diverse the ride will be and there is plenty of support for those wishing to help out. John Ashley RCO.

John Ashley RCO. Yarra Ranges Branch / Ulysses

Ask Constable Freddie FLATFOOT:



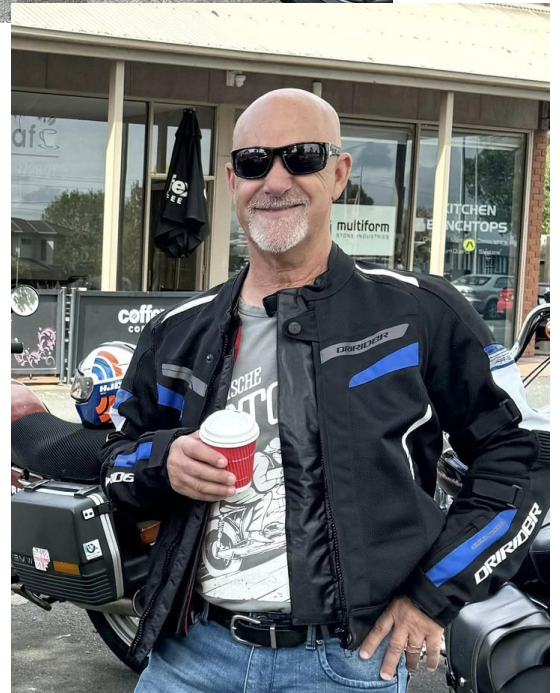
Freddie is taking a break!



Yarra Ranges Ulysses Goings On!

Yarra Ranges Ulysses,









Motorcycle Evolution: From Origins to the Future.

The history of motorcycles is a captivating tale of innovation, passion, and adventure. This mechanical marvel has come a long way since its inception, evolving from steam-powered bicycles to the modern, high-performance machines we know today.

In this article, we will explore the major milestones in motorcycle history, highlighting the contributions of iconic brands such as Harley-Davidson, Indian, Honda motorcycles, and more.



In the late 1800s, the first motorcycle prototypes were developed, with pioneers like Gottlieb Daimler and Wilhelm Maybach creating the "riding car" in 1885. This wooden-framed, gasoline-powered machine paved the way for a new era of transportation. Just a few years later, in 1894, the Hildebrand & Wolfmüller became the first motorcycle available to the public.

The early 1900s saw the emergence of iconic American brands like Harley-Davidson and Indian Motorcycles. In 1903, William S. Harley and the Davidson brothers founded the Harley-Davidson Motor Company, which produced their first motorcycle that same year. Indian Motorcycles, founded in 1901 by George M. Hendee and Oscar Hedstrom, quickly established itself as a dominant force in motorcycle racing and set several speed records in the 1910s.

World War I and II accelerated the development of motorcycle technology, as military forces relied on these versatile machines for transportation and reconnaissance. Harley-Davidson's WLA and Indian's Model 741 were popular choices for military use, with thousands produced during the war years.

In the post-war era, Japanese manufacturers like Honda emerged as significant players in the motorcycle market. Soichiro Honda's first production motorcycle, the 1949 Honda D-Type, laid the foundation for the company's success. By 1959, Honda was the world's largest motorcycle manufacturer, driven by popular models like the Super Cub.

Throughout the 20th century, motorcycle design continued to advance, with innovations in engine technology, suspension systems, and aerodynamics. Key milestones include the 1969 Honda CB750, the first production motorcycle with a disc brake, and the 1973 Kawasaki Z1, which boasted a powerful 903cc engine.

Motorcycle racing also played a significant role in shaping the industry, with events like the Isle of Man TT, MotoGP, and World Superbike Championships showcasing cutting-edge technology and the skill of the world's top riders.

The rise of European manufacturers like Ducati, Triumph, and BMW further enriched the landscape, introducing models such as the 1970s L-twin Ducati 750 GT, the classic Triumph Bonneville, and the versatile BMW R-series.

Today, we witness an ongoing evolution in motorcycle design, with electric motorcycles like the Zero SR/F and Harley-Davidson's LiveWire gaining traction in the market. As we look to the future, the ongoing development of autonomous vehicles, advanced safety features, and clean energy technologies will undoubtedly continue to shape the world of motorcycles.

As we journey through the milestones of motorcycle history, it's impossible not to feel a sense of awe at the innovations and achievements of these legendary brands. Today, these motorcycles not only symbolize freedom and adventure but also the ingenuity and craftsmanship that have propelled them forward.

Now, imagine yourself as part of this incredible journey—feeling the wind in your hair as you ride down the open road, surrounded by the rich history and cutting-edge technology of these incredible machines. At Eagle Leather, we understand the passion and excitement that come with owning a motorcycle. That's why we offer an extensive collection of motorcycle gear, accessories, and apparel from top brands. Our knowledgeable staff is dedicated to helping you find the perfect items to enhance your riding experience and showcase your unique style.

Whether you're looking for a new helmet, riding jacket, or motorcycle accessories, Eagle Leather has you covered. Visit us online or in person to explore our wide selection and join the ranks of motorcycle enthusiasts who have trusted Eagle Leather to fuel their passion for the open road.

TIMELINE OF KEY MOTORCYCLE MILESTONES:

- 1885:** Gottlieb Daimler and Wilhelm Maybach create the "riding car," a wooden-framed, gasoline-powered prototype.
- 1894:** Hildebrand & Wolfmüller release the first motorcycle available to the public.
- 1901:** Indian Motorcycles is founded by George M. Hendee and Oscar Hedstrom.
- 1903:** Harley-Davidson Motor Company is founded by William S. Harley and the Davidson brothers.
- 1910s:** Indian Motorcycles dominates motorcycle racing and sets numerous speed records.
- 1940s:** World War II accelerates motorcycle technology development, with Harley-Davidson's WLA and Indian's Model 741 produced for military use.

- 1949:** Soichiro Honda introduces the Honda D-Type, marking the beginning of the Honda Motor Company.
- 1959:** Honda becomes the world's largest motorcycle manufacturer.
- 1969:** Honda releases the CB750, the first production motorcycle with a disc brake.
- 1973:** Kawasaki introduces the Z1, featuring a powerful 903cc engine.
- Late 20th century:** European manufacturers like Ducati, Triumph, and BMW gain prominence in the motorcycle market.
- 21st century:** Electric motorcycles, such as the Zero SR/F and Harley-Davidson LiveWire, gain popularity, while autonomous vehicles and advanced safety features continue to shape the industry.

Copyright: : [Motorcycle Evolution: From Origins to Future - Eagle Leather](#)

Motorcycle Safely Tips!

Riding a motorcycle is an exhilarating experience, but it also requires skill, knowledge, and a focus on safety.

1. Invest in Quality Safety

Gear: The right gear can make a significant difference in your overall safety while riding. Start with a high-

quality helmet that meets or exceeds DOT, E.C.E. or Snell safety standards. Don't forget other essential gear such as gloves, boots, and protective clothing like jackets and pants made from abrasion-resistant materials.

2. Maintain Your Motorcycle: Regular maintenance is crucial for safe riding. Make sure to check your tyres, brakes, lights, and fluids before each ride.

3. Be Visible: Increase your visibility on the road by wearing reflective clothing and using proper lighting. Stand out and stay safe.

4. Ride Defensively: Always assume other drivers may not see you. Be prepared for sudden changes in traffic, maintain a safe following distance (3 second gap), and avoid riding in blind spots.

5. Sharpen Your Riding Skills: Regularly practice your riding techniques and consider taking advanced courses to further develop your skills.

6. Stay Alert and Focused: Avoid riding under the influence of alcohol or drugs, and make sure you're well-rested before hitting the road. Staying alert and focused can help you react quickly to any potential hazards.

7. Adapt to Weather Conditions: Adjust your riding style and gear to accommodate different weather conditions. Keep yourself comfortable and protected in any climate.





Harley Davidson is Closing many of its Plants Due to Declining Sales. Apparently, the Baby-Boomers all have motorcycles, and Generation X is only buying a very few, and the next generation, the Millennials, aren't buying any at all.

A recent study was conducted to find out why?

Here are the reasons why Millennials don't ride motorcycles, and why sales are down:

1. Pants won't pull up far enough for them to straddle the seat.
2. Can't get their phone to their ear with a helmet on.
3. Can't use 2 hands to eat while driving.
4. They don't get a trophy and a recognition plaque just for buying one.
5. Don't have enough muscle to hold the bike up when stopped.
6. Might have a bug hit them in the face and then they would need emergency care.
7. Motorcycles don't have air conditioning.
8. They can't afford one because they spent 12 years in college trying to get a degree in Humanities, Social Studies or Gender Studies for which no jobs are available.
9. They are allergic to fresh air.
10. Their pajamas get caught on the exhaust pipes.
11. They might get their hands dirty checking the oil.
12. The handle bars have buttons and levers and cannot be controlled by touch-screen.
13. You have to shift manually and use something called a clutch.

Tassie Tour 2024 – by Roger Petrucci

In late 2023 Steve Williams and I had started to plan a tour around Tasmania on Spyders just after a few of us bought Spyders. At around that time, I had kicked off a fortnightly Spyder muster but wanted to venture further and for longer and so we invited a few of the Spyder riders to join us on our Tassie trip. Our intention was to keep the group to a dozen riders/pillions so that we could keep the group together on our journey and find accommodation for all of us in the same place. With a late entry by Gipp Hawley after purchasing a Spyder Daytona our group became 13.

Our group on the tour was:

Marian Petrucci and I - Spyder RT Ltd – Black (very rare and exclusive)

Steve and Alyson Williams – Spyder RT Ltd – Black

Ferri and Ann Anvari – Spyder RT Ltd – Black

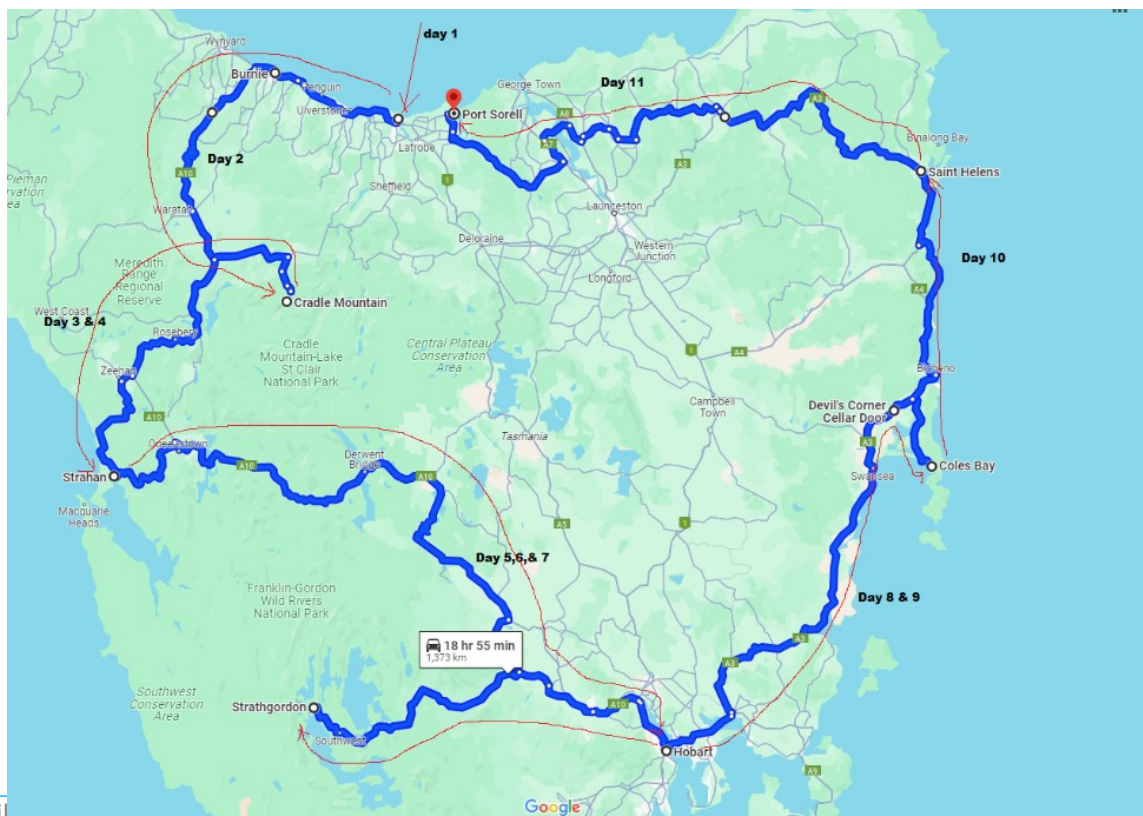
Stewart and Sue Westfield – Spyder RT Ltd – Orange

Doug and Di Markham – Spyder Rt Ltd – Burgundy with Eagle graphics

Keith and Elisabeth Chandler – BMW K1600 – Blue

Gipp Hawley – Spyder Daytona – Yellow

Our plan was to do an anticlockwise circuit around the island. With a rough itinerary in place, we had a group meeting to fine tune the trip and ensure that everyone was happy with our plan. The result was an 11 day trip starting at Devonport and travelling via Penguin, Cradle Mountain, Strahan, Hobart, Coles Bay- Freycinet, St. Helens – Bay of Fire then return to Devonport. All agreed that the trip would be a combination of great scenic rides, stopping more than 1 day in some places to really enjoy the scenery and partaking in the wonderful food and wines on the island.





We kicked off our trip on 26 February by meeting at the Sawyers Arms Hotel at Geelong for a very relaxing dinner pre boarding the Spirit of Tasmania for a 9.30 p.m. departure. Boarding the Spirit was a much easier experience than in the past from Port Melbourne (no traffic jams and plenty of parking).

The passage across Bass Strait was very smooth ensuring that our crew were well rested for an early start at Devonport for our adventure. Leaving the Spirit was also very easy, and we soon joined the very light traffic in Devonport for our trip to Penguin for Breakfast.

The views along the northern coast were spectacular as we made our way to Burnie then headed south through great riding roads to Cradle Mountain. Our aim was to arrive early so that we could enjoy a few walks on some of the many walking tracks in the national park. After checking into the Cradle Mountain Hotel, we caught a



shuttle bus to Dove Lake for a spectacular view of the mountain lake and craggy mountain backdrop. Views around the lake and lake boat house were mesmerising!



Dove Lake



Our crazy crew

Following the lake walk we hopped on the shuttle again to explore the Enchanted walk. Again, this was a spectacular walk, through rainforest flanking a creek which was home to a very busy platypus which a few of our group were lucky enough to photograph.



Start of the Enchanted walk

After a big first day we all welcomed some relaxation with pre-dinner drinks followed by a very delicious dinner. We soon discovered that all our meals during our trip on the island would be a similar experience.

On day 2 we travelled through Rosebury and then the very stark landscape of Zeehan for our final destination for the next 2 days of Strahan. The ride, though only 150 km, took all of the morning as a result of the lovely riding roads and stopping for lookouts.

Our accommodation in the Strahan Village motel coincided with a large group from the Porsche' Club and as a result, some of our crew had mixed fortune with the accommodation. If staying in Strahan again, I would ensure that I had one of the premium rooms which also had undercover parking.

On day 3 we all boarded a large catamaran for a Gordon River cruise to Sarah Island, the salmon farms, Hell's Gate and Huon rainforest walk.



As the photo shows the weather on the cruise was a little unfavourable, however the rain stopped as we disembarked at Sarah Island and enjoyed a guided tour and explanation of the sad history of the convict Island. Our next part of the cruise was a passage through Hell's gate which fortunately was not too rough but we all appreciated how difficult the passage

would have been for early wooden sailing ships. After leaving Hell's Gate, we cruised through the tranquil waters of the Gordon river to the top end that the catamaran was allowed and did a guided walk through the ancient Huon Pine forests. Overall another fantastic day!

On the fourth day we headed to Hobart for a 3 day stay. Our first stop was the mining village of Queenstown with its craggy and stark landscape which can be enjoyed from the lookout at the top of the town. The climb to the lookout was quite easy on our Spyders (and BMW) compared to the last time I did the trip, towing a 20 foot caravan. View from the top was awesome and I must say the Spyders made a stunning image lined up at the lookout and attracted attention from many travellers.



Queenstown lookout

Our next stop on the way to Hobart was "The Wall in the Wilderness" in Derwent Bridge where artist Greg Duncan has created a fascinating exhibition with his wood sculptures. Unfortunately, we could not take any photo's in the exhibition, however I can recommend a visit if travelling this area.

Our accommodation in Hobart was very central at the Best Western Hotel and Salamanca Inn, allowing us to easily walk to the restaurants and markets. On our second day in

Hobart, we all met at the Salamanca Markets after a very lazy start.

The markets are a great place to find some good bargains as Keith discovered with his leather goods. Unfortunately, Ferri did not buy the leather ratters cap he was considering and was very disappointed when he saw how attractive mine was.



Nearby we also visited the Lark distillery and managed to spend a few relaxing hours while sampling some lovely Tasmanian whiskies.

In the evening, we all lashed out for a spectacular dinner at Muir's Top deck restaurant and was not disappointed with food, service and views of the harbour. Muir's also offers a great selection of fish and chips in their downstairs restaurant and takeaway if you are looking for something simpler.

On the third day in Hobart, we had planned a ride to the scenic Strathgordon/ Lake Pedder area, however, because of strong wind warnings and rain we opted for a ride around the bay area of Kettering and Peppermint Point while one of our group decided to venture to the Mona gallery, and another stayed in Hobart. We also unfortunately lost Sue and Stewart at this point because of illness.

The group that did the bay ride managed to stay reasonably dry in our wet weather gear but were lashed with ferocious winds as forecasted. Despite the conditions we all enjoyed our trip and especially the lunch stop at the Hartshorn Ewe Cheesery and distillery.



Hartshorn Ewe Cheesery and distillery being sampled by Marian, Alyson, Steve and Ann.

On our 7th day in Tasmania we travelled to Devil's Corner for lunch while on the way to Freycinet. Lunch at Devil's Corner was awesome with a large selection of Mussels and Oysters, done in different ways as well as other seafoods and pizzas, all accompanied by their lovely wines in moderation, as we were riding. If you are travelling on the east coast, do take time to visit Devil's Corner as you will not be disappointed by the food, wines and views. Doug and Di Markham, loved it so much that they came back from Freycinet the next day for another sample.

Our next day in Freycinet was very laid back as another 4 from our crew were starting to feel the same symptoms as Sue and Stewart. For the remainder, walks on the tracks around Wineglass Bay and Coles Bay and enjoying the great weather filled our time.



View of Freycinet from Coles Bay

On our 9th day in Tasmania, we headed further north to the Bay of Fires. The weather was again fantastic and riding through Bicheno to St. Helens provided spectacular views and great riding roads. Along the way we stopped numerous times to enjoy the scenery and take many pictures. We spent most of the afternoon exploring the beautiful coastal area of Bennelong Point and The Gardens in the Bay of Fires.

The Gardens – Bay of fires





For the final day of our trip Keith and Elisabeth led the way on their big BMW K1600 to Devenport via Scottsdale, Batman Bridge and Exeter. The twisty roads and beautiful scenery provided a great way to finish up our tour of Tasmania.

In summary, we had 10 days of riding some of the most beautiful roads in Australia, with little traffic, mostly great weather, delicious food and drinks with a great bunch of people. Time to start planning the next trip!

HUMOUR.

This guy goes to see his doctor and tells him, "Every time I pass wind, it sounds like a Honda motorbike.

The doctor tells the guy to pull down his pants and bend over. As he does so, the flatulence sounds just like a Honda motorbike.

The doctor immediately says to the guy, "I know the problem - you've got an abscess up your a***."

The guy says, "What?! Surely an abscess can't cause a sound like that?"

The doctor says, "Didn't you know? Abscess makes the fart go Honda!"

Past issues available

We have digital copies of past issues of Grapevine that you can print out if you want. If you would like a specific back issue, or all copies back to March 2020, contact the editor.

Yarra Ranges Ulysses Facebook pages (reminder)



Our branch's Facebook presence is split between:

1. The 'closed' **Group** page. This is only accessible to branch members.

The name is [Yarra Ranges Branch - Ulysses Club](#)

2. The 'open' **Public** page. This is open to anyone interested in looking at what we do as a branch. The main purpose is to allow friends and potential new members to find us.

The name of the Public page is [Ulysses Club Yarra Ranges Branch](#). You can find a link to it on the Group page by looking for the branch logo.



Our Ride and Events Calendar can be accessed from the main page of our Branch Website and contains the dates of lots of our favourite scheduled pastimes - riding, socialising and dining.

For rides only, access the detailed Ride Calendar from the home page of the website.

Our website is at www.yarrarangesulysses.org

ADVERTISING.

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