



Eurobodalla Branch Newsletter

January – March 2011

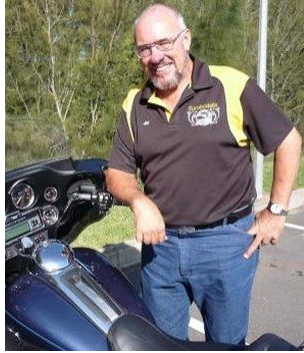


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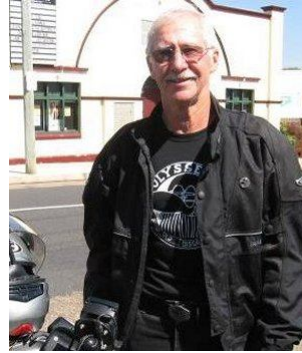
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Office holders



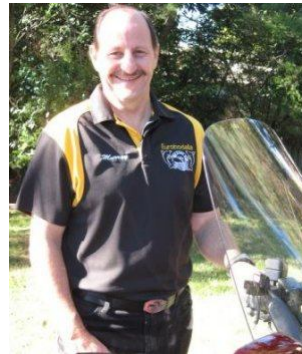
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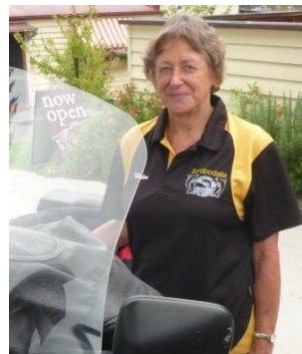
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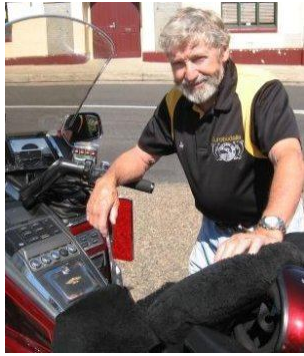


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Office holder reports

The President's Message

Hi everyone...

Merry Christmas and Happy New Year. By the time this is published, all that will probably have flown by, as did the year 2010. Everyone is another year older and wiser, well most people anyway. I'm still working on that 'growing up business' or so Margaret says.

It has been a very eventful and entertaining year, we welcomed a good number of new faces to the branch, some have already become hard-core regulars; that's what we want - the more the merrier. The Club wants you to 'join in' and show your face at coffee on Saturdays, get involved with the social rides that are organised, make new friends, and in general, we can all do what our Club motto suggests... "Grow Old Disgracefully" together; some may become even more disgraceful.

Earlier in the year, most eyes and thoughts were concentrated on two things: the coming of Lyell's sidecar and the ride to Albany for the AGM. Two significant events which were the topic of conversation week after week at our 'social meetings' and finally fused together when the big red beast was loaded up, hooked up, and headed west with a small, intrepid band of our branch members all going their own ways, and all arriving home again with another 9000 or so kilometres in their accounts. I congratulate them all, that was some trip.

Heaps of other 'good stuff' happened throughout the year. So many of us found enjoyment, and will treasure memories from even some of the 'short' Sunday and Wednesday rides. Some of us joined in on two, three, and four day rides, and had a great time. More of these in 2011 I think - the Rylstone Cowboys will ride again David.

Some 'not so good stuff' also happened, some had a few little 'offs', and some had monumental 'offs'. That's all in the past, both healing well, and contemplating the next two significant events: the return of the rebuilt HD

(Highly Dangerous) and BMW (Bite My Waffle) and the next AGM at Newcastle in March.

Just before I finish up, I would like to acknowledge and thank those who continue to 'do the hard yards' in keeping the branch functional. Frank Hopkins for looking after the Branch's "mail and money". Robert Overdijk and Chris Zammit for their massive input. Our Quartermaster, Murray Osborne, for keeping us looking smart. Helen and Lyell Jenkins who keep on keeping on, and Peter Anderson for his now legendary newsletter contribution (don't delete this last bit Peter [*It has reluctantly been left in tact - Ed*])

Cheers,
Jim Chaplin #38825

Social Committee's Report

Social activities other than group rides, since the last newsletter, have been few with the main event of the year of the Christmas party being the attraction. The day was very well attended and the Sunday breakfast was an event in its own right. Approximately 30 people attended the party and the weather was very kind to us on the day.

Certainly more pleasant than last year at least.

Helen and Lyell Jenkins showed off their new caravan which became the social centre before and after the barbecue dinner. Thanks to both again for the effort they went to make sure we all enjoyed ourselves with cleaning up the shed, helping set up the tables, bringing the barbecue, getting the food organised, cooking the meal, cleaning up at the end of proceedings and taking all their belongings home again. Quite a few man hours when you add that all up. Certainly deserve some sort of award at least.

Thanks to all the others who contributed their time and effort to make the day, night and next morning a success that it was as well.

The next social activity is the Barbecue at Mystery Bay which is the Sunday the 23rd of January and the food is to be supplied with drinks, plates and cutlery and cups to be bring your own.

Cost is \$6.00 per person and those interested to contact Helen Jenkins on 44736868 or myself on 44742448 by 22nd January so as to cater for the day. Hope all enjoyed themselves over the Christmas/New year festivities and we look forward to this new year to enjoy ourselves in the same disgraceful fashion again.

Regards
Chris Zammit

Ride Coordinator's Report

Another year gone another year over, we have had some great Sunday, midweek or multiple day rides, some rides with only a few and other rides with a large bunch of riders and pillions, a couple of BBQs and those very well attended Saturday get togethers and not to forget those that went all the way to the Albany AGM.

Early November a large group went on the road to the 10th Snowy Ride. Some went early in the week to enjoy the scenery of the Snowy area and ended up going to Charlottes Pass when it was miserable, cold and wet. Those going to the top on the Saturday had great weather.



John, Noel, June and Ray at the top (note the car) in the cold a few days early.



Same place a few days later on the Saturday, what a great day for a ride.

More recently we had a large group joining the Sapphire Coast Branch for the annual Salvation Army Toy Run in Bega. Despite the wet start in the morning, which kept the numbers lower than usual, they still raised in excess of \$4500. Thanks to Dan Allen and the Sapphire Coast Branch for organising it. A fair few great items on the extensive auction list were taken back by the Eurobodalla riders. It actually got rather hot in Bega around lunchtime so we rode on to Tathra for a cooling sea breeze before heading home to get ready for the Christmas party at Bodalla.



Thanks to Rob Wright from the Sapphire Coast Branch for this photo.

Our Christmas party at Doc and Fay Adam's place at Bodalla saw a good turnout. Thanks again for being able to use the shed for the BBQ followed by a Sunday BBQ breakfast and camping on site. Unfortunately the old cheap wheeled portaloo we have been using the last few years got run into prior to delivery and was no longer roadworthy so we ended up getting a rather more expensive but certainly more upmarket portaloo to satisfy the needs for the night.



Thanks Warwick for the photo

The Friday following, 7 of us set off to the 30th MRA Toy Run in Canberra. An overnight stop in Bungendore to get ready for an early start on the Saturday.. Most of us have driven through many times but rarely have taken time out to see the township on foot which was enjoyable. Parking in front of the old parliament house and slowly see the numbers swelling to over 1000 bikes on a great sunny day was an experience.



Arriving early before the big crowds.



A record number attended this 30th MRA Toy Run

Police escort for the ride, around the new parliament house circle pass the "Lodge" , around the big roundabout at Woden and back to Civic parking in the pedestrian mall area.



Traffic jam though the traffic lights into civic, John's new pride and joy was difficult to loose in the line up.

It is certainly an event I would recommend to any bike rider to attend at least once., maybe next year?

This coming year will see plenty of opportunities for some good short and longer rides, whether camping or staying in more solid accommodation.

BBQ at Mystery Bay Sunday 23 January. Maybe ride to the annual Karuah River rally 11-13 February or the Highlands Steam & Vintage fair the same weekend. The world superbikes later that month, The Ulysses AGM in Newcastle in March. Plenty of other options to enjoy a ride.

Happy riding and a safe 2011
Robert Overdijk

Editors ramblings

This is my fourth edition of the Branch Newsletter, some how it seems like there have been many more than this. It's a bit lonely sometimes editing a publication like this. As editor you are constantly on the lookout for content that might be of interest to you the members and trying to make sure your own interests and values do not dominate (although I do reserve the right to add the odd article about motor scooters and anything "Honda" in order to pander to my own interests and try to apostatise the rest of you 😊).

On a slightly serious note, I get content (or links to web content) from members from time to time that I have doubts about including in the newsletter. Some might see this as being a bit prudish but so be it! "Hairy chested, booze swilling, bikers" are not the only readers of this Newsletter (*there are BMW riders as well*) so I am often reluctant to publish this sought of material. It's a matter of balance and I guess I am erring on the conservative side – it's the price you pay when you have a motor scooterist as your editor 😊.

I have had some flattering positive feedback about the newsletter but it would be nice to get any criticism (*well not nice, but I will reluctantly accept it*); it's your newsletter so you ought to let me know what you want to see in it. If you have something you think your fellow members would like to read then please send it to me.

In the next issue I am hoping to restart the "Member's Ride" column where we have a look at what one of our members is riding and why. I am also thinking about a new column, tentatively called "G'day Maaaate!" Where there will be a short introduction of new members (with a photo) so we don't keep calling these folks "Maaaate!".

That's enough of my "ramblings" for this issue. I hope you all have a really great 2011 and get even more kilometres under your wheels this year.

Peter Anderson
#48070

What's happening in our Branch?

Welcome to these new members

Please make welcome the following new members:

Robert (Bob) O'Callaghan (# 58098) from Mossy Point
Brian Brace (# 58378) from Ulladulla
Colin Smith (# 57569) from Tuross Head
Sam Smith (# 57639) from Mogo
Tony Martin (#58225) from Nelligen

Welcome chaps!

Saturday morning coffee ride

The Branch organises an enjoyable soiree each Saturday morning for a short ride (for those whose 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: By the Beach Bakery, Lilli Pilli
- 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



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 0458-13-95-95.

Meet-up with Sapphire Coast Branch?

I received the following e-mail from Ken (Grumpy) Anderson (no relation):

Just compiling Sapphire Coast ride calendar for January and February. Noticed Eurobodalla has Bermagui/Tathra ride on 2nd Feb. We meet at Seawhispers Tathra (opposite phone box on flat) every second Wednesday i.e. 2nd Feb. Hope to see you there.

We do indeed have a scheduled ride to Tathra on Wednesday, 2nd of February. Sounds like a good idea to meet the neighbours for coffee. It would be nice to have a good roll-up (i.e. more than two!).

The Branch has a Welfare Officer

Neil 'Doc' Adams is the Branch's Welfare Officer. He asked that this small piece be included in the Newsletter so that members know he's there if needed.

"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 independent 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."

I visited Evan Holt in hospital the day after he had both knees replaced, and at that stage he was still feeling no pain. However, with Christmas and crowds of family invading the Adams hovel I've not been able to get back to him since.

Everyone would be aware of our noble president's altercation with a Kangaroo a couple of months before Christmas, with the result being a chipped bone in the ankle and over two months resuscitation for the Harley. I understand Jim's now recovered to the extent that he can again kick anyone with either foot and the Harley is at last due to be back on the road, but there is no word about the kangaroo, and I'm very worried about the effects on his/her family and friends. Has anyone heard how the kangaroo's relatives are bearing up?

Regards, Doc

Branch Meetings

I am "jumping the gun" a little here but I believe the Committee are looking at whether to have more Branch meetings. We currently have our formal Annual General Meeting and then the Saturday morning "Cafe Latte" get together. In addition this august journal is published quarterly.

In the past we have had more regular meetings. Now the Committee are looking at what we ought to do for the future to ensure a flow of information through out the Branch membership.

If YOU have a view why not get hold of a Committee member and give him or her your views – more meetings? Less meetings? Scrap the Newsletter (Yes! – *ed*); what would YOU like to see?

Saphire Coast Branch Toy Run – Saturday, 4th Dec. 2010

A good roll-up of Eurobodalla Branch members attended the 2010 Toy Run.





The motley crew in the black and yellow shirts look vaguely familiar?

2011 Motorbike Tours in Thailand

The following information was received by e-mail:

I am taking this opportunity to introduce you to our 16 day motorcycle road tours of Northern Thailand. In 2011 we will be running one in April and another in early October.

This is a totally Australasian organised and run trip, but we use local Thai hire road bikes, as well as a local guide and interpreter.

I have been involved since 2005 and have accompanied couples and single riders on these fabulous well-organised trips.

Many of my participants have been Ulysses Club riders.

Northern Thailand is a beautiful area to ride, with traffic volumes and terrain similar to Tasmania. There is a good mixture of challenging twisty country roads as well as open road cruising. We travel at the times of year when the temperatures are 25-30 degrees.

The packages are based on share twin accommodation, and the price of \$5,950 AUS per person includes airfares ex Sydney, Melbourne or Brisbane, all accommodation, meals, bike rental and costs, as well as use of our guide, interpreter, support vehicle and mechanic. Alternatively if you arrange the return air travel to Chiang Mai, the tour cost is just \$4,250 Aus.

The only extra you need is beer money and personal spending costs!

Martin Lenart

www.thaimotorbiketours.co.nz

Something for those who like to go fast while sitting still



Carbon Fibre Toilet Seat

From: Carbon Fibre Gear

Price: \$279.00

Website: <http://store.carbonfiberglass.com/carbon-fibre-toilet-seat#>

" You know how fast a little fibre can make you go". " It makes you go faster".
We've heard them all! We're proud to offer a genuine carbon fibre toilet seat, made with hand layered carbon fibre around a pre-moulded foam core. Be weary of other less expensive seats that may use a wood core ... they are much heavier, which defeats the whole purpose of carbon fibre!

The carbon fibre toilet seat fits standard household toilets.

The manufacturing process uses the finest epoxy resin system and 550,000 psi tensile carbon fibre. The carbon fibre features a 2 x 2 twill pattern, the weave looks absolutely gorgeous! Pictures do no justice. These are normally only available in limited quantity and are commonly out of stock, so be sure to get one while you can.

- Made with 100% real 2 x 2 twill carbon fibre
- Fit standard household toilets
- Comes with mounting hardware
- Dimensions: 16.5" long (from nose to hinge centreline). 14.25" wide
- Weighs: 2lbs 11oz (1,230 grams)
- Due to the nature of the product, sales are final.

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.

Norton Commandos still in the crate

The story of 11 brand new 1975 electric-start Norton Interstates still in their crates did the rounds on the Internet early in 2010. As an up-date, they were all auctioned and the cheapest went for just under \$21,000, while the most expensive sold for just under \$23,000.



Thanks to Frank Hopkins for the link.

A BMW scooter – a BMW WHAT?

BMW released a “bomb shell” at the EICMA motorcycle show in Milan last November. They had on show a fully working concept “bike” called the “Concept C”. What was such a surprise was that the Concept C is a maxi-scooter.



BMW Motorrad Chief Executive Officer Hendrik von Kuenheim while announcing that there would be in fact two versions of the Concept C moving into production said:

"(There) are really two segments ... you call it the scooter market, I call it urban transportation market. Yes, BMW will enter this, and we will enter that market with more than just one model, that is in the relatively near future."



BMW's official press release continued in a similar vein:

"BMW Motorrad will be expanding its present motorcycle adventure world to include the big scooter. This new product segment will first give rise to two innovative premium scooters with internal combustion engines. The differing characteristics of this concept will appeal to a broad target group. In addition, some thought is being given to a future alternative drive with electric motor.

BMW Motorrad will be combining in these scooters the outstanding handling of the motorcycle with the particular agility and conceptual comfort of the scooter for the maximum experience of dynamic riding – a big scooter made by BMW Motorrad. There are plans to manufacture these future production vehicles at the BMW Motorrad plant in Berlin."



BMW have not released many details about the Concept C's power train. The engine's displacement is unknown but thought to be around 800 cc. It is known that the bike will have an automatic gearbox. The throttle control will be "ride by wire" and the suspension will be conventional upside-down forks at the front and a single mono-shock at the rear. The "blue" tyres, LED instruments and TV monitor "mirrors" are not likely to make it into production. (Ref.: www.motorcycle.com and www.totalmotorcycle.com)

*(Ed. Will a **Bikes Made for Wankers** motor scooter finally allow their customers to regard scooters a "real" two-wheeled alternative? Or is this just a sop for those aging owners who can no longer "get their leg over"? Or again, this might be an attempt to put the "rad" back into "Motorrad"?)*

Something similar from Honda

Also released at the EICMA motorcycle show last November was the Honda "New Mid Concept" (*Ed. Where do they get these names from?*).



Honda did not release any technical details about the NMC except to say that it would use the same Dual Clutch Transmission as used in the VFR1200F. The company did say "17-inch wheels with Honda PRO-LINK rear suspension add to the motorcycle look and enhance high speed stability and manoeuvrability". Clearly from the pictures the bike has chain drive not a belt like other maxi scooters or shaft like the DN-01.

Speaking of the DN-01, the concept is something like that recently demised machine; perhaps if the DN-01 had been this bike it might have been better

received. It seems a retrograde step to not use the hydraulic pump transmission and shaft drive from the DN-01, that was a truly innovative bit of technology.

Honda's PR guru must have had a deep draw on a large spliff and written the following:

"Honda New Mid Concept reinvents the way we look at two wheeled travel. This concept combines innovative thinking and new technology to create a multi discipline machine."

"Taking the spirit of a sports motorcycle and the comfort of a scooter into a totally new format, the New Mid Concept will offer the energetic riding sensation of a motorcycle but with the ease and convenience of a scooter. This sector shattering combination of features creates a bike that is both visually dynamic and enjoyable to ride."

Unlike the BMW Concept C, the Honda New Mid Concept is highly unlikely to ever make it to a production bike. As a potential replacement for the "much loved" Honda SilverWing 600 that is a real shame.

A new Honda that you will be able to buy

Honda previewed the 2011 Honda Crossrunner at the EICMA motorcycle show. The new bike seems to be "multipurpose" version of Honda's long running (and still available) VFR800; more Ducati Multistrada than BMW GS.



The Crossrunner was designed by Honda's European Design Centre in Italy as a multi-purpose "a do-it-all machine". The styling has the rider and pillion sitting upright on a large comfortable seat with wide handle bars to further assist comfort and enhance control.



The engine is a 782cc, quad cam, 90 degree V4 VTEC producing nearly 75 kW of power and 73 Nm of torque both at quite high engine speeds. The bike has a conventional six speed manual gearbox with shaft drive. ABS is a standard fitting for the 296 mm front brakes and the 256 mm rear brake. Touring should be enhanced by the 21.5 l fuel tank (giving a range of 350 km) and the extensive range of options Honda plans to release with the bike.

Other interesting new releases for 2011



Ducati Diavel (Devil) – Ducati's first cruiser



Triumph Tiger 800 – available in road oriented version and the 800 XC off-road version



Honda CBR250R – this looks like being a really neat ride and Is already on sale in Australia

GoldWing owners! Want to make some money on the side (or should that be "on the back")?



The Swedish company Coming Through provides emergency road service for broken-down cars using "The Retriever". This is a 1800 Honda GoldWing with a trailer that recovers broken down vehicles in less than two minutes and is completely automatic. The GoldWing can tow a vehicle weighing up to 2500 kg at a maximum speed of 40 km / h. (Ref.: www.motoblog.it)

A NEW Morgan Three Wheeler

The Morgan Motor Company in the UK produced 30,000 three wheeler cars between 1909 and 1953. This year they plan to reintroduce a three wheeler model. "Why are we talking about cars in this newsletter" I hear you ask. Well

when the 2011 three wheeler is released in the UK the driver will need to have a motorcycle licence to drive it.



The Morgan website extols the new model as follows:

"The 2011 Morgan Three wheeler is a fusion of modern technology into a classic design. By fitting a modern V-twin engine and a Mazda 5 speed gearbox the car provides 'get in and drive' simplicity and reliability. A sturdy tubular frame and two rollover bars surround the passenger compartment. An aerodynamic super formed 'bullet' hull protects the occupants from the weather. However the feeling of freedom and contact with the road through the front wheels will bring to mind the joy of driving cars from the 20's and 30's but with none of their fragility or temperament. A leather padded aircraft style cockpit indulges the feeling of 'flying through the air'. Refining the original design has produced a unique 21st century vehicle. A sub 500 kgs overall weight and a slippery hull provides the ultimate in performance and fuel economy. The Morgan Three wheeler has unrivalled power to weight for its on the road price."

Some brief specifications for the new Morgan include:

Weight: 500kg (Est.)
Power: 100bhp (at wheel) (Est.)
Top Speed: 115mph (Est.)
0-60 : 4.5 seconds (Est.)
Engine: 1800 cc 'V twin'
Gearbox: 5 speed + reverse
Super formed aluminium body
Motorcycle homologation



The engine and gearbox combination is quite interesting. The engine will be specially produced by Harley Davidson's Screaming Eagles division while the gearbox will be from the Mazda MX-5 so it will have five forward and a reverse gears.



Liberty Motors Ace Cycle Car

The design for the new Morgan has been acquired from a company called Liberty Motors based in Seattle, USA. Liberty has been producing a three wheeler called the Ace Cycle Car for several years. Morgan has purchased the rights to a version of the Ace Cycle Car. See <http://cycle-car.com/> for more details and a great collection of images.

Morgan has not yet announced the price but it is expected to be around AUD40,000. See www.morgan3wheeler.co.uk for more details.

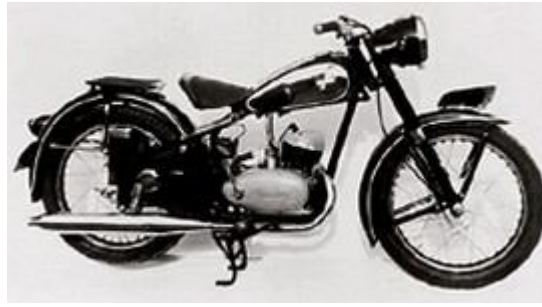
Kawasaki KH250 B3



Myth-buster: The Kawasaki company is named after its founder Shozo Kawasaki and has no connection with the city of Kawasaki.

The Kawasaki company began in 1878 when Shozo Kawasaki founded the Kawasaki Tsukiji Shipyard in Tokyo to build Western-type ocean-going steel ships. Eight years later he moved the shipyard to Hyogo and incorporated it into the Kawasaki Dockyard Co., Ltd. Ten years later (1896) Kawasaki Dockyard became a public company. In 1906 the company began to diversify into railway locomotives and rolling stock. Since then it has become Japan's largest producer of locomotives and rolling stock; and builds the Shinkansen "Bullet" trains. The company continued to diversify and now produces heavy steel, ships, trains, aircraft, satellites and of course motorcycles.

Motorcycle production began in 1949 when Kawasaki's aircraft company began to develop the KE-1 air-cooled, 148 cc, OHV, 2.9 kW four-stroke single cylinder engine. This engine was completed in 1952. Two years later the company produced its first motorcycle, the Meihatsu 125 Deluxe using a newer KB-5 two-stroke engine. Kawasaki continued to develop the Meihatsu 125 but in 1960 it acquired Meguro Motorcycles and built its first dedicated motorcycle plant. Motorcycle development continued with a range of small two-stroke motorcycles and scooters and with Meguro's K1; a "copy" of the BSA A7 500 cc vertical twin four-stroke. This bike went on to become the Kawasaki W1 (and onto the W650 and W800 still in production).



To address market needs in the USA and competition from its Japanese counterparts Kawasaki released its first three cylinder two-stroke "sports" motorcycle - the 500 cc H1 Mach III in 1968. This motorcycle was criticised because of its poor handling and almost lack of brakes but it was the fastest production motorcycle in the world at that time. It could cover the standing start quarter mile in 12.96 seconds at a terminal speed of 100.7 mph. Four years later, Kawasaki released a range of three cylinder two-strokes: the H2 Mach IV (which was even faster than the H1), the smaller capacity S1 (250 cc) and the S2 (350 cc).

"On the S1 a bore and stroke of 45 mm x 52.3 mm provided 249.5 cc, the compression ratio was 7.3:1 and with three Mikuni VM22SC carburettors the S1 produced a creditable 23.5 kW (32hp) at 8500 rpm. Unlike the H1 that had groundbreaking CDI ignition that wasn't totally reliable, the S1 and KH250 each had a traditional battery and coil ignition. This featured three pairs of points mounted on the left, outboard of the 110 W alternator." (Ref: www.bikesales.com.au/news/2010/classic-bike-kawasaki-kh250-22467)



The 250 cc S1 was perhaps the "most interesting" of the two-stroke range. Its popularity was held back by its (still) poor handling and prodigious thirst. Kawasaki addressed these issues in 1976 when the S1 was developed into the KH250 B1 with improved handling, the introduction of a disk brake on the front wheel and reduced fuel consumption. Over the next four years the KH250 was further "developed" (if you consider changes in paint scheme as development) through the "B2" to the last of the line "B5" model. Of these the KH250 B3 was the most popular. Owners report the KH250 as having "incredible amount of bottom-end torque, with a nice spread of power", good handling and very reliable.

Fuel crisis and changing market fads of the 1980's saw the decline of demand for two-strokes. The small Kawasaki two-strokes were replaced by a range of four cylinder four strokes like the Z500.



But that (as they say) is another story.

Specifications

Make Model : Kawasaki KH250 B3

Year: 1978

Engine: Air cooled, two stroke, transverse three cylinder,
Capacity: 249

Bore x Stroke: 45 x 52.3 mm

Compression Ratio: 7.5:1

Induction: 3x Mikuni VM22SC, Ø 22 mm carbs

Max Power: 28 hp @7500 rpm

Max Torque: 2.7 kg-m @ 7000 rpm

Transmission / Drive: 5 Speed / chain

Front Suspension: Telescopic hydraulic forks

Rear Suspension: Dual shocks, swingarm

Front Brakes: Single 250mm disc

Rear Brakes: 180mm Drum

Front Tyre: 3.25-18

Rear Tyre: 3.50-18

Dry-Weight: 160 kg

Fuel Capacity : 14 Litres

Consumption average: 43 mp/g

Standing ¼ Mile: 15.8 sec

Top Speed: 90 mp/h

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