



Ulysses East Rand

Newslysses

April 2016

Meet every Sunday for a breakfast run departing from Bimbo's, 5th Avenue, Northmead, Benoni, at 8:15am

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Ulysses East Rand on the Web: www.ulyssessa.co.za/pages/chapters/gauteng/east-rand.php

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Month	Date	Venue	Area
April	10th	Montagues Cafe Blu	Henley on klip
April	17th	Open	Cullinan
April	24th	Pit Stop	Honeydew
May	1st	Heidelberg loop/Beerco/Classic Bikes	Germiston

April Birthdays

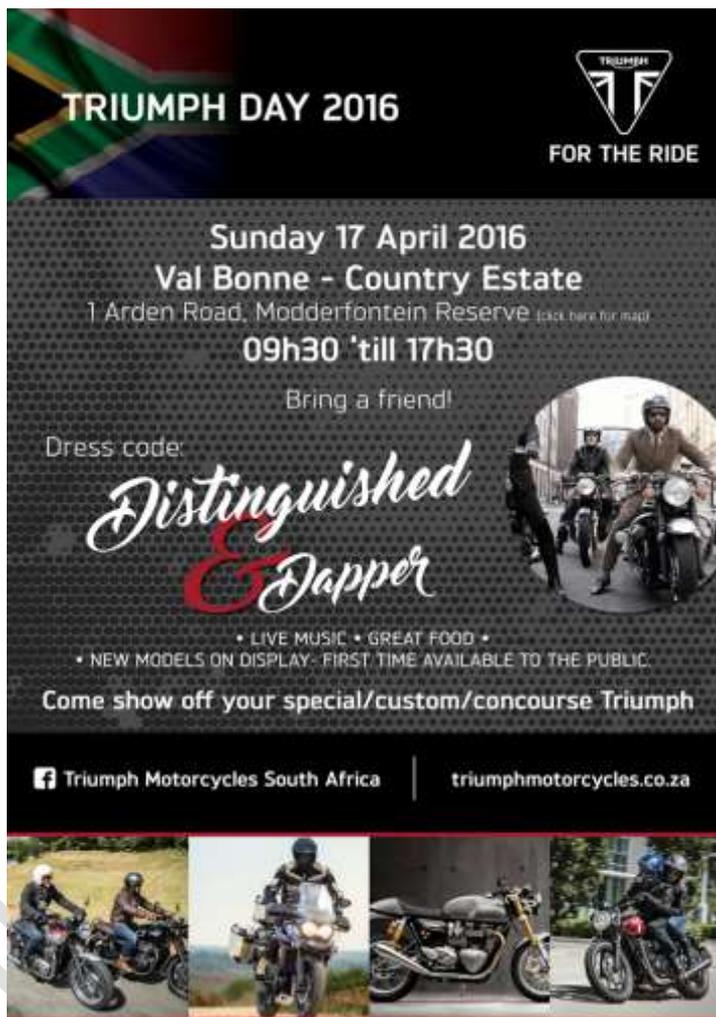
TBA

Other events of interest: (from various sources)

April	17th	Triumph Day	Modderfontein
April	23 rd	End of Summer Braai	Andre & Billy's

I have posted the Triumph event as Robert and I will be going as dapper gentlemen for a giggle. Having read quite a bit on the internet about the "Distinguished Gentlemen" movement we fancy ourselves as being refined enough to attend. Entry is free and you do not have to be riding a Triumph to attend.

The 'End of summer' Braai is an opportunity to get together as a club before the cold weather hits. It may also give us some time to chat through and finalise some of the ramblings in this newsletter.



The poster for Triumph Day 2016 features a South African flag in the top left corner. The text reads: "TRIUMPH DAY 2016" in white on a black background. To the right is the Triumph logo with the slogan "FOR THE RIDE". Below this, the event details are listed: "Sunday 17 April 2016", "Val Bonne - Country Estate", "1 Arden Road, Modderfontein Reserve (click here for map)", and "09h30 'till 17h30". It encourages attendees to "Bring a friend!" and specifies a "Dress code: Distinguished & Dapper" in a stylized font. A circular inset photo shows two men on motorcycles. Below the text, it lists "LIVE MUSIC • GREAT FOOD • NEW MODELS ON DISPLAY - FIRST TIME AVAILABLE TO THE PUBLIC." and asks attendees to "Come show off your special/custom/concourse Triumph". At the bottom, it provides contact information for Triumph Motorcycles South Africa and the website triumphmotorcycles.co.za. A horizontal strip of five photos at the very bottom shows various Triumph motorcycles and riders.

Membership and Fees

Just a quick reminder to get your Membership form in and Fees if you haven't already done so. I think in the light of recent events it is important for us a group to rationalise who is still riding with us and who would prefer to explore other adventures.

Patches/Colours

Firstly can I just say it is good to see how many of our members are wearing their patches on the Sunday ride. I think Mathew deserves a 'special' mention as he rode with colours for the first time. Thank you for making the effort bud, really do appreciate it.

Shall we place bets on Grant?? /evil grin..

I guess I am little soppy on this issue as I was over the moon when I got mine. I am proud to be a member of the club (or association as Mike C would correct me to say), and proud to be seen riding in your company.

For me the importance of everyone wearing their colours stems around the fact that we meet every Sunday at Bimbos which has a lot of bike tyres rolling in and out of the garage. If we want to boost membership and attract new riders, showing solidarity by simply wearing our colours doesn't seem to be a huge ask.

Officer appointments

I think as a club (and I am using the word loosely Mike) I do believe that we are starting to get some traction as far as membership goes and the time is right for us as a club to formalise a few of the roles required to manage things. Now before anyone gets worked up by this statement let me just say that being an officer isn't a death sentence or interpreted to mean you HAVE to be on every ride.

Being an office in our 'loosely knit club' means being available to:

- a) Explain how we run things to potential prospects.
- b) Ghosting new members on the ride.
- c) Making prospects feel like they belong and drawing them into the social circle.
- d) Help manage the logistics on a set ride so that we ride together and do not get split up.
- e) Ensure we do not lose a member during a ride.
- f) Make the ride safe for new riders and members.

Some Background (Or light reading)

Patch-wearing bike clubs have a formal hierarchy with a structure that is similar in most clubs. The positions of president, vice president, secretary, treasurer and sergeant at arms are known as "officers". A new officer is elected whenever an existing office-holder is unable to carry out his job properly, usually due to imprisonment or sickness (motorcycle crashes etc).

Note: As we are not a 1% club I can't see imprisonment being a likely occurrence.

The majority of clubs are run as a democracy with every patchmember having one vote. Many clubs hold annual elections to select their officers while others vote on a specific position when it becomes vacant or when another member mounts a challenge. (We practice the first option).

Each chapter has its own set of officers. A “chapter” is a group of club members under the control of one president. Some clubs, like our own, have numerous chapters throughout the country (often with more than one chapter in major cities) while others have only one or two nationally.

I would suggest that we consider the roles of President, Vice President, Sergeant at Arms, Secretary Road captain and Sweeper.

Ranks

PRESIDENT

The prez is the leader of the chapter. He is the clubs figurehead. The prez is the chairman at club meetings and represents the chapter at national meetings. Joe is our resident President.

VICE PRESIDENT

The vice president is second in charge and fills in when the president is away. The vice prez is often the heir apparent to the clubs leadership although this isn't always the case. It's his job to make sure that matters passed at club meetings are carried out satisfactorily. Doug is standing in this position until it can be ratified by the members.

SECRETARY

The secretary is responsible for the clubs paperwork. He (She in our case) keeps minutes of meetings and records dates of significant events, such as anniversary dates (when prospects gain their patch). She corresponds with other clubs and it's her job to keep members informed of upcoming events. The secretary is usually responsible for keeping records of club assets although the treasurer will do this in some clubs. Tish holds this responsibility.

SERGEANT AT ARMS

The sergeant at arms is basically the club “policeman” although most would not like to be referred to in this way! He enforces club procedures and maintains order at club meetings.

The sergeant at arms is sometimes known as the “master of arms”, (although “sergeant at arms” has become much more common). In some clubs, the sergeant wears a military style sergeant's badge.

I would like to nominate Chucky for this post

ROAD CAPTAIN

Most motorcycle clubs have a position known as Road Captain. He is in charge of logistics during a club run. He plans the route and organises refuelling stops etc. The Road Captain rides at the front and leads the pack with the president. I was thinking maybe Robin could help us with this role?

SWEEPER

I want to suggest that Mike C who already does this on any ride he attends takes up this post.

In conclusion

Six Officers in total means we should always have one or two officers on a ride without anyone having to give up their personal lives.

I know I am a little forward in making suggestions on this issue but we need some structure and channels in place so that we can rebuild the club with a solid foundation.

I hope you all agree.

Ride report 31st January 2016

One of the first outings this year was to Cullinan and probably one of the biggest surprises was to see Billy join us. This also signalled the fact that Chuck's banishment was almost over and it would only be a few short weeks before he joined us again.

The ride out was pretty quick due to the fact that the front group took off shortly after the Que Sera turnoff and never let go of the throttle until we were just outside the town. We pulled up to wait not knowing that the second group had turned off to check out a new venue Kobus had told us about. Turns out it was closed fortunately and they then proceeded to Cullinan.

I had been sitting with my bikes lights on while we waited and once we had gathered the group drove off, sans myself and Mike C. Can I tell you that trying to push start a GSXR isn't easy but after one or two attempts with Mike pushing me we got going. That's probably what threw his back out 😊. We ended up doing a tour of Cullinan before getting to the station where they rest of the group were Gathered. Food was good, but I will never eat out of a shovel again! As you can see from the pic the ladies were threatening to pole dance! So all in all a great day out.



Ride report 7th February 2016

As the 7th was the first Sunday of the month we opted to do a short loop out to Heidelberg before we went to the Classics Bike Club. It also meant that we could try Beerco as a breakfast stop. The weather was good and we had a good turnout. But for me the best part of the ride was that I got to ride lead for the first time. The ride was a little slower than usual as the return trip was on the highway, but it was also the first time I had seen that we could ride in staggered formation! This is something we need to learn to do more often so that when we encounter traffic we don't end up losing everyone.

The buffet food they served was first class and we spent a lot more time there than we had planned.



The turnout for the day was good as the picture below testifies to. Sadly no Billy with us this time but with Andre's imminent return it was looking like we had overcome the recent break up and our numbers were solid. I read this as "When the going gets tough, the tough get going".





It was around this time that Clive learned how to run on water. I figured he had worked out that if he fell in water he may not have send his bike in for repairs! Can you spot the armbands?

Ride report 14th February 2016

I do not have photos or a report for this week. If anyone has photos for 14th please send them to Tish or Doug. Thanks

Ride report 21st February 2016

We decided to try a new venue situated on the bottom on Beyers Naude called Pit stop.



As we hadn't been to this venue before there was a lot of conversation on which would be the best Route without incurring Tolls. We eventually got sorted and the first half of the journey went well. The route took us into traffic and this where it became apparent to me that we were lacking a clear understanding of the rules of riding as a Club. We were like Newby's as it didn't take long for us to become separated into 3 or 4 groups. This made the ride dangerous as everyone tried to stick together and there were one or two near misses. I do believe we need to perhaps go over how we move as a convoy in traffic as I am sure we will go there again. The venue was really nice, (which we grudgingly conceded) as it is a known venue for the Harley Clubs. We had pre-negotiated a price for the breakfast which turned out to look like a meal for two. The food was well prepared and some of the guys managed to clean their plates, I wasn't one of them. All in all feedback to me was very positive. So thank you Robin for putting that venue forward. Yet again another superb ride.

Ride report 28th February 2016



Another sunny day saw us gather at Bimbo's for a drive out to The Shack which is situated across the road from Stonehaven, (another recommendation from Robin, I think). The ride saw us go via the Prez's favourite haunt, won't mention names☺. It is also probably the longest drive to the Vaal I have ever done but was well worth the trip as the food was great and everyone seemed to enjoy the vibe. Chit chat centred on what it would be like in winter with no solid walls, but we were assured by the owner they had wall covering for winter.

Our attendance numbers were still looking good and the ride pleasant. It was also the first time I saw Hannetjie drive herself to the venue and I am sure I can safely say that this was the day she broke her own speed record because we clocked it right up to 150 at one point! This will make a nice alternative to Stonehaven when we go in that direction.

Ride report 7th March 2016



Sadly I did not attend this ride to Her Majesty's and I am guessing this pic belongs to that ride. Feedback from the group that went was that the food was great and we should go back soon.

Ride report 13th March 2016

There was a small turnout at Bimbo's this week due the holidays and / cough other excuses. I have now established that Harties is not a firm favourite as well. Wish people would just say so we avoid poor turnouts. The few of us that did turn out ended up going to the Prez's favourite haunt – Denysville. Was nice ride out and as usual the weather was kind. We changed venues as there was some news reports that the Vaal was overflowing and figured we would rather go past to see for ourselves. Was a pleasant run out, good food as usual but no flooding to be seen.

Ride report 20th March 2016



Hmmm, the week Chucky chucked it!

If memory serves me correctly we went to Cullinan and tried the venue on the right as we entered the town. The food was not great from what I recall, although the music was good and Tish and Hanneltjie were doing a sokkie on the veranda. Yet again a pleasant ride out.

No picture for this trip unfortunately.

Ride report 27th March 2016



We had a really good turnout for the Karoo Café run. In order to bypass the roadworks that has plagued us for some time in Rynfield we took to the motorway and stepped off at the first turnoff (which I think may be Putfontein road, not sure) this allowed us to come out at the bottom end of the roadworks. The riders were pretty tightly grouped until we hit the open section near the Atlas Drive In after which the speed Kings (and Queens) took off.

We all caught up at the Bapsfontein crossing and proceeded on our way.

The group got split up though at some point after that and four of us lost sight of the main bunch. We eventually rode past Karoo Café before spotting Joe and Tish at the traffic lights.

Karoo Café proved to be a popular venue as there were shops adjacent and most people took a stroll around to browse. The food was excellent and the desert wine proved to work for Joao.



Ride report 28th March 2016



As the club normally has a small ride on public holidays I arranged for a trip out to Stonehaven. I had organised one for the weekend before and messed up the times which ended up with the main group who met at the Sasol garage missing one or two members. I was gung ho to put that right because certain members kept reminding me how badly I had got it wrong 😊.

The ride was going to plan until we got to Blockhouse to do a pick up and run. We had to wait for Chucky and Billy. Turns out Billy preferred a trip to Roodepoort for retail therapy as she missed the Vereeniging turnoff. Once we had established that fact we took off again.

Stonehaven was its usual pleasant self and we had quite a good natter. I also had the opportunity to introduce Colin and Mark to the group. Mark used to be with Steelwings but has been riding solo for a while. He was their Sweeper so it was nice to hand that over to him for the remainder of the ride. Colin and I are good friends and he has just recently bought himself a cruiser, he will hopefully be joining our ranks permanently. Feedback from both of them has been really positive so a big thank you to the guys and girls for making them feel so welcome. Some other good news is that Robert and Maryanne are also joining our ranks permanently. Oh and Clive graced us with his presence 😊.

