



SPARE TYRE

APR - JUN 2021

MELBOURNE BRANCH WEB SITE :
WWW.ULYSSESMELB.COM



GOODBYE AND THANK-YOU!

INSIDE

- Ride Reports
- Social events
- Ride Calendar

Thanks to all those who take the time to do ride reports and post photos on the website. - It makes "stealing the photos" for the Spare Tyre very easy for me.....

What is it like to push out the last Spare Tyre? Well, it is pretty sad really as it is a signal that an era has come to an end. Club newsletters were once the heart and soul of a club; they recorded the stories of their members, celebrated the good times and commiserated the down times, they promoted upcoming events and happenings. But, they embraced and enfolded all those who belonged.

Still, life goes on and "*The internet of things*," has consumed many a publication and it is not an exception here.

May I express my heartfelt thanks to all those who contributed to the magazine from 1984 to 2020 for without your involvement there would have been no Spare Tyre.

To all the former editors of this newsletter another big thank-you as you developed and drove the newsletter onwards.

Finally, to the readers, those riders, their partners good-bye and I hope you have enjoyed the read over these many years.

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RIDE REPORT : LILYDALE TO LAKE EILDON
RIDE LEADER : JOHN COOK
REPORTER : JOHN COOK
TAIL END CHARLIE : NONE
DATE : 3 JANUARY 2021



Ah, Summer in Melbourne

A month ago I scheduled a branch ride for the first Sunday of the New Year. What could possibly go wrong?

Despite a weather forecast clearly indicating that it would be very wise to stay home, 4 other Ulysseans (Jack, Mike, Sam and Steve) turned up for the ride to Eildon, so that meant I couldn't go back home to bed.

On the plus side traffic was very light and I won't mention the one car creating a slow mobile road block over the Black Spur.

It was bucketing rain when we arrived in Marysville and then we had a couple of dry patches of road before getting to Eildon.

It poured for a while as we lunched and then the sun came out and we had a dry warm ride home apart from one small squall of rain along Whanregarwen Road. We had to stop near Yea to doff wet weather gear to avoid melting!

The joys of motorcycling in Melbourne. Guys - Thanks for coming along



The first ride for 2021, assembles at Lilydale

Summer weather heralding another wet ride



Lake Eildon, La Nina in all her glory.

Ulysses Club Melbourne Branch

Presidents Report 2020

Well what a strange old year 2020 was. The Coronavirus impacted hugely on our lives in general and curtailed the Branch's activities completely on occasions. In between the "lockdown" periods we did manage to get some riding in, but all of our larger functions could not be arranged.

It was a very disrupted year, and very difficult from the Committee's point of view. The planning and decisions which we had to make well in advance of events could not be made with confidence because the Coronavirus restrictions were not predictable with any level of surety. In the end, many of the decisions were made for us by the conditions at the time.

- The Christmas Function was not run due to the very limited time to organise a function after coming out of a major lockdown period and the community restriction limitations on gathering numbers.
- The Melbourne Branch Odyssey was proposed for Mansfield, but we cancelled when the community restrictions for Covid19 would have limited the function to the point of impracticality.
- Sunday Rides ran whenever able, thanks to Ride Coordinator Mike Fittall and all of the ride leaders, and were often under limitations of gathering numbers. A ride starting from all four Start Points was arranged to mark the end of the larger lockdown period.
- Saturday morning coffees ran whenever able under the restrictions
- Monthly social evenings ran only a few times throughout the year, and included a trial midweek function.

It is my honour to acknowledge the following members and friends of Melbourne Branch who have passed away during the past year: David Clarke, who was a committee member for the Branch; Jacinta Thomas, who had served as the Branch Treasurer and also as Secretary; Bruce Nilsson, a member from quite some years earlier and Winsome Wait, wife of our irrepressible long time member John.

It is also my honour to acknowledge the contribution of Brian Quintal to the Melbourne Branch. Brian has chosen to not re-nominate for the Committee. Brian has served as Editor of the Spare Tyre for seven years, and has been a formal Committee member for the last few years. Brian's quiet work in the background, almost single handedly publishing the four Spare Tyres each year is gratefully acknowledged.

I would like to acknowledge the Branch's financial sponsors, their contribution allows us to run the website and publish the Spare Tyre with no nett cost to the members. Both of the businesses - BM Motorcycles in Ringwood and Andy Strapz are personal favourites of mine and I confidently recommend their products and services to the members. Please do support those who support us, and take advantage of the friendly and professional service from BM Motorcycles and Andy Strapz.

At the conclusion of last year's report, I said: *"This report is being prepared in the midst of the Coronavirus pandemic which I trust that we'll be able to look back on in the next annual report"*. Unfortunately, the pandemic is still very much a contemporary view and we cannot look back on it yet. We will prevail, and get back to doing all of the things that we love to do in life and motorcycling!

Please do take care out on the roads, ride often and carefully.

See you out there!

Brian Lacey

RIDE REPORT : WERRIBEE SOUTH TO LORNE
RIDE LEADER : PAT RYAN
REPORTER : PAT RYAN
TAIL END CHARLIE : STEVE BAILES
DATE : 31 JAN 2021



GPS FAILURES, WE FOLLOW THE GIRLS

The Riders:

Thirteen staunch Ulyssians turned up at our newest start point for a ride out west and down through the Otways to Lorne. Weather turned out to be perfect for a ride with temperatures in the low twenties and only the slightest misty drizzle around the You Yangs. Road conditions were dry all the way and no dirt or gravel was encountered or U-Turns required.

The Ride

The plan was to go from McDonalds across the railway line (Yes – I found the way this time and we totally avoided the new subdivision which trapped us last time) and via a complex series of turns onto lots of roads eventually bringing us to Meredith for morning tea.

The only problem was that the route which knew all those turns had somehow disappeared from my GPS and I had no idea how to get to Meredith and keep off the main or secondary highways. The answer was simple – let's change the route to one I knew and head for Winchelsea for morning tea and then head to Lorne via Deans Marsh.

This route is complex also but both I and my GPS knew how to follow it so, no problems. Off we went dodging the road whose closure had caused us so much trouble last time and over the railway line onto Bulbans Road and into the ride proper. All was well as we went close to Little River and Lara then Avalon with virtually no traffic. The constant turns were starting to spread the group out so a little slower riding and waiting bunched us up a bit for the next bit. We left Steiglitz Road and rode onto Parker Road which is a delightful country lane through a valley with dairy farms and a few tight corners and no white line so it requires care on the corners.

As we approached the Midland Highway to cross and head for Bannockburn we saw a group of twenty or so Harleys mostly ridden by ladies of ample proportions. Unfortunately they turned down the road we were heading for so we fell in behind. They were a little slower than we would have preferred but there was no real opportunity to pass with a group as large as ours so we sat behind hoping they would turn off. After all Harvest Road was our next turn and not too far ahead.

We arrived at Harvest Road and you guessed it - they turned into it. On to the Hamilton Highway and up to Inverleigh, maybe they would go straight on, but no – they turned left and headed for Winchelsea still in front of us. It was 22 kilometres along here with no opportunity to pass again and we headed into Winchelsea behind them. My plan was to stop at La Hoot café by the river where there are good facilities and parking then I got to thinking "what if they turn into the café". I was trying to think of another coffee shop here just in case but relief flooded over me as we saw them continue on and we turned in. That was the last we saw of them.

After a pleasant stop for morning tea and a chat we headed off again turning left at the end of town and onto the Deans Marsh Road. Again not too much traffic here as we sped through the first half with its high speed corners and good if a little bumpy road surface. From Deans Marsh the road gets a bit tighter and becomes downright twisty as you traverse the Otway Ranges. For this reason the road is equipped with "Slow vehicle turnouts" every few kilometres for those who like to take corners at the recommended or often much slower speeds to let faster ones overtake. Unfortunately we got stuck behind two cars in this category and do you think they took any notice of the turnouts. Not at all and it is impossible to pass on this road so we crawled along until eventually the first car got the message and pulled over.

The second car was now the first and whilst he was marginally faster was nowhere near the speed we could have safely ridden. So I started to press him a bit and eventually he got the message provided by thirteen bikes up his tail and pulled over. This meant the last eight of so kilometres were ridden at a more suitable pace for high performance motorcycles and made for a much better ride. This road is often covered in moss or leaf litter and is wet and slippery but on this occasion it was dry and moss free and great riding.

Lunch at Lorne at Andrews Café as usual then we headed home as a group up the Great Ocean Road, except for Ian who wanted to go back the way we came. No Chinese tourists driving on the wrong side of the road this time but plenty of slow Sunday drivers so it was not the fast ride we would have liked. We went via Torquay for a change then home up Geelong Road where everyone peeled off toward home as we reached Melbourne.

All in all a good Sunday ride in good company. Thanks to Steve for performing tail end duties and not losing anyone to the Harley group.

Reece put a "Relive" video of the route onto our Facebook page which is well worth watching, and Ian took some video of Palmers Road which is also available on Facebook. Both are certainly worth a look so thanks guys.

RIDE REPORT
RIDE LEADER
REPORTER
TAIL END CHARLIE
DATE

:OFFICER TO MIRBOO NORTH
:MIKE FITTALL
:JOHN COOK
:IAN
:17 JANUARY 2021



After some of my mistakes today (finger over the lens / arriving on an under inflated tyre, taking a wrong turn on the way home etc etc...) I was been given the job of writing the ride report.

I had a great day out with fellow Ulysseans, but I admit the day had some quirks. The weather (apart from strong wind gusts) was pretty much perfect for riding, yet it was raining when I got up. Even as I rode to Officer, I encountered wet roads and road spray, so I was glad I hadn't bothered to wash the bike after its last outing. On arrival it was dry, and it was great to see a large group of members ready to enjoy the day's riding. I was then embarrassed to be told that I'd forgotten to check my rear tyre pressure recently. Oh Dear! That was attended to, briefings and greetings were completed, then we rode off with Mike leading and Ian doing Tail End duties. The ride started with a bit of a "transport" run down to Koo Wee Rup and after that the fun really began.



The ride from Lang Lang along McDonalds Track to Poowong whet our appetites as we enjoyed the views and winding roads. Then it was South along the tight and at times challenging Bass Valley Road before following the Highway into Korumburra for the morning tea break. Here, we met up with Alf and Renate plus John Taylor who had made his own way down from the bay. Roger and Pat then bid us farewell and Mike led the rest of us back up the wonderfully scenic road towards Warragul before turning right and leading us along some great sealed roads through places such as Seaview and along the Grand Ridge Road to Mirboo North where we all stopped for lunch.



After a relaxed lunch and some banter, it was time to go home and Brian and Ian decided to join me. We rode the normal way via Thorpdale p to Trafalgar and I was truly dismayed to see that the speed limit through the delightful series of bends north of Mirboo North had been reduced to 80KPH. Still a lovely road though. After that I confirmed my alias "Wrong Way John". A few days earlier on the way home from Sale I had absentmindedly missed the turn off at Nilma and was determined not to make that mistake again. I didn't, I turned off at Darnum instead (too early) and we got to discover some roads I had not previously ridden near Shady Creek before finally stopping at Neerim South to bid farewell to Brian, who headed home via Jingellic. Ian and I rode on home through the mountains via Powelltown and finally split off in different direction to home after we passed through Seville.

I'm not doing a full list of all the participants, but it was a good number and I enjoyed the day thoroughly.

Thanks Mike for organising and leading a well planned ride.

TAKE CARE OUT THERE DON'T BECOME A STATISTIC!

"January 2021 has seen an increase in motorcycle crashes in all states and territories with drastic fatal and serious crashes in such a short time. It is difficult to drill down to any single reason for this sharp rise in these cases and I am sure that there are many contributing factors to the rise in crashes that have resulting in devastating outcomes." This led me to delve into the mysterious world of statistics, in particular Victoria. But, before doing this a look at the national figures came up with an alarming statistic. Crashes involving a motorcyclists requiring hospitalisation has risen from ; 7,987 (2008) to 8,733 (2017) , the latest dataset available and presumably since 2017 this number has not decreased between 2017 and 2020. Interesting.

Turning to Victoria, is it good news that in the year 2020 fatal motorcycle crashes dropped from 44 (2019) to 31 (2020), thereby saving 13 families, relatives and friends the trauma of losing a loved one. Obviously, I would have to say, 'Yes,' it is good news but not so brilliant for 31 families, relatives and friends. Another number is the high percentage of deaths that are due to simply running out of road or not taking a curve (41%). The balance of fatalities relate to head-ons, overtaking, vehicles interacting with motorcyclists from intersections, driveways, pull-out from curbs etc. etc.... Are these avoidable, again yes and sadly you and I dear rider have to be the ones to take the defensive action, for we are the **most vulnerable**.

What to do?

I put this one at the very top of my list. **TAKE A SAFETY RIDING COURSE!** The club subsidises the members to do this (50% OR \$80.00) and we should do it periodically. So, why not do it? No matter how good we think we are **THE STATS SAY OTHERWISE**.

Next is hydration, frankly, I'm lousy at this and it was only recently on an adventure riding course, a hot day and where was my hydration pack, full and sitting on the front porch at home, whilst I fatigued and faltered about three quarters of the way through the day by dropping the bike on flat ground. Lesson learned. If you have not got one get a camel back and use it, irrespective of the weather.

Lunches, again hand-up I like a good nosh and when I have been solo riding I have had to pull over about an hour into the post lunch ride to grab *"40 winks."* My, *flab*, needs a rest and light lunches will now be the norm.

Finally, our eyes and other senses must be constantly vigilant and, yes, we have to drive for the other driver out there. **THERE IS NO RIGHT OF WAY** in the Australian Road Law we must avoid or stop before having a collision. If it is unsafe **DON'T DO IT!**

In my short years of riding I have done stupid things and seen stupid actions on the road this is a good time to take stock and to remedy the situation. I'd like to make older bones and I hope you would want to do the same.

Stay safe, drink water, do a safety riding course and eat light.

RIDE REPORT
RIDE LEADER
REPORTER
TAIL END CHARLIE
DATE

:LILYDALE TO HEALESVILLE
:STEVE BAILES
:PAT RYAN
:SAMUAL SUN
:10 JANUARY 2021



The Riders:

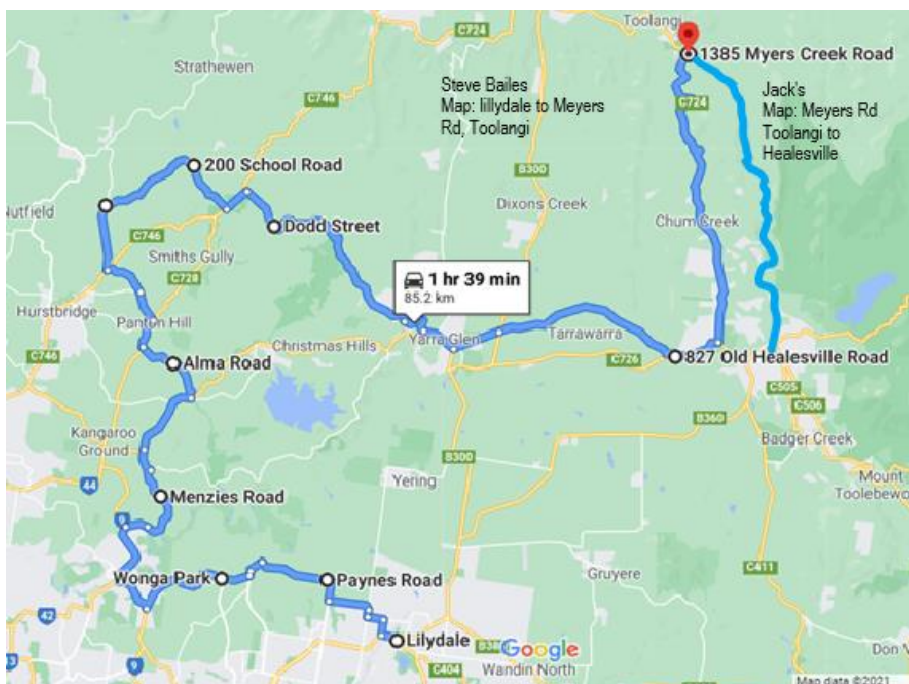
There were over twenty riders at Lilydale on a warm sunny Sunday for our second ride of the year. Two prospective new members joined us for the first time. Giancarlo was on his magnificent club plated vintage Honda Africa Twin which he had brought to Australia from his native Sicily. Rob arrived on his club plated former California USA Police Moto Guzzi complete with lights and sirens and dressed like an old time Yankee cop with a long leather coat, oilskin trousers and brown boots with a cop helmet. He certainly looked the part and the bike went pretty darn well too. The narrow back tyre however must have made it a bit difficult on this ride of "ten thousand corners"

Introductions made and a briefing on the route completed by the RSM we all saddled up and headed off for some fun. Steve did tell us to expect some narrow winding roads and he certainly delivered in spades. We traversed some delightful little roads as we crisscrossed the hills from Lilydale to Warrandyte then over the bridge and up through Kangaroo Ground, Watsons Creek and Panton Hill to Cottles Bridge then via a circuitous route (winding, narrow) to St Andrews. From here we deviated from the map above and went up everyone's favourite road, the Heidelberg-Kinglake Road, to Kinglake for morning tea, trying not to knock over too many cyclists on the way up the tight narrow road. Giancarlo left us here as his old Africa Twin was not used to the hard work and needed to be taken home for some rest and repair.

To our delight it was back down the Heidelberg-Kinglake Road looking for Buttermans Track which surprise, surprise, is a narrow winding track with near vertical camber in various places but leads to Yarra Glen after yet another wonderful trip over the hilltops. From here we followed the Old Healesville Road with its smoother high speed corners almost to Healesville but Steve was not done with us yet. In cahoots with Jack he had added a final challenge and took us off up the Healesville Kinglake Road through Chum Creek until we hit the Myers Creek Road and headed back down to Healesville. Needless to say these roads are not exactly the Hume Freeway and our cornering skills were again put to good use.

This was a ride with a difference with lots of tight corners, not a lot of distance by our normal standards but something for everyone to enjoy. The faster riders amongst us had great fun passing the not so fast ones. It is a little disconcerting to be passed unexpectedly on a very narrow road but that is life so all is good.

Thanks Steve and Jack for a great day out on the bikes, how you managed to keep us away from traffic on a Sunday I will never know but we were not caught up by slow moving traffic much at all. Even the dreaded pushies were few and far between. The Beechworth Bakery at Healesville was crowded and most riders headed off while a small group stayed and ate. Four of us came home via Yarra Glen, Christmas Hills and Eltham which added a little icing on the cake of what had been a very good day.



RIDE REPORT : TALLANGATA WEEKEND
RIDE LEADER : JOHN COOK
REPORTER : JOHN COOK
TAIL END CHARLIE :
DATE : 23 -25 JANUARY 2021



Escaping Melbourne For Great Riding In Northern Victoria

What a difference a year makes! I now realise this was our first official “overnighter since March last year! Just a year ago we rode through a blackened bushfire ravaged landscape on our visit to Corryong as part of our regular Tallangatta weekend. Twelve months later, the contrast was staggering as we rode through fields with abundant hay and many new fences. Many trees (black a year ago) had foliage plus epicormic shoots as they recovered from fire. Some buildings were still blackened ruins, but that was rare. Traffic diversions were still in place for different reasons – that damned virus.



Yea Railway Siding , as you enter town

A dozen of us met in Lilydale early on Saturday 23 January. They were Andrew, Carlo, Colin, Jack, Les, Mike, Neal, Samuel, Steve, Stewart (caught up at Yea), Terry and me. We hit the road to try and cover some distance before the predicted 40-degree heat hit us. Andrew and I really stood out as “bookends” in our bright yellow riding gear. The light (reflective) colour was really good and the many vents made riding in such hot conditions as comfortable as possible. As we passed Lilydale Airport, we saw a light plane taxiing for take-off. We continued north up The Melba, took a diversion via Murrindindi and stopped for a cool drink at the old station on the rail trail at Yea.



Markwood, Owens River, popular swimming spot

I now think that was a good stopping point as the town itself was very busy. We then climbed up through Highlands and enjoyed winding mountain roads. It was challenging up there with varying light and shade, wind and lots of leaf litter on the road plus some fallen branches. We descended via Gobur stopping at Bonny Doon for another cool drink before riding on to Swanpool, where we crossed paths with the Shearwaters Branch and had to deal with two branches marking the same corners until they stopped for their lunch break at Tatong. We continued on via Moyhu and stopped at Milawa for lunch and another cool drink. From Milawa the road headed North to lead us to the lovely rest area on the Ovens River near Everton.

Shortly after that our corner marking system fell apart. Oh Dear! As I rode along the Great Alpine Road towards Myrtleford, I passed a couple of turn offs to our destination and someone turned left and took a more direct route. Those behind followed and thus we became two riding groups! All was sorted eventually, with some banter at the pub that night. Those with me enjoyed the road from Myrtleford to Yackandandah, where we stopped and refuelled ready for Sunday. Then it was on via Allans Flat and some glimpses of Lake Hume before arrival at our destination -the pub in Tallangatta. Despite the heat, I was still feeling relatively fresh, so I popped out on the bike again, checked out the waterfront, rode up to the lookout and also through Old Tallangatta (most of the town was moved in 1956 to make way for Lake Hume) and along the northern shore for a bit. The flats exposed by the receding water were extraordinarily green.



Mt Alfred on the Murray River Road

As we finished breakfast early on Sunday morning the Shearwaters group arrived to take our place at the bakery. Greetings were exchanged and we headed east and then turned off towards Granya to ride, “The Gap” before enjoying the simply lovely Murray River Road as we approached Walwa. It was a bit disconcerting to encounter electronic signs telling us we were leaving Victoria and that we would need to get permits to come back! Now, I’ve been known to commit the odd navigational error (or six) but I was fairly confident the sign was wrong and we continued on. As I suspected, the sign really applied to people turning off and crossing to Jingellic in NSW and police were manning the roadblock.

**RIDE REPORT :
RIDE LEADER :
REPORTER :
TAIL END CHARLIE :**



An enjoyable rest (and refreshment) at the community bakery in Corryong and once again the Shearwaters rode past! We then rode back along the highway, turned off as we crossed the Mitta Mitta River and enjoyed riding up that valley. I stopped for a break and decided I'd had almost enough riding for the day. Most went on to Mitta Mitta, found it busy and returned to Eskdale for lunch. Les and I rode Lockharts Gap Road back to Tallangatta and hung up our riding boots for the day. The group enjoyed dinner at the pub both nights.

On Monday morning we rode off early after breakfast to try and beat the heat. Andrew had not had enough riding yet so he rode North to Queensland and arrived there that evening. We retraced some of our route and stopped at Violet Town for a break. I then changed our planned route and we headed off into the hills again and rode home via the lovely water hole at Polly McQuinns.

I had a great weekend away. The camaraderie with both group members and the others we met along the way was a fantastic example of the enjoyment we Ulysseans can enjoy. Thanks to all who came along.

John Cook



Sponsors'

We would like to thank the sponsors for their financial support which enables the branch to publish this newsletter, our webpage.

These businesses support us in many ways and most offer discounts to Ulysses Club members.

We urge you to show your support and consider these businesses when looking for accessories, bikes, clothing, parts and or servicing.



RIDE REPORT : KALKALLO TO YARCK
RIDE LEADER : VINCE GREEN
REPORTER : JOHN COOK
TAIL END CHARLIE : PAT RYAN
DATE : 7 FEBRUARY 2021



I enjoyed some more great roads and camaraderie by heading out on Vince's Sunday ride to Yarck.

It had been a very late for me the previous night and the weather was quite miserable when I arose so it was very tempting to give the ride a miss. I persisted and sent Vince a message to let him know I was coming as I was running late, and it is a long way from Montrose to the Kalkallo start point.

Of course by the time I donned my helmet and left it was actually drizzling rain and it was too late for me to stop and don wet weather pants. I rode on in rain and raised the screen a bit and had a good run with traffic lights as far as Ringwood by which time it stopped raining for a while. I did get another squall of rain somewhere near Greensborough, but at freeway speeds the fairing did a good job of keeping the rain off me and I got to Kalkallo just in time and still dry.

Those present included Garry and Wendy on the Victory, Ian, Jeff, John M, Les, Mike, Steve and Stewart plus Pat doing TEC duty.



Due to my tardiness, there was no real time for greetings and we rode off promptly. The trip east along Donnybrook Road was slowed by roadwork related speed restrictions associated with all the new developments and it seemed to take longer than usual to get out to Merriang Road.

It really was impossible ignore the changes occurring with the new estates. Once we turned North the contrast was immediately obvious as we passed farmland with numerous hay bales scattered around in the paddocks and settled into some truly enjoyable riding.

Vince led us up the gently winding road past Heathcote Junction and Wandong to Broadford and we then rode north via some delightful bends at Sugarloaf Creek to our rest break at Seymour where I finally managed to fuel up.



Seymour was quite busy, and there were many other riders out enjoying themselves. Popping under the old rail bridge the ride headed off via some delightful roads past Highlands and Caveat to Yarck for our lunch stop. This was my first visit to The Giddy Goat since the pandemic crisis and I found it a bit weird with the canvas tent out front and no indoor dining.

Hospitality and service were up to the usual friendly standard and I enjoyed my food and coffee. Farewells then started as those heading back to the North and West made their way off. A substantial group of us then rode the Maroondah Hwy back to Alexandra before enjoying the side road back to Molesworth and on to Yea.

Clearly a misunderstanding occurred there, because after riding past Break O Day on our way to Glenburn,

we encountered Steve coming the opposite way! He did a U turn and joined us again and later boasted of his extraordinary navigation skills!

A small group of us then continued down the Melba Hwy meeting wet roads with hints of rain as we crossed the Divide when I had a sense of déjà vu but it was dry again as we entered the Yarra Valley and bid each other farewell at Yarra Glen.

I had another great day out - Thanks Vince and all who came along.

The Melbourne Branch hosts one informal Social Night on the:

3rd Friday of each month.

Commences from 6.00 PM

NEW LOCATION!!

This will be announced once the committee have found a suitable venue.

In the meantime, please check the Melbourne Ulysses website (<http://www.ulyssesmelb.com/>) or contact any of the committee for upcoming dining locations.

Meet for a Saturday Morning Coffee at

Melbourne Bake House

210 Bay Street Port Melbourne,

Drop in for breakfast or just a coffee and a chat!

**** Plenty of bike parking available ****

QUARTERMASTER'S STORE

Melbourne Branch Polo shirts in our Branch colours are now available.

The price is \$35.00 which includes our logo embroidered on the left chest.

You can also have your name or nickname below the logo if you wish for an extra \$1.00.

To order your shirt send the following details to:

The Secretary (melbbranch@hotmail.com)

- Your name and contact phone number
- Your shirt size
- Name on shirt if required and whether Upper case only or Upper and Lower Case

Your payment of \$35.00 or \$36.00 to our Branch Account as follows:

BSB 033 371 Account No. 231845 with reference: Shirt and your name

Account name: "Ulysses Club Inc. Melbourne Branch"


**Please note all garments are embroidered with Ulysses Melbourne Branch logo on left chest.
This is included in price.**

If you require name/nickname on Right Chest embroidered in white please include name here (print clearly) Extra \$ 1.00


Name Required:

Upper Case only:

Upper and Lower case:

Item	Colour	S	M	L	XL	2XL	3XL	4XL	5XL		Total Qty	Total \$
		53.5	56	58.5	61	63.5	66	68.5	71	Half Chest cm		
	Black/ Orange											

PS77 C Polo - Men's True Dry Tri Colour Polo Embroidered

Item	Colour	8	10	12	14	16	18	20	22	24		Total Qty	Total \$
		43.5	46	48.5	51	53.5	57	60	63	66	Half Chs		
	Black/ Orange												

PS78 Polo - Ladies True Dry Tri Colour Polo Embroidered



THE COMMITTEE

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Phone: 0488 661 362

COMMITTEE MEMBER: JEFF PAVLOU

COMMITTEE MEMBER: COLIN VOSS

Note : Committee members can be contacted by the "Contact Us" link on the web page

RIDE CALENDAR :

Please refer to the website for any last minute changes..... www.ulyssesmelb.com

EVERYONE WELCOME; Friends and family are most welcome to any ride or social event. All rides **start at 10am sharp** unless otherwise stated - Don't be late! For more information call the Ride Leader or our Ride Co-ordinator—**Mike Fittall 0456 561 395**

DATE	DEPARTURE POINT	RIDE DESCRIPTION	CONTACTS
SAT 6 MAR 2021 To : TUE 9 MAR 2021	OFFICER: COLES EXPRESS 437/439 PRINCES HWY, OFFICER Melway 214 H3/J4 <u>START TIME: 08.30 am</u>	NSW ALPINE TOUR VIA BOMBALA 7-8 March in Bombala. Rides planned, Sun 7-Circular loop to Tathra and return. Mon 8 - via high country to stop Khancoban at Alpine Inn ([02]6076 9471) Tue 9 - return to Melbourne <u>PLEASE MAKE YOUR OWN ACCOMMODATION BOOKINGS</u>	Ride Leader: John Cook 0419 599 530 REMEMBER: EARLY START 08:30am. BOOK YOUR ACCOMMODATION
SUN 7 MAR 2021	KALKALLO: Caltex Service Station, 1340 Hume Fwy, Kalkallo Melway 367 D1	TO YARCK. Vince will take us on some of his favourite roads to the north, with morning coffee stop at Seymour, followed by the now well-known Highlands route to Yarck for lunch.	Ride Leader : Vince Green 0421 333 787
SUN 14 MAR 2021	LILYDALE: Olinda Hotel, Maroondah Highway. LILYDALE 100 metres from Lilydale rail crossing. Melway 38 E4	TO MANSFIELD A very scenic ride, a mixture of gentle roads interspersed with the Black Spur and its "Twisties," and Eildon Jamieson road with 62 kilometres of some very tight turns. Morning tea at Eildon with a run over the dam wall before heading to Jamieson and up to Mansfield. The trip home is reasonably lengthy but the option of more scenic roads such as the Whanregarwen will appeal to some.	
SUN 21 MAR 2021	Departure Point to be Advised. See website or contact Ride Co-Ordinator Mike Fittall 0456 561 395	Victorian Members Meet & Greet Location Vaughan Springs Geelong Branch are hosts and BBQ lunch will be available, with soft drinks, at reasonable prices. Lunch between 11:45am to 1:00pm.	Ride Leader: To Be Advised
SUN 28 MAR 2021	WERRIBEE SOUTH: McDonalds Maltby Bypass Werribee VIC 3030 EXIT 20 FROM M1 TO C109 Melway 244 C4	TO WAURN PONDS The plan is to escape Werribee and go south through Little River and Lara to explore the country west of Geelong. Morning coffee in Inverleigh, finishing a loop around with lunch at Waurn Ponds. A good variety of roads and countryside, about 200 kms.	Ride Leader : Mike Fittall 0456 561 395

RIDE CALENDAR :

Please refer to the website for any last minute changes..... www.ulyssesmelb.com

EVERYONE WELCOME; Friends and family are most welcome to any ride or social event. All rides **start at 10am sharp** unless otherwise stated - Don't be late! For more information call the Ride Leader or our Ride Co-ordinator—**Mike Fittall 0456 561 395**

DATE	DEPARTURE POINT	RIDE DESCRIPTION	CONTACTS
Sun 4 Apr 2021	LILYDALE: Olinda Hotel, Maroondah Highway. LILYDALE 100 metres from Lilydale rail crossing. Melway 38 E4	TO KILMORE Colin will take us on a tour to the north, stopping at Whittlesea for coffee, before continuing to Kilmore for lunch.	Ride Leader : Colin Voss 0419 318 651
Sun 11 Apr 2021	ARDEER: McDonalds, Western Ring Road. WEST Left hand side out-bound from Melbourne. Melway 40 B5	TO HEATHCOTE Les will take us out and North from Ardeer to Lancefield for morning tea. An interesting route will be taken across country to Heathcote. 350 - 400 kms depending on where you leave home from.	Ride Leader : Les Cox 0479 106 575
Sun 18 Apr 2021		NO RIDE PLANNED	
Sun 25 Apr 2021	OFFICER: COLES EXPRESS 437/439 PRINCES HWY, OFFICER Melway 214 H3/J4	TO COWES (Phillip Island) This was originally planned for October last year and was inspired by realising that I had been to the racetrack many times but not around Phillip Island much. The plan will be to get on some good roads in Gippsland to Wonthaggi for coffee. Then a cruise around Phillip Island to finish in Cowes for lunch. Should be a shorter ride than some, probably about 200kms.	Ride Leader : Mike Fittall 0456 561 395
		<u>SEE WEBSITE FOR ALL RIDES</u> <u>EFFECTIVE MAY 2021 ONWARDS.</u>	