

Eurobodalla Branch Newsletter

April — June 2010



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Eurobodalla Branch Office Holders

President: Jim Chaplin

(02) 4474-2837 — chaplin70@internode.on.net

Secretary/Treasurer: Frank Hopkins

(02) 4473-5422 — frankhopkins44@bigpond.com

Social Secretary: Chris Zammit

(02) 4474-2448 — chris.zammit@steeline.com.au

Ride-Coordinator/Webmaster: Robert Overdijk

(02) 4474-4110 — overdijk@bigpond.com

Quartermaster: Murray Osborne

(02) 4474-3855 — go2momo@dodo.com.au

Welfare Officer: Neil Adams

(02) 4476-7679 — doctorgo@bigpond.com

Committee member: Helen Jenkins

(02) 4473-6868 — lhjenkins@aapt.net.au

Newsletter Editor: Peter Anderson

(02) 4472-2274 — peterjohnanderson@gmail.com

Web page: www.ulyssesclub.org/branches/eurobodalla/

Office holder reports

Our outgoing President



Greeting Eurobodalla Members,

April and the Eurobodalla AGM is almost upon us and new committee members may be elected for the next year. Good luck to all nominations. As this is the last report I will be making as President of our Branch I would like to thank Frank for his guidance and the committee for their efforts in making our Branch a good place to be. Also thanks to all our members for your input and attendance at function and rides.

Prior to leaving for the AGM at Albany, the last function I attended was the breakfast at Mogo Zoo. The Committee thanks those who attended and made it a great morning. I have been out of touch for five weeks due to the trip to Albany.

Six members from Eurobodalla traveled to Albany, leaving at various times in the preceding fortnight. Ernie, Steve, and Gerry left together traveling via the Great Ocean Road. I don't know the route taken by Evan. Lyell and Helen via Bathurst straight across to Port Augusta. I can only report for Helen and I. We had a good trip with only some minor adjustments to the sidecar. The outfit performed very well and with another couple of tweaks I have done since coming home, I would be happy to take it anywhere. The best road condition was on the Nullarbor. It certainly leaves a lot of our NSW roads as needing major work. We enjoyed the Nullarbor as we like open space and did not find it boring. The biggest annoyance was wind. It started at Mildura and didn't stop till we got back to Port Augusta. The best riding day was from Mildura to Ungarie. We used a bit of fuel, about \$780.00 worth and did about 8,780 kilometers. Apart from the AGM cost our accommodation charges about \$285.

Well that's it from me as the President. Safe riding for the future.

Lyell Jenkins
Member No. 438

Our incoming President



"Hullo" to all Eurobodalla Ulysses members and your partners.

This is a brand new hullo from a brand new President who will be spending the next few months learning, or coming to terms with, how and why things happen within our branch. I will probably drive some of our more experienced committee members and ordinary members (that's an awful word ... 'ordinary', as they are anything but ordinary) to distraction answering my questions.

I mentioned at our AGM that I was a reasonably regular attendee at our Saturday morning coffee-shop get-togethers, but when I looked at the list of branch members that Lyell handed to me, I realised there are a lot of you I don't know, and a lot of you probably haven't a clue about Jim Chaplin. So a bit of an introduction is in order.

Jim Chaplin ... I'm the tall bloke with the glasses and beard, who until recently rode a Kawasaki Nomad, then finally saw the light or "got the calling" and bought a Harley Davidson Electraglide. I'm in my early 60's. I live at Moruya with Margaret, my beautiful wife of 40 years. I started riding in the early 60's aged 15 on a Lambretta scooter I bought from a mate for 12 pounds, and which I hid under under a tarp under the family house for fear my father (an Indian "nut") would want to know how I got the 12 pounds.

Cheers to all ... talk to you all soon
Jim

Secretary/Treasurer's Report



On the financial front we have \$1,202.74 in the IMB account. The National Treasurer requires the GST payment at the end of December each year. I have sent a cheque in the amount of \$19.87 for our Branch GST commitment.

Please check the expiry date on your Club membership card.

The National Club allows two months to renew after expiry and then the Club marks the details of expired members on the database as unfinancial. Those members who wish to rejoin are then required to pay the joining fee. (31/12 is the expiry date for all cards).

Frank Hopkins

Social Committee's Report



The past 12 months have seen a variety of social events which have been reasonably well received. Thanking those who have contributed to the catering of those functions, it has been appreciated by all.

The day at Mogo Zoo recently was well attended, a good breakfast and an enjoyable tour of the zoo. The day turned out a bit warm towards lunchtime so the icecreams were a welcome treat. A few of us went on from Mogo to Yatte Yatta Nursery, north of Milton, and had a late lunch at the Cafe there. A small cafe hidden away from everything and a reasonable menu as well. There is a ride to this destination in the current ride list on the 13th June.

Social events for the first part of this year have been a little light on as other things have taken priority. Hopefully we can devise some other social activities for the rest of the year.

For the month of May we have the Mothers' Day B.B.Q at Potato Point Fire shed on the 9th starting at 11.00 A.M. Cost is \$6.00 per head which will be collected on the day. Thankyou to Frank who has arranged the use of the shed for our use. The day in the past has been well attended and the party will go on rain hail or shine. Last year the venue had to be changed at the last minute when the weather turned a bit ordinary but thanks to Robert and Kerry we had a good warm place to go to.

The end of the month of May sees a ride to Cooma for 3 days leaving on the 28th staying in Cooma to visit the local attractions. At the moment we have 11 giving their intentions to going for the trip. Might be a bit cool in Cooma so we may have to seek out a big log fire inside somewhere. Not much else in the way of news from the social committee, more news next time.

Regards
Chris Zammit

Ride coordinator and Webmaster's report



The Sunday and various weekend away rides over the last year have generally been well attended. The feed back from the Wednesday rides is that the numbers are very low at times.

It is always difficult to predict the attendance on these rides which varies from none to a dozen or more which depends on weather, destination and who is around at the Saturday prior.

With the much appreciated help from our very social Chris Zammit and Helen Jenkins we have tried to provide a package that has something for everyone, as we realise it is difficult to come up with the ultimate ride calendar that suits everyone.

The ride suggestions received from various members is very valuable and I hope they continue to come in.

As most of you know , Peter Anderson has kindly offered to take over the roll as newsletter editor. After nearly 3 years (June 2007) in this roll it is nice to hand it over . Peter's midweek ride reports are legendary and a testament to his writing skills.

Please continue sending interesting bits and pieces to Peter for the newsletter.

The Eurobodalla Branch website is still spreading the good news of our branch and again the input from the members is a great help to keep it up to date. Please continue to support it by sending anything you would like to share with or sell to your fellow members.

I am looking forward to continuing as a general committee member and my 2 rolls as ride coordinator and webmaster.

Robert Overdijk

What's happened in our branch?

Saturday morning coffee ride

The Branch organises an enjoyable soiree each Saturday morning for a short ride (for those who'se bikes don't get out much), stimulating conversation (on subjects such as the differences in valve stem guides between the 1975 and 1976 BMW R-90 - fascinating) and good coffee (tea or Bonox is optional). These pleasant get togethers alternate between:

- First Saturday of the month: Bodalla Bakery, Bodalla
- Second Saturday of the month: By the Beach Bakery, Lilli Pilli
- Third Saturday of the month: Bodalla Bakery, Bodalla
- Fourth Saturday of the month: Tern Inn in Tuross
- Fifth Saturday of the month: Bakehouse Batemans Bay

Come along for a pleasant morning with your fellow members. If you are a prospective member this is a great way to "try before you buy".

Wednesday rides



A group of Wednesday Riders in front of the Major's Creek Hotel

If you find yourself at a loose end any Wednesday morning consider coming for a ride. Mid-week is often a much more pleasant time for a ride than over the weekend; there is not as much traffic and the destinations tend to be much less crowded. Ride destinations are published on the Ride Calendar but because numbers are often small there is some scope for variation. If you want to know more contact Peter Anderson on (02) 4472-2274 or 0458-139-595.

The Branch has a Welfare Officer

Neil 'Doc' Adams sent me an e-mail recently and asked if I could put the following in the next Newsletter. Doc, I do it gladly, its the sign of a caring organisation that we have such a position on our Committee and I commend his words to you.

"I am available if needed for any matter that might require the help of some body wearing the label 'welfare officer'. It might be the case that, since we are all pretty independant and self sufficient buggers, we don't like to ask for help when it might be needed. So I might ask that if any of us does know of a fellow member who might be in need of a bit of support of some kind, but would never ask for it himself, they might let me know and I'll try to make an appropriate offer or approach. Although it may not be relevant to my current role, I should mention that I spent quite a few years as a counsellor, including drug counselling and marriage guidance counselling."

Regards, Doc

Our AGM contingent



Evan Holt provided the picture above of Eurobodalla Branch members at the 2010 Ulysses AGM Welcome Dinner.

Those in the picture (from the left) are: Gerry Watt, Ernie Baddeley, Lyell Jenkins, Evan Holt and Helen Jenkins. Steve Jones left for the long journey home before the dinner.

Mother's Day Picnic at the Potato Point Fire Brigade Shed

9th May 11am start

We had a big turn out last year so it is on again
BBQ, coffee, tea \$6 pp
BYO drinks, plates, cutlery and cups

Contact Chris or Helen for numbers and if you wish to bring cake or salad

Big Hole / Berlang camping weekend

15 -16th May

No bookings required as it is BYO everything and camp under the stars next to a camp fire. A small camping fee is applied by NPWS.

We have had some great camps there over the years. Bring some walking shoes for the Big Hole and Marble Arch walk. A small torch to get through the Marble Arch is recommended, only a short walk in the dark until you get through to Reedy Creek - www.visitbraidwood.com.au/html/out/walks/marble_arch.htm for more info.

LetzScoot Mystry Ride

Sunday, 16 May - 10:30 A.M. start

For those not going on the Big Hole weekend, LetzScoot is organising a Mystry Ride.

It will start from their showroom at 1/16 Kylie Cres. in the Batemans Bay industrial area at 10:30 A.M. There will be cunningly crafted instructions to help you find the mystry location and if/when you do arrive there will be a B-B-Que. And the best part is that its all free! That's right! There is no cost (except your time).

The day is open to anybody riding a two or three wheeled powered vehicle. If you don't have such a vehicle available then LetzScoot will have a small number of demonstration scooters available for you to use.

More details will be provided by e-mail closer to the event.

Julie from LetzScoot asks that you e-mail her your intention to attend to julie@nulookkleens.com.au

Lyell's new outfit



As some of you will know, our immediate-past President Lyell Jenkins has added a chair to his trusty Honda GoldWing. For those who have not yet had a chance to see the three wheeled wonder I found the above photo on the 'Net and thought it a close representation of Lyell's new outfit. - ed

Cooma Weekend

28, 29, 30 and possibly 31st May

This promises to be a great weekend. Discover Cooma and surrounds. Departure from Batemans Bay on Friday at 10am (not 12 noon as previously advised) via Braidwood, Queanbeyan. Bring walking shoes to discover Cooma on foot.

Saturday, Cooma Monaro Railway to Chakola departure 11am -return 2pm.

Visit the Wildbrumby Snapps Distillery on Sunday. Tours by appointment from 11am, located 11k from Jindabyne on the Alpine Way to Thredbo.

Depending on who is going, the return trip via Brown Mountain may be on Monday to take full advantage of the Snapps Tour.

Let Chris or Helen know ASAP if you wish to go on this ride as bookings for accommodation and the Snapps Tour will have to be made early.

An interesting seat for your motorcycle



The photo above was displayed on the moto|blog.it website as their "Photo of the Day". The caption (in Italian) went something like: *"Trovata su un sito di una azienda che modifica le selle ... a cosa serve quel buco?" ci scrive Gianni. Voi avete qualche idea del perchè di quello strano buco?*

That translates to *"Found on a site of a company that changes the saddles ... what good is that hole?" Gianni writes. You have any idea why this strange hole?*

Turns out its a modified seat for riders suffering from **hemorrhoids!**

Cliff and Pete's Excellent Road Trip

There is likely to be another in the series of Cliff and Pete's Excellent Road Trips held in late May. Probably some time between the Big Hole weekend and the Cooma weekend. Tentatively, it will be a three or four day run taking in the Bell's Line of Road, the Putty Road and an over night stops the Tarrana at the Royal Hotel in Cassilis (www.theroyalhotelcassilis.com.au/).

If you are interested in joining Cliff and Peter on one of these now legendary rides then have a chat with them during any Saturday morning coffee ride. You would be most welcome to tag along.

Member's Ride

This is a section of the newsletter where we do a mini-review of one of our member's motorcycle(s). If you would like to see your bike in print please contact the editor, otherwise this column will be filled with motor scooter reviews!

Hans Ottevanger's Triumph Rocket III

This column is a new feature to the Newsletter and Hans has a new motorcycle so it seemed to be a natural choice for this first column. The format for this column will evolve over time but it starts with a "photo-shoot" to get a few pictures of the victim's (I mean member's) motorcycle and then we have a chat over coffee about member's pride and joy. So lets see how this first "Member's Ride" went.



What is it? Its a 2008 model year Triumph Rocket III Standard which has now been replaced in the Triumph model line-up by the Rocket III Roadster. The main difference between the two being the three exhaust pipes on Hans' bike compared to only two pipes on the new Roadster. This new bike has already been named "The Mistress".

What did you have before the Rocket III? A Honda ST1100 ("The Baroness") which is going to be kept as "company" for the Rocket III. The trade-in offer for this was not worth parting with it and it is still loved and cared for.

Why buy a new bike? The Honda ST is quite powerful but there are times when carrying a pillion, lots of touring luggage and towing a trailer it was not coping that well, particularly on long and/or steep hills. A bike that could tour with the particular demands of rider and pillion would be nice. Modifying the Honda ST for more torque (and power) was considered but it is a model that does not have much in the way of performance parts available for it, so that possibility was ruled out. Something bigger and torquier was required.

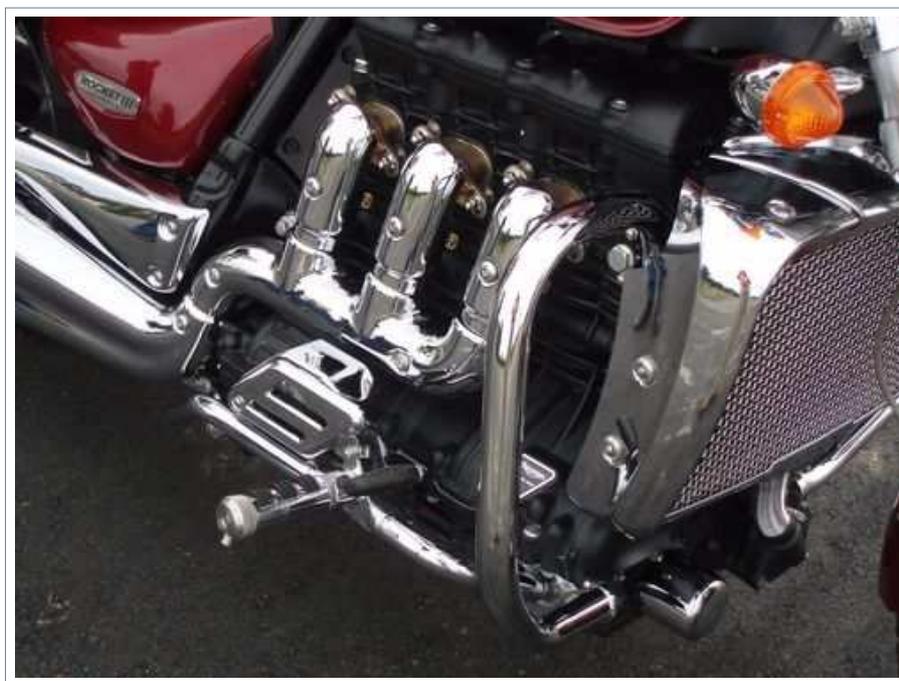


Why pick this bike? At the 2007 Ulysses AGM at Coffs Harbour Hans had a test ride on a then newly released Rocket III and as they say "it was love at first sight" an infatuation that developed into an addiction!

What else did you consider? Firstly, a Honda ST1300 was not considered because for the additional cost it did not offer enough increase in power and torque over the ST1100. A Yamaha FJR-1300 was considered and while it had more power than the Honda ST it did not

have the torque required to handle to touring loads of rider and pillion. The Harley-Davidson range was also investigated; the touring models were all very expensive compared to the Rocket III and the models closer in price to the Rocket III were cruiser style bikes and lacked the comfort of the Rocket III.

Where did you buy the Rocket III? Nowra Motorcycles. A Rocket III Classic model was the "target" bike but there were none available for sale anywhere in Australia and this dealer had a new '08 Standard with \$3,500 worth of Triumph accessories included in the price - a deal not to be missed! Nowra Motorcycles has since undertaken the first scheduled service which seemed to be done well. There was a factory warranty fix for Rocket IIIs that needed to be done and that also was undertaken without any problems. So far, Nowra Motorcycles sales and service seem to be quite professional.



What do you like about the Rocket III? Power! Torque! It actually feels very similar to the Honda ST to ride, the riding positions are similar and very comfortable. The pegs are not too far forward. Its also proven to be quite economical (clearly a relative perception - ed) returning about 16 km/l compared to 19 km/l or about 390 km from a full tank of petrol. Hans also wanted a bike without a touring fairing, its nice to be able to see the engine and the chrome plating (especially when the engine is this big and there is so much chrome plate - ed).

What don't you like about the Rocket III? Really wanted a "Classic" model because of the more comfortable seats (especially the pillion seat). The "Standard" has "low-rider" thinly padded seat and a pad for the pillion. Hans has looked at Triumph accessory seats but they are very expensive so he will investigate having the current seats re-made. The "Classic" model has a lower handlebar with more pull-back, this might be a future modification.

Well that finishes the first Member's Ride column. I would like to thank Hans for making the time to photograph and chat about his bike. I have included specifications from www.totalmotorcycle.com where you can find more details and pictures of this model.

2008 Triumph Rocket III Specifications

Engine Type: Liquid-cooled, DOHC, in-line 3-cylinder

Capacity: 2,294cc

Bore/Stroke: 101.6 x 94.3mm

Fuel System: Multipoint sequential electronic fuel injection, twin butterflies, progressive linkage on primary butterflies

Transmission: Final Drive Shaft

Clutch: Wet, multi-plate

Gearbox: 5-speed

Cycle Parts

Frame: Tubular steel, twin spine

Swingarm: Twin-sided, steel (houses drive shaft)

Front Wheel: Cast aluminium alloy 5-spoke, 17 x 3.5in

Rear Wheel: Cast aluminium alloy 5-spoke, 16 x 7.5in

Front Tyre: 150/80 R 17

Rear Tyre: 240/50 R 16

Front Suspension: Kayaba 43mm upside down forks, 120mm travel

Rear Suspension: Kayaba chromed spring twin shocks with 5 position adjustable preload, 105mm wheel travel

Front Brakes: Twin 320mm floating discs, Nissin 4 piston fixed calipers

Rear Brakes: Single 316mm fixed disc, Brembo 2 piston floating caliper

Dimensions

Length: 2,500mm (98.4in)

Width (Handlebars): 970mm (38.2in)

Height: 1,165mm (45.9in)

Seat Height: 740mm (29.1in)

Wheelbase: 1,695mm (66.7in)

Rake/Trail: 32 degree/152mm

Dry Weight: 320kg (704lbs)

Fuel Tank Capacity: 24 litres (5.3 gal)

Performance (Measured at crankshaft to DIN 70020)

Maximum Power: 142PS / 140bhp / 104kW @ 6,000 rpm

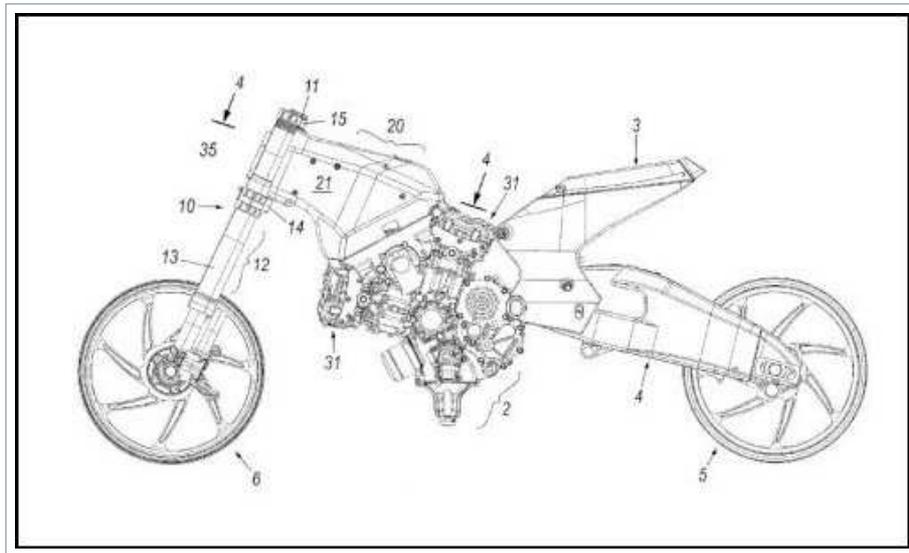
Maximum Torque: 200Nm / 147ft.lbf @ 2,500 rpm

Colours: Claret, Phantom Black

Bikes on the Net

This section of the Newsletter will report on motorcycling things of interest that have been seen on the Internet. If your browsing comes across anything you feel might be of interest please send the URL to the editor.

Frameless Ducati



"Ducati is applying for the patent for a frameless motorcycle, which would involve motorcycle parts bolted directly onto the engine component. While the application to hold this patent might well be rejected, it shows where Ducati chassis design is going in the future. Ducati describes it in a very convoluted way, but basically the engine unit would be the central supporting feature for the front, saddle part and rear of the motorcycle." *From twowheels blog (www.twowheelsblog.com)*

Brand New 1975 Nortons for Auction

by Paul Crowe - www.thekneeslider.com - 21 Apr 2010



We all know what a barn find usually looks like, some rusty hulk stuck in the back corner of some out building comes to light, the original pieces intact but usually in very poor condition. This "barn find" is a bit different. The owner of Motoshop Podevyn in Aalst,

Belgium passed away and the contents of the shop are going up for auction. It turns out it's quite a collection, among the discoveries are 11 1975 Nortons, brand new, unassembled, still in their original crates, that's about as original and unmolested as you can get.

Along with the Nortons, there's a Matchless still in the crate, too, plus lots of other bikes and parts. As the fellow got a bit older, you might think he would have gradually wanted to sell these off or at least make sure they went to owners of his choice, but whatever the case, these are going to be an interesting purchase for the future owners who can assemble them and put those first miles on them, something I would encourage them to do. Interesting.

Posts to The Kneeslider blog seemed to think the old Nortons were worth around 4,000 Euros - ed

2010 Honda Fury released



Top Speed (www.topspeed.com) has undertaken a review of the 2010 model year Honda Fury. This review is mentioned because the Fury is one of several hundred motorcycles that the Newsletter editorial staff fancy—sought of like a Honda SilverWing on steroids!

New Ducati Monster 796

"Ducati has announced a new Monster, the 796. According to Ducati, it 'combines the top level components and style of the Monster 1100 with the user friendliness of the Monster 696.'

Priced at \$9,995 (US price—no Aus price yet), the new Monster 796 can be had in standard colors, including black, red and white. Weighing just 367 pounds (167 kg), the 796 should move out smartly with 86 horsepower (64 kW @ 8250 rpm) and 56 pound/feet of torque (8.0 kgm @ 6250 rpm).

The 796 features a new seat and higher bars than its siblings. In addition, the bike includes high-end Brembo brakes, slipper clutch, new five-spoke wheels and a single sided swingarm.

Together with the Monster 796, Ducati unveiled the new 'Monster Art' body kits, including tank covers, mudguard, micro bikini fairing and seat cover. A total of ten color options are available (what's wrong with red—ed)." *From MotorCycleDaily.com (www.motorcycledaily.com)*

For sale

Oxford bike luggage

First Time 38L Expander Tankbag



- Rigid board system with large magnets in a PVC non-slip base
- Integral shoulder strap, map pocket & rucksack feature
- Internal mesh pocket and headstock strap included

Dimensions

L 44cm - W: 33cm H 18cm Expanded : 26cm

First Time Back Pack

- Plenty of storage space with 2 large external pockets
- Finished in black and silver with reflective panels and stylish rubber First Time logos
- Supremely comfortable harness system - you might not even realise you're wearing it!

Both items used only once. I am selling them because they won't fit on my new 'Wing.

The price for each item sold separately is \$65 or \$100 sold together.

Peter Anderson
4472-2274 or 0458-13-9595
peter.anderson@internode.on.net

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