

BUSHWACKER

Official newsletter of the Central Victoria Ulysses Branch

Riding The Three Peaks



'Three peaks ride' is not a unique title, as we found there was a major cycling event by that name that was planned for Sunday that would shut down all the roads we were there to ride. Paul and Mel had previously based themselves in Bright for a riding weekend. Sue and I were invited to join them for the Labour Day weekend, which we were only too happy to do as we love the roads in that corner of our state. Bright was expensive or booked out and Sue found a 2br house in Myrtleford. So very shortly after I finished work on the Friday, Sue and I joined Paul and Mel and we were off.



We discussed whether we should do the ride we planned on Sunday instead of Saturday but changed it back to Saturday as the weather was going to be clear on Saturday and be overcast on Sunday. We then found out about the ride that was going to shut down the roads.

Also in this issue:	
<i>Committee & Info</i>	2
<i>From the President</i>	3
<i>March's ride</i>	6
<i>Mid-week ride</i>	7
<i>25 years celebration</i>	
<i>Wet weather gear</i>	8-10
<i>Rides & events</i>	11
<i>For the diary</i>	
<i>The Last La-Ha-Ha-ugh!</i>	12

So at a not-too-early an hour we headed off, with me going through a roundabout where we should have turned left to kick it off. Appropriately humbled, we U-turned and followed two police motorbikes through the roundabout and down the Alpine road to Bright. We then discovered there was a Harley Davidson rally and a number of them were at the servo we refuelled at. We were now ready to head to our first peak; Mt Hotham.

It's hard to describe what it was like to ride up Mt Hotham. We had to be careful about other traffic and we did strike some vehicles of all persuasions on our side of the road at times. It is like a series of differing corners stitched together that seem to whisper to you, "Come on – give us your best shot!" For me, it's not a siren call to speed but to select a starting point, speed and gear, line up the apex well, and follow through with a smooth exit; and then do it all over again -

(Continued on page 4)

COMMITTEE

President	Michael Hennessy	0437 662 799
Treasurer	Bruce Jones	0413 670 125
Secretary	Sue Jones	0418 237 070
Ride Co-ordinator	Ron Jarmyn	0419 323 178
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Bushwacker contributions to bjtourer@gmail.com

RIDES & MEETINGS

ALL ACTIVITIES ARE SUBJECT TO SOCIAL DISTANCING RULES AT THE TIME

RIDES

Monthly ride on 2nd Sunday of the month. Depart Rotary Park, Kangaroo Flat, 10am sharp with full tanks.

Casual day ride 3rd Thursday of the month. Depart Rotary Park, Kangaroo Flat 10am sharp with full tanks.

Fabio's short, social rides every Friday far enough to clear the pipes, leaving KFC car park, Kangaroo Flat at 1pm. All riders welcome.

WEEKLY GET-TOGETHERS

Thursdays 10am, Segafredo's Bakery, 96A High Street, Heathcote.

Thursdays 12—2.30pm, Shelter at north end of Lake Weeroona, Napier Street, Bendigo

Saturday 9.30am—12noon, Shelter at north end of Lake Weeroona, Napier Street, Bendigo

MONTHLY SOCIAL MEETINGS

See 'rides & events' for details.

BRANCH'S BUSINESS

The Branch's Committee meet regularly to process the Branch's business. 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 January



cvub.org.au



PO Box 736, Bendigo Central VIC 3552



CVUB sends a regular email and has a Facebook page with up-to-date info on events.



From the Branch President

Social/Info

We had our second social/info night at the Borough Club Wednesday 31st March. These events are meant to be every second month but COVID got in the way last year. We had a lovely dinner then a discussion on various matters, principally branch shirts and the GDR. These matters were not settled but instead, there was input from the members for the committee to consider.

Shirts

Members have asked about branch shirts. Sue and Mel have done a great deal of research on the matter. To summarise their findings;

- If we are to have cotton as has been requested by members, we cannot have maroon and gold. However, it has been pointed out that, before we had the maroon and gold shirts, our branch shirts were blue. Blue with some yellow is possible. These colours are also favoured by other Bendigo organisations in their uniforms etc.
- The logo and its position on the shirt has to be decided. Printers can re-produce our CVUB logo but would prefer a simplified version without so many bends in the Murray River and bays on the coast. I have seen a proposed simplified version and, frankly, I could not tell the difference.

Nothing is finalised and members will be consulted before a decision is made. It is the members who will be wearing them.

GDR

Most members would be aware that the reserve at Tarnagulla is likely to be unavailable this year for the Golden Dragon Rally. We were informally told that, because of septic tank problems, the reserve was being closed to camping.

Ron Jarzyn did some research on the 31st March, before the social/info night and found a couple of alternative venues. These are quite promising with catering facilities, places for bands, rec halls and camping and so on. Maldon and Inglewood are promising.

At the same time, the Tarnagulla Reserve committee contacted Mel and said there was a possibility of using their reserve with some restrictions. Those restrictions have not been spelled out yet.

There is a lot to be investigated, decisions to be made and we will have to find our way through new circumstances where our experience of past GDRs may not help us. We need more people on the GDR Committee. Anyone who can help is asked to join. A notice of meeting will be put on Facebook and e-mail when we have decided we are ready. That should be soon.

List

In an aside discussion, Welfare Officer Sheryl pointed out that she has only few, and some outdated address and phone numbers of members. We have e-mail addresses and some mobile phone numbers but not the details Sheryl needs for welfare matters. We will be circulating a paper for members who wish to give their contact details, to do so.

I will see you on the road.

Best Regards

Michael Hennessy

(Continued from page 1)

repeatedly. It's a call to skill mastery and just to add to the challenge, there is increasingly beautiful scenery opening at nearly every turn, with rainforest yielding to alpine growth to clear and steep surrounds with views of the surrounding hills and mountains.

I should add even at this early point, we were impressed by the number of cars that would pull over when safe to do so and let us pass. Those who let us through far outweighed the few that were otherwise inclined (and possibly so full of themselves they didn't notice a string of bikes behind them). There were a lot of pushies on the mountains too, and generally they would pull over to single line so approaching vehicles could easily pass. It all made for a 'live and let live' attitude that was icing on the cake.

Temperature was a bit hard to judge. With clear skies, the temperature was climbing quickly. But we were also climbing quickly to higher and cooler altitudes, so layers and zips were a bit hard to determine.

Nevertheless, it was fine when we arrived at Mt Hotham village. Apparently it was cold and miserable when Paul and Mel previously went there. A cuppa eventually followed, as well as conversations with other bikers. I chatted with a guy who was taking a new Indian Challenger on its maiden voyage. Paul was more interested in the CB750 F1(?) that was still going strong.

Now it was time to descend to our lunch destination of Omeo. Interestingly the corners were more sweeping nearly all the way down. It wasn't long before we had other motorcyclists catching up to us and passing with or without our cooperation, including on double lines with blind corners quickly approaching. Thankfully, we didn't have to check how well we remembered our first aid training. The bakery in Omeo was very full of mostly bikers and a few cyclists and we found a nearby café that had a variety of different types of food at good prices that only opened about five months earlier.

With lunch under our belts, we headed out of Omeo towards Mitta Mitta with eyes out for the turnoff to our next peak of Falls Creek. This road wound as it followed the Mitta Mitta river and although there was traffic and plenty of campers around, we didn't come across a large group until the Blue Duck Inn. How did it get its name? I was told on good authority (a friend of a friend of a friend) that it was built when it's original owner heard a major road was going to go through there. When the pub was just about constructed, he found out no such road was going to happen and he had a pub in the middle of nowhere; a blue duck.

It wasn't too hard to find the turnoff to Falls Creek. But it commenced with a sharp, steep switchback with gravel in the intersection. So care was needed as we changed direction. A steep series of tight turns followed until we came out to a more open plain. There was also more traffic on the narrow road so greater care was needed. We pulled up at a car park near Wallace's Hut. We saw a group of Harley riders must have been hiking the 0.7kms to the hut but we didn't join them. Instead, we continued to the Falls Creek village and the unbelievable number of vehicles owned by cyclists who had booked in there ready for the start of the next day's ride. We came across a café that thankfully closed AFTER we got our coffee order.

Riding down from Falls Creek was great for the fuel economy as the bikes basically rolled in what was generally the Mt Beauty direction. I did get ahead as a car waved me past that actually kept up a good clip, with the other bikes behind it. I must confess though that my cornering mojo was in full swing. My sight was well in to every corner and the body and bike were in harmony. Sue and I were connected on Bluetooth, which is basically a line of sight communication. As I 'mojo'd' down the mountain though, the number of bends between us increased. When I kept on getting beeps as my helmet hunted for Sue's, I figured I better slow down a bit – on what straights there were.

(Continued on page 5)



We briefly stopped at Mt Beauty and were ready to tackle our third and final 'peak' to return to Bright. The third 'peak' was actually the Tawonga gap so technically wasn't a peak as such. But the corners were just as formidable and immensely enjoyable. Sue was now behind me so it wasn't as easy to keep the three bikes together. But we did keep in touch and after such an exhilarating, and tiring, set of rides, there was only one thing to do before returning to our accommodation: get some drinks at the Bright Brewery!



Bright was very packed and we were glad we were parking bikes and not a car, much less cars. The Brewery was also packed but we managed to get a bench table. As we relived the day over drinks, some parts were special to each of us. All of us though would happily do it again in a heartbeat. Our bikes were suited for the variety of roads. But it should be pointed out there were a lot of bikes on the alps and many of them were bikes better suited to sweeping roads and highways. Doing the three peaks involved about three and a half hours. It wasn't a long day even with the stops. In fact, we deliberately took our

time doing the ride and it was certainly a highlight of our time in Vic's high country.

Bruce



An advertisement for Elliott Bros. of Bendigo. The top part features the text 'ELLIOTT BROS.' in large, bold, red letters with a black outline. Below this, the text 'of BENDIGO' is written in smaller, black letters. To the left of the text are the logos for Honda (a red wing) and Kawasaki (a green arrow). Below the logos, the phone number 'Ph: 03 5443 5555' is displayed in red. On the right side of the advertisement is a photograph of the Elliott Bros. dealership building, which has 'HONDA' and 'Kawasaki' signs on its facade. Several motorcycles are parked in front of the building.

March's ride

'Interesting' is a very interesting word. It is often used these days to describe something where the speaker is reluctant to place an emotional value on it. Was March's ride, 'interesting'?

First the facts. Temperatures were mostly in the mid-teens, although it was pushing over 20oC when we returned to Greater Bendigo. We had 9 riders gather at Rotary Park. Another 6 joined us at Heathcote on 5 bikes for our first stop. But one left the ride there (personal reasons). So, after coming through Strathfieldsaye and Knowsley to get there, we left for the Flowerdale Pub, turning off at Pyalong – and almost missed it. Yep, I was leading and almost missed the turn off the McIvor Hwy. The next bike followed through with me, but the next 2 bikes were quick to mark the corner and direct the rest of the ride in the right direction, which was, errr, left.

The back road to Broadford is always a beaut bike road and it didn't disappoint on the day. On entering Broadford, I was following a couple of 4WDs. As we approached Broadford's main road, they were turning right and as I was leading the ride left, I moved up on their left, only to nearly run into a third 4WD that was turning into the service lane parallel to the main road! Thankfully, the operative word was 'nearly'.

So (I thought) the ride followed me around to the left and then the turn to the right that would take us to Flowerdale. Bikes were behind me and when legally able to do so, I opened it up on the way to the Murchison Gap; when my phone rang. Now my phone is connected by Bluetooth to my helmet and I guessed something was wrong.

To cut to the chase, Paul had brought his son, Kyle, on the ride. We were very happy to have him and hope he comes again. The catch though is that as a new learner, Kyle has to wear a hi-vis vest. The corner marker at the corner in Broadford, where I had my near miss saw him and assumed it was Michael Hennessy as Tailgunner, and so moved off the corner. That left Reg, Betty and Peter Ruxton blissfully sailing into Broadford suburbia across the intersection where we were to turn left. Oops!

Now to make it clear, we have 2 hi-vis vests for ride leader and tailgunner as a branch. The ride leader wears a yellow vest with the old man logo on the back. The tailgunner wears an ORANGE vest to distinguish him or her from others as learners and others wear yellow, with a few wearing green. In fairness though, the corner marker joined us at Heathcote and didn't hear that distinction.



Anyway, Sue was behind Betty and Reg and made the call to me. Michael and Sue arranged for Sue to lead the rest of the ride to where I pulled up at the top of the Murchison Gap while Michael did sheepdog duties rounding up lost riders. This took a bit of time but interestingly after most of the riders joined those of us at the top of the Gap, we arrived at the Flowerdale Pub only 5 minutes later than the time I gave when I phoned through numbers.

Michael and his lost flock then had a problem as they didn't know how to get to the Flowerdale Pub. But Peter Ruxton came to the rescue with his trusty GPS and they arrived no more than 15 minutes after the bulk of us arrived.

I had been in touch with a guy who is now a Ulyssian but used to work for me when I was an Operations Supervisor for Ventura Buslines. He was waiting with a mate from the Guzzi Club and although they had commitments and had to leave, it was great to catch up on a workmate who is now a fellow Ulyssian.


Lunch and drinks followed and so did the time to return. We rode to Strath Creek on the same route, and then turned right to go to Seymour to top up fuel. It was a good place to group as it made it easier to get everyone under the rail bridge and around the roundabout, before we took the Puckapunyal route to Heathcote via Tooborac. Farewells to those in Heathcote followed and we then either headed home or meandered to Braidie's Tavern. Actually Griffo, Reg, Sue and I ended up at Braidie's and enjoyed a few stories over drinks before heading home ourselves after our 'interesting' ride.

- Bruce

Mid-week ride report

Well this month has been a mixture of weather but Thursdays mid week ride we were smiled on. Five riders saddled up for a ride to Guildford to check out their good home made food , we travelled through Maldon ,Newstead and travelled through some of our lovely areas of central Vic to Guildford. The food and company was good, welcome Neil we hope to see again on the rides.

regards Robert 11192

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25 years this year

It's hard to believe that in June this year, we will celebrate 25 years as a branch of the Ulysses Club. The social night for June will be our celebration. There will also be a special issue of the Bushwacker for June, hopefully ready for the celebration night.



Last month, I called for photos from over the years with a description of what they are of. I'm also interested in any early issues of the Bushwacker. Any photos and Bushwackers will be returned to their owners after the night.



The response has been very underwhelming: **none, zip, nyadah, zilch!**

You've got imaginations—if the intervening months see the same result as last month, June's special issue of the Bushwacker is going to be equally underwhelming.

How about it, can you help out?

- Bruce (editor)



Wet weather gear explained

This article appeared on bikesales.com.au after I returned from a holiday up north where we rode through what was described as a, "100 year deluge." As winter is approaching and I see some riders' gear is um somewhat dated, I thought it would be good to include here. The article was originally published on 23rd July 2019, written by Greg Leech

Braving the cold and damp on two wheels? Let's help stave off those winter blues and keep a rose in your cheek. Wet weather riding may not be most riders' idea of fun, but with winter upon us the time has come to dust off your warm and hopefully waterproof gear.

While the effectiveness of our gear is all-important, most of us are not really aware of just what the stuff is constructed of. We simply trust that it will deliver that elusive ideal that we really need – to be waterproof. It all sounds pretty simple, but to make something totally waterproof is not easy. Even submarines take in water. Toss in the human needs of comfort and wearability, and the whole deal becomes quite a science. Let's take a look at some of the materials used for wet-weather jackets, pants and oversuits, and what you can expect from them. Not that we're suggesting you ride through an auto car wash, but good, effective wet weather gear is key to riding enjoyment when the weather turns, and especially when it's cold.

Budget gear

The simplest sort of rain wear is a type of two-layer material sandwich. The outer layer is typically nylon or polyester and provides strength. The inner one is polyurethane (PU), which provides water resistance at the cost of breathability. Polyurethane is lighter and more flexible than PVC (polyvinyl-chloride) but less durable. Unlike PVC, polyurethane is normally applied on the inside of a nylon fabric or substrate. The plus side of this is that PU is more breathable than PVC but at the same time it is also less water resistant. Versus PVC, the more expensive PU rain gear has multiple bonding to increase water resistance. This is the stuff that full oversuits are made of. They have the added advantage of folding up to a relatively small size and can be kept under a seat. For storm protection, a full polyurethane oversuit does a great job but lacks breathability. For a long ride in very wet conditions, a polyurethane oversuit is not the answer, due to the material's tendency to hold in perspiration. The most durable coating used is PVC. PVC is light-abrasion and oil resistant; it's also relatively lightweight and inexpensive.

Having trouble getting your wet-weather pants on over your bike boots? Try slipping a plastic bag over your boot and hey presto – problem solved.



There's no doubt PVC keeps the water out, in fact it probably wins the 'most waterproof' award. It's what you see posties in Australia's southern states getting about in, come winter time. It is also the cheapest alternative. The downside to both PVC and polyurethane? Well, wrap your arm in Glad Wrap and run it under a hot tap for a few minutes. Feel how steamy that feels? Yep, you can get almost as wet from your own perspiration wearing PVC or polyurethane as you would if the

rain came through. They simply do not breathe. Either, however, will keep you warm and the elements out, and if

you are not relying on them every day or for long periods of time, PVC and polyurethane jackets and pants are by far the economist's choice.

Budget summary

The good: It keeps the rain out very effectively.

The bad: Elvis breathes more. No protective armour.

The price: PVC jackets can be had for as little as \$30 and pants for \$10. Oversuits start at around \$60.

Plastic oversuits are great for keeping the rain out but they don't breathe, which isn't ideal in warmer weather. That's where a quality breathable and waterproof liner like Gore-Tex pays dividends.

Midrange gear

You don't have to spend a fortune on wet weather gear that also offers protection in the event of an accident. We recommend that you opt for gear that will not only keep you relatively dry (we say 'relatively' because a severe soaking will just about get through anything but the very top-end gear), but will offer some protection from impact. In the midrange category, jackets and pants are available with built-in armour. Look for shoulder, elbow and knee protection, sewn in. Construction of a typical mid-priced jacket or pants should feature a good-quality textile exterior (Cordura or equivalent), plus removable armour, plenty of pockets (with flaps over closures), a zip-in liner, and some reflective striping for added visibility. We consider the above the bare minimum if you are looking for a stand-alone wet-weather product. By this we mean gear that is also doing the job of offering impact protection, rather than being worn over your dry-weather protective kit.

Be aware that this is the price-range where you are most likely to 'get it wrong'. How so? Well, the PVC/polyurethane-based stuff is like an industrial-strength garbage bag – it won't leak but you wouldn't want to live in it. And the expensive stuff just has to be good or its manufacturers would be run out of town in a hurry. With a baying group of dissatisfied rich people on their heels... That just means you have to delve and dig to get the facts. Ask the salesman questions, look closely, try the stuff on and take your time. Get this one right, however, and you'll be very pleased with a smart and effective purchase.

Midrange summary

The good: Price versus protection. Shop well here and you will get good protection from both the elements and injury.

The bad: Bulky, therefore difficult to transport if you are not wearing it for the entire ride. It's also cheaper for a reason, and therefore will probably not last as long as top-end kit.

- The price: Jackets \$250-\$450, pants \$180-350.

Mid to upper-range gear will probably have a waterproof and breathable liner that can be removed when not required.

Top-end gear

If price is no object there is a fabulous range on offer from the biggest names in the caper. While it may seem like an extravagance when you are handing over the ready, good stuff lasts and lasts. Get it right and it's highly unlikely you will need to buy again in the next five years and you may indeed get 10. Doesn't seem like that much to spend in that light, does it? Of course, you have to possess it to spend it and we can't all afford the best. And, if you are not using it on some sort of semi-regular basis, well, you may very well not need to go this way.

Construction of high-quality wet-weather pants and jackets include an outer of Cordura or similar, plus a Gore-Tex liner, reflective stripes or panels, removable armour, effective zippered ventilation. All closures should be flapped,

(Continued on page 10)

the exterior should be constructed of a brand textile known for its strength and longevity (like Cordura, for example) and there will usually be a much wider range of adjustment and fitting features. Consider purchasing at this level as 'custom fitting'. If it is at all uncomfortable, don't buy it. That's why you are in this market – it's all about your total satisfaction. In short, you are looking for top-notch construction and this is usually evident on close inspection.

Top-end summary

The good: This gear will last and do its job like it says on the tin for a very long time. Brand cred is high here too. Your mates will envy you.

- The bad: There's no hiding those prices – this stuff costs plenty.
- The price: Jackets: \$450-\$1500, pants \$350-\$1000.

Gloves and boots

It makes little sense buying good jackets and pants if your gloves and boots let you down. Most of what we said applies to these areas as well. Look for gloves that suit your hand size, but go a size up. Close-fitting wet-weather gloves can become very uncomfortable on a long ride and, if they happen to leak (and in a super-storm, trust us, they will), they can be a nightmare to get off, and more importantly, get back on. Gore-Tex or Sympatex is the way to go for winter gloves, it's as simple as that. Around \$100 is where we would start our price range here, through to around \$300 for the very, very best stuff.

When deciding on boots, we opt to buy waterproof at all times. They are no less comfortable than non-waterproof items and are not much dearer. Once again, 'waterproof' is a big claim. Look for a boot that has a liner behind the zip, one that reaches at least as far as mid-calf. I'm yet to see a zip that won't leak, so if that area is not isolated from your leg, it will leak, guaranteed. Moulded-sole boots are better – sewn areas can leak through the stitching.

Expect to pay at least \$300 for a half-decent pair of waterproof boots.

Top tips for buying wet-weather kit

1. Guess what? Golfers and sailors wear similar stuff. Don't limit yourself to the motorcycle retailer.
2. Buy what you need. If you do 2000km a year, you really should look to the cheaper end of the market range.
3. If you do more than 20,000km a year, we'd be shopping at the top-end of the market.
4. Do you have carrying capacity? This stuff takes up space. If you are limited in this area, look to versatile gear that can be worn year-round (zip-out liners are good in this regard).
5. Do you carry pillions in bad weather? A hypothermic passenger is a crook look. Kit loved-ones out appropriately too.
6. Leather suits do not hold heat well. You may look a million bucks, but race suits are designed to cool the rider and offer little thermal assistance. And wet leather weighs a tonne and takes ages to dry out.
7. Avoid products that quote terms like 'water repellent' or 'water resistant'. The Titanic was 'water resistant'.
8. If you do a lot of night riding, go for gear with good reflective features. The decreased visibility in bad weather makes riders very hard to see.
9. Remember to buy sizes a little larger than you would for normal clothing. You are probably going to wear this stuff over some bulky clothing, including a well-armoured jacket (in the case of PVC or polyurethane gear).
10. Read up, do your homework. Word of mouth is good here, so ask your mates. I've owned many jackets that claimed to be waterproof, which turned out to be anything but...

Waterproof gear can cost a bit, but you'll be thankful you made the investment when the heavens open, especially on longer rides.



RIDES & EVENTS

Apr	10th	Vic. Breakfast Club at 'the Coffee Merchant', Mansfield. From 9.30am at 23 Highett St., Mansfield
	14th	Central Vic Monthly Ride. To Tatura for 'blessing of the bikes' (bbq lunch for gold coin donation). Leave Rotary Park, Kangaroo Flat 10am with full tanks
	17th	Social Night @ Huntly Pub. 6pm, Huntly Hotel, 592 Midland Hwy, Huntly Call Mel on 0499 766 470 if you're going
May	9th	Central Vic Monthly Ride. Leave Rotary Park, Kangaroo Flat 10am with full tanks
	14th- 16th	Ulysses Club Odyssey, including AGM , Orange NSW Details on Ulysses website
	20th	Central Vic Mid-Week ride Leave Rotary Park, Kangaroo Flat 10am with full tanks
	26th	Social/Info Night @ 'The Borough'. 6pm, 2/4 High Street, Eaglehawk Call Mel on 0499 766 470 if you're going



FOR THE DIARY

June	30	Central Vic. Ulysses Branch 25th Celebration Details to come	
July	16-18	Echuca Branch Tree Tops weekend, Cohuna.	
Sep	24-26	Golden Dragon Rally. Subject to covid restrictions at time. Further details to come.	
Oct	18-24	Ulysses RV AGM @ Cohuna Waterfront Caravan Park, Vic. Rally details at http://ulyssesrv.org/ .	
Oct	23-24	Gippsland 2 day ride being planned. Open to all but will involve challenging roads. See Bruce if interested. Details to come.	
Dec	10-12	Central Vic Branch Tree Tops weekend, Cohuna. Reserved dates—to be confirmed	

The Last La-HA-HA-augh!

'Cos of the 100 year deluge up north ...

