



Eurobodalla Branch Newsletter

July – September 2010



www.ulyssesclub.org/branches/eurobodalla/

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Office holder reports

The President's Message

Hi everyone, are we all sick of the cold weather yet? I know I'm "over it". Most of my travelling has been in the 4-wheel vehicle lately. I know, I know, I can hear someone saying... "harden the hell up Jim" ... and I will! I promise!

The last couple of months has seen the continuing increase of attendance at our Saturday 'coffee meetings' and a few more new members showing up -- welcome folks. A few things worth reflecting on are the well attended Mothers Day barbecue at Potato Point. A good roll-up of over 20 people proves that the barbecues are popular, but maybe the weekend after or before would be better, and more attractive to those who have family commitments on those days. The occasional 3 to 4 day rides are well publicised and later published and as the weather warms, should be something to consider. I know I will be a certain starter in the future.

August on the Ride Calendar looks good. Robert and Chris have come up with a couple of barbecues at Shelly Beach and Kangaroo Valley (maybe a couple of us with trailers might help out with transporting lunches and drinks to this one).

Chris Zammit's efforts in organising the group trips away is very much appreciated, and we are hoping the weather is kinder to us for this next run up to Nabiac in a few weeks (maybe I could make a come-back to riding with this one - who knows - somebody has to keep an eye on Noddy!

Moving further into the future, there are a few 'happenings' which really interest me. September 4th and 5th is the South Coast Branch's first attempt at a Meet and Greet. Hopefully it will go well for them, and I believe it would be good for us, being their closest neighbours, to get along and support it. I will have a stack of Registration forms with me at the next few Saturday meetings, as I think we would need to 'get in quick', especially with accommodation. Then in October, a trip to Junee, may be in the planning for around the 8/9/10th - now that really appeals to me, a great caravan park there with cabins, campsites and a whole lot of great restaurants, watering holes, and a Chocolate/Licorice Factory to explore (for those of us who need that sort of thing).

See you all soon - either at 'coffee' or on the road
Cheers,
Jim

Secretary/Treasurer's Report

The Secretary/Treasurer will report next issue.

Social Committee's Report

Over the past few months we have enjoyed another BBQ at the Potato Point fire shed ,and thanks again to Frank for arranging the venue. The day was fine ,in fact perfect Potato Point weather, and was well attended. A good day was had by all.

Another BBQ day has been planed for this current quarter at Shelly Beach on the 1st of August, hopefully a good day as well.

The regular Sunday rides have produced some good days over the past few months with the ride to Huskinson being well attended and some members who have been away for a while, travelling around, coming along for the day.

Some days things seem to come together and the ride is a memorable one for all good reasons.

The ride to Cooma over the 3 days of the weekend 28th May could be remembered for mostly good things as the ride there via Tidbinbilla Tracking Station, the ride on through to Cooma. The get together Friday night over a few bottles of Penfolds Royal Reserve was certainly a highlight with some one attempting an impersonation of his wife in pyjamas.

The next day was a good ride to Jindabyne, and some with a car, we had all modes of transport on this ride, which turned out to be a good thing later. Good is an understatement. Thanks again to Kaye.

That afternoon saw us take the Cooma railway motor rail to Chakola and return.

I would recommend this to anyone interested in rail history or anyone interested in a great time just going for a train ride. All those who went thought it was a good thing to do.

Another good social evening was had that night in the calm before the storm. Well the return trip as advertised via the Brown Mountain never eventuated. Not for lack of trying but because we didn't take a chainsaw with us. Trees across the road driving rain and crosswinds of who knows how many kilometres per hour, made an interesting ride if you can call it that. Without photos ,words will not explain what we encountered.

I think that the return journey and stop at Nimmitabel pie shop, which was closed without power, and then the lack of happy faces, sort of said what had happened. Lucky to survive would be a good way to explain the situation. We all got home which was good to say the least and i am sure that some of those who experienced the ride could explain what had happened but I am still in shock.

I am sure the return trip was a social experience but in what category I am not sure.

Moving on from that ride we have had a good day to Araleun, so I believe, and another day to Sussex Inlet and Yatte Yatta nursery. Both good motorcycling days being good winter days cool but fine.

Sunday the 16th of May turned out to be a very good day for motorcycling with a perfect Autumn day. A few of our branch enjoyed going along on a mystery ride arranged by Julie from Letz Scoot in Batemans Bay. A very well organised event with the destination being a fully catered lunch at Shelly beach Moruya. The day had been planned for some time and cancelled, on one occasion due to bad weather, but it was certainly worth waiting for and turned out to be a very social event indeed.

A very big thank you to Julie and Rolf for putting on the day and inviting our group to attend as were other Ulysses branches. Not sure where Julie gets the energy to arrange these sorts of things as well as run a couple of full time businesses, but well done, and also to the people around Julie who help with organising things.

Some things to look out for in the next few months are a Coffee tasting experience at Candello on the 11th of July and some other stops to be decided on the day. I think the direction the day takes will perhaps be decided on the day?

The ride to Nabiac, at this stage, has a reasonable level of interest which will have the attraction of the Motorcycle Museum and a swap meet on the same weekend. Should be a great social activity.

The next ride calendar sees a little more variation for activities attached to rides with a ride to the Hat rally at Araleun. Thanks again to those who have contributed their suggestions for places to go and things to do.

Regards
Chris Zammit

From the Gear Shop – the Quartermaster’s Report

We have introduced a new long sleeved polo top for winter. This new top is quite warm. The long sleeved polo top is available in all black (our traditional black and yellow colour scheme is not available) with our logo affixed. The price of this top will be \$40.00.

I have some available for viewing at Saturday morning coffee rides and a photo will be added to the website soon.

Regards,
Murray

What's happening in our Branch?

Fellow members! *The editorial office received a good amount of content items from some of you for this issue of our Newsletter. To those who contributed, thank you. Remember it's YOUR Newsletter, so if you have something you think might be of interest to your fellow members or something you think they might find humorous then feel free to send it to the Editor!*

2010 Alpine Rally at Brindabella

We had 3 riders (Steve Daniels, Arthur Flower and myself) for the 41st Alpine Rally. As both Steve and I needed some home comforts to take with us we both decided to take our little Ali-Lite trailers.

Although Arthur and I had been to the Alpine Rally before some years back, this was at the alternative site on the Snowy Mountains Highway near Yarrangobilly, we had no idea what to expect on this ride to Brindabella except for that it could be cold.

The shortest way was to go via Canberra, follow Hindmarsh Drive until the end, then onto Cotter Road and turn on to Brindabella Road, easy. This road goes up to 1200m which is fine on the sunny side even on gravel, but as soon as we went over the summit and started the descend, we were on the southern side of the hills on a narrow steep track.

The snow that had fallen several days earlier (and had disappeared elsewhere) had been compacted by the numerous 4x4s to an icy surface and was extremely slippery to say the least. To be honest I felt very much out of my comfort zone on a large road bike with a trailer which is definitely not the recommended outfit for these conditions. These conditions lasted about 1 (very slow) kilometre and we rode on the right hand side for most of the way as the alternative on the left hand side was a possible very long slide down to the bottom and never to be seen again.

While very slowly making my way down this section I contemplated stopping to take a photo but my desire to get out of these conditions in one piece won and unfortunately no photos were taken.



Lower down, the road conditions were rough but what can normally be expected. All 3 of us agreed that we had the wrong type of bike for this ride. Nevertheless we made it to the camp site around 3pm and enough time to find a good spot under the trees to set up camp. We should be clear of frost under the trees! The turnout for this rally was pretty good although majority of the bikes were dual purpose which is the way to go.

The Rally Flyer advised to bring a towel for the hot tub. Arthur was very tempted but after some deep consideration he decided to give it a miss.



The many camp fires, fire bombs, good company, gourmet camp meals, the many tails which get better after some consumption of the obligatory bottle of port, some pretty good fireworks to celebrate the reason for the public holiday, made the evening enjoyable.

Our intention to hopefully avoid the frost by camping under some trees does not work with -- 5 or more, the night was bitterly cold and we saw some good frost in the morning.

At that stage we had already decided not to stay for the second night as a second serious frost on top of this one could see us stuck there for much longer than we had planned.

To give the sun a fighting chance to de-frost the way out of camp we aimed for a departure around 12 noon.



Waiting this long did not much to improve the track out of the camp as it actually became more slippery with more traffic. Both Steve and I could not get out towing the trailers. We were fortunate that a couple of young ladies had brought a 4x4 and they were more than happy to tow the trailers to the top of the hill for us.

After talking to various other riders earlier that morning, it was decided to go the long way home via Tumut, still the same distance on gravel and some slippery clay but a much better option then trying to go uphill on the section were we came across the icy conditions.



This is the way to travel in these conditions, a Ural outfit would leave most other bikes behind until you get back on the bitumen.

The long way home over Tumut, Gundagai, turned out to be a wise decision and beside a flat rear tyre for Arthur at Murrumbateman, which was fixed fairly we quickly, we all arrived home safe and sound at around 8.30pm on Sunday. The Monday was used to clean off all the evidence that I had been anywhere. All together it was an experience , the scenery was great and with the right kind of motorcycle I may do it again one day.

Robert Overdijk. (Some more photos can be found on our website in the "Photos" section)

How did I get to Albany?

I see in the Newsletter that Lyell says he didn't remember how I got to Albany! Ah well, the AGM dinner was a very noisy party, and I understand that too much red wine can have that effect.



I though I told Helen and Lyell that I went from Batemans Bay to Narrandera (503 Km), then on to Mildura where I was firstly drenched by a huge rain storm and then cooked by a really hot day (40°C in Mildura). Then on to Port Pirie via Burra. An interesting ride to Streaky Bay followed, where I had a day off and a look around. Matthew Flinders named the bay and he has a memorial in the main street. I, and a lot of Ulyssians, stayed at Streaky Bay for a couple of days. Nice pub and a nice camping area.

Next day was off to Border Village. There was a bad motorcycle accident near Kimba - ambulance and Police with blues and twos - where I heard that a bike's trailer was flipped over by the vortices from several road trains. At Border Village I was warned that the WA Traffic Police from Perth were booking all the Ulyssians who were towing their trailers at 110 km/h. The road signs said 110

km/h, but another sign said all towing vehicles were limited to 100 km/h. We didn't know that all towing vehicles were limited to 100 km/h in WA, not just the road trains and semi trailers. At Balladonia a Perth traffic police officer was heard to say "Hey this is great I have my monthly quota in 2 days!" Yeah, great. Perth Traffic Police had sent 2 pursuit cars to Balladonia, installed them in the Balladonia Roadhouse Motel, and they stayed there for a week booking Ulyssians. Even Andy Strapz got booked while towing his trailer full of stock.

I rode on to Esperance and had 2 days off while exploring to the East and the West of this lovely town. I lost one set of keys in Esperance and luckily had a spare set, except for a key to the trailer's padlock - it's a long story! A quick trip to Bunnings and a purchase of a \$39 angle grinder solved that problem. Cheaper than calling out the locksmith. And he had knocked off for the weekend and gone fishing, anyway.

The road to Albany was getting crowded with motorcycles, trikes and bikes with trailers, Winnebago with bikes on trailers and so on. One of the towns on the way only had one petrol station open. The queues for fuel stretched along the highway and across it - about 100 m long - so I refilled from my 5 litre spare tank and rode on to Jerramungup. And, Yes, the little "E" light does come on when you get down to 3.5 litres. The Ampol Roadhouse at Jerramungup was a wonderful sight with over 100 bikes refuelling, trucks towing bikes, camper vans with bikes and all the usual highway traffic trying to refuel, get something to eat, and to use the toilets before heading to Albany. Heady stuff!

The motel I stayed at in Albany was booked solid with Ulyssians, and the WA Traffic Police, who had thoughtfully brought along a pursuit car and a Paddy Wagon. Expecting or hoping for "Bikie Riot" headlines, I think. Jee-sus!

Next day, Monday, the first day of the rally, everyone headed off to the AGM campsite, except for the Police who stayed at the motel and celebrated their haul each night with pizzas and cartons of beer. Andy Strapz stayed at the motel, too. He wasn't impressed with the Perth Traffic Police, who sent 6 motorcycles and various cars to Albany, and sent at least 2 pursuit cars to Balladonia to welcome the Ulyssians to WA.

While at Albany I rode to Denmark, and to Walpole, as well as several trips around Albany, one of which cost me \$100 to the Perth Traffic Police for "ride cont. to arrow painted on road." I was only one of about 200 Ulyssians who got caught at this Police sting in the main street of Albany. Thank you Perth Traffic Police.

I had volunteered for the 1st Aid station and I had an interesting time mending cuts, burns and sprains. Nothing too serious. I also had a couple of rides on the new Hyosung 650, which has fuel injection and improved (read 'sphincter snapping') front brakes. The combined Triumph/Hyosung/Piaggio stand was doing a roaring trade in demo rides, but where were the Kawasaki, Honda, Victory, Yamaha and Suzuki stands? Nowhere to be seen. Pity about that. A few Harleys were on show, as were a handful of Beemers, but it was look and don't touch.

I found that I was a legend before my time when I poked my nose into the Hyosung stand on Day 1 and asked if Brendon (Hyosung Australia) was there. "Are you Evan Holt?" asked one of the Hyosung Team.

I was taken aback by this and asked "What have I done wrong now?" "Oh nothing," he said. "It's just that the Big Boss of Hyosung was driving his car across the Nullarbor and he was real pleased that he had seen a smart yellow Hyosung 650 towing a matching trailer in the midst of all the bikie traffic. "Oh that would be Evan Holt" said Brendon. TBB (the big boss) was suitably impressed with Brendon's encyclopaedic knowledge. I don't think Brendon told him that we e-mail each other on a fairly regular basis!

The ride home was via Augusta where I had an appointment at the Historical Society Museum to do some research, to Busselton to meet up with my 2ic from 1969 Vietnam, Norm Gomm, and to Claremont in Perth to say G'day to Jim Monteath, an Infantry buddy an ex-Duntrooner classmate. That SW corner of WA is simply beautiful! I bought a Margaret River Semillon sauvignon blanc (around \$17.50 a bottle) for the lunch with Norm Gomm. It was delicious.

The longest run I did was from Northam just out of Perth to Norseman, about 651 km. The map said 626, but my speedo showed 651, and it certainly felt like it. No point in speeding over the 100 km/h limit as the Perth Traffic Police were still working the area. Anyway, it wasn't too bad for a 76 year old on a 650 cc Hyosung with trailer on a very hot day. It was a character building ride, and the motel at Norseman was overpriced and underwhelming.

I followed the easy route home, via Madura, Kimba, Port Augusta and via Burra to the Barossa Valley, thence to Narrandera and Batemans Bay. 9,400 km total. Ernie's total would have been around 11,000 km, as he did 6400 on the way to Albany.

I think I might have enjoyed going right around Australia from Albany, or zigzagging my way home to visit friends, but my multi-talented wife Norma had booked to go overseas to Istanbul (Constantinople), Kiev, the Crimean Peninsula, and Moscow, on an archaeological/historical/art tour which was leaving on the Easter weekend, so I had to hurry home. Of course her flights coincided with the Icelandic volcano eruption, so she had an adventurous time getting home from Moscow via Dubai and Singapore. Her baggage arrived 2 days later.

The trip to Albany and back was probably my last really long ride, especially under the very hot conditions we all had, and I am looking forward with pleasure to a leisurely ride up the Hume Highway to Newcastle next year.

I hope you will get a chance to print the photo of Ernie Baddeley and the Albany Lobster [*see above - ed*].

Cheers,
Evan Holt

A heart-warming story...

A small boy was wandering around lost at a large shopping Centre. He approached a uniformed policeman and said, "I've lost my granddad!"

The cop asked, "What's he like?"

The little boy hesitated for a moment and then replied, "Bundaberg Rum and sheilas with big tits."

Ulysses South Coast Meet & Greet

Saturday, 4 and Sunday, 5 September 2010

Check in at Shoalhaven City Council car park between 10.30 a.m. - 1.00 p.m. on Saturday followed by a ride to Huskisson (a lovely spot to shop, dine or just sightsee). On Saturday night there will be a dinner dance at the Bomaderry Bowling Club. The cost of \$40 per head will include a three course served meal. A Sunday morning breakfast of bacon & egg rolls, tea and coffee will be supplied by Nowra Lions Club (for a small fee).

For more details, contact either:

Tracey on (m) 0412-151-585 or (e) skeetor76@hotmail.com ; or

Kerrie on (m) 0413-998-716; or

See the branch website at www.ulyssessouthcoast.webs.com

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: 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



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 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."

Regards, Doc

Member's (w)rite

How I got started in motorcycling

My bike career started on a 55cc Suzuki step through, a bit like the postie bike, at the age of 19 just before Les and I married. It represented a cheap second form of transport when we married and Les needed the car for her and the kids. Not long after I made the huge step to a near new Suzuki Hustler, which was THE bike in its day. It would outperform many of the 500cc Brit bikes and was the most exciting time of my life.



About a year later I sold it and bought a near new Yamaha 250, which was a much more tractable, comfortable bike. It seemed big to me then and took me to Sydney and with Les as pillion to the coast. Each of these bikes was my daily commute. I had a couple of spills on the Yamaha (getting far too over confident) in the wet, nearly getting cleaned up by cars swerving to avoid my tumbling person in the wet. I think I was around 25 when I decided my family needed me more than God, and I sold my bike. My licence also lapsed.

We were on holidays in Hervey Bay around 2002 when I hired a 50cc scooter 'just for the fun of it' as you can ride one of those on your car licence. The rot started again. As soon as I got back to Batemans Bay where we had just moved to from Giralang, I purchased a 100cc scooter.

As my licence had lapsed, I had to reapply. Of course a motor scooter is the easiest form of two wheels to ride, so the road test was a pushover. What amazed me was that being a mature age successful applicant, my passing of the road test allowed me to immediately purchase a 300kph superbike. No need for P plates. Staggering really considering I hadn't ridden for 30 years and yet kids who have raced motocross bikes for years need a P plate when they turn 17

when they get their motorbike licence. I soon wanted something bigger and had put aside money for a bike. Then my sister Sue's husband killed himself on his Harley on the Alpine Way. Bit hard then to convince the wife, sister, mother etc of the wisdom of my intentions. But after a year, I did manage to persuade Les that if I couldn't have a bike, a bigger scooter made sense, especially on the open road (which my little 100c scooter took to often, at 80kph). So I looked for the sportiest, fastest most exotic 'bike-like' scooter I could find. The Gilera Nexus was not even in Aussie but was on it's way in containers - the first 20 of them, of which 16 were presold. So I placed my order and waited. And waited. Being a new import the national motor registering authorities held it up in the docks because the headlight could be optionally switched off. Took 3 months before they released the shipment, but for me, it was worth the wait. The Nexus was a 460cc water cooled fuel injected single governed to a max of 160kph, which it would achieve quite easily coming out of Braidwood towards Canberra where I could see a fair distance in front of me.

One highlight was chasing a Triumph Bonnie out of Mogo towards Moruya. I thought my scooter would keep the old Bonnie honest through the twisties and across the flats into Moruya. I could barely keep up, and was impressed with the speed of the old Pommie bike, as we hovered around 150kph. When we pulled into Moruya it was not until we pulled up at the lights that I realised the Bonnie was the new 850cc replica of the original. I said "g'day" to the owner, who refused to even look at me. Missed the idiot grin on my face. Stupid really, because if the cops had clocked us, I would not have my licence today.



Joined Ulysses in 2008 and was seduced by all the machinery at our coffee meetings. Had to have a 'real' bike. Put my money aside for a BMW 800ST. Went to Batehaven with Les while she had her hair cut and saw a second hand Suzuki 650 Vstrom advertised in a shop noticeboard, so went and had a look. Not really what I wanted but I had an hour to kill. The 79 year old owner was giving up riding because although he could get on and ride, at the end of his ride he couldn't get off! With only 6000 km on the clock and \$1,500 worth of extras, the sale price of \$7900, compared to the \$19,000 I had set aside for the "Beemer",

was VERY attractive. And the test ride clinched it. I found out why so many bike journalists rave about it's all-round ability and comfort on a trip.

[In closing, Dave offered the following advice to his mate] ... think about joining Ulysses. You meet a lot of guys who are going on the same journey as you, who have a huge collective knowledge, advice and experience. Even if you just occasionally meet for coffee, as we do down here every Saturday.

Dave Lovie
June, 2010

Visit to the Six Center Motoren and Hannspree Ten Kate Racing in Holland



During my recent trip to Holland , I arranged to pick up some parts at the Six Center Motoren (www.sixcenter.nl). Since my purchase of a 1981 Honda Six late last year (for Saturday coffee runs only), I found through the internet that one of the best suppliers of new and used parts for this bike was the Six Centre in Holland which specialises in Honda, Benelli and Kawasaki straight sixes.

Most of the new and second hand parts I have put on my Honda Six including the new 6 into 2 exhaust system, came from here using the ordinary post system which worked out well. The exhaust system actually arrived quicker over the Xmas period (9 days) than some of the Christmas cards.



I arranged with Bert, the owner, that I would pick up some of the smaller parts myself while in Holland. As this shop sells about 70% + of its merchandise through the internet, he normally only opens on Fridays and Saturdays only.



Fortunately he was happy to open for us on the Tuesday to suit our schedule. My youngest son Rowan and his partner Hannah were with me to see Holland in spring time (which unfortunately was cold and wet for most of our stay) came along for the drive.

Bert gave us a tour of his shop , the very extensive spare and used parts section and the workshop. The workshop had several bikes and engines in various states of disassembly and repair.



Seeing so many sixes in one area was certainly worth the trip to Nieuwleusen.



Rowan and Hannah in the front of the shop with a typical Dutch scenery across the road. The 1981 model (on left) is unused with zero miles on the clock and was found somewhere in the USA. It was recently purchased by a Japanese diplomat from Denmark who came to the shop and bought it right there and then without worrying about the price tag and intends to ship it back to Japan in the near future. Bert did not disclose the amount he sold it for but did indicate it was a very handsome sum of money.

By coincidence I read in a magazine a few days earlier that the Hannspree Ten Kate Racing Team also calls Nieuwleusen home and that they just had an open

day with thousands of visitors. This team is supposed to be the largest racing team in Europe.



I asked Bert where we could find it. As it was, one of the chief mechanics was a good friend of his and he rang him to arrange a tour of the workshop especially for us.

It was only a few kilometres up the road and when we arrived, this racing team HQ also turned out to be the largest motorcycle shop we had ever been to. We were taken on a tour by one of the PR people who turned out to be a very knowledgeable young lady who normally works with the teams at the tracks. We toured the workshops, development areas which only could be viewed through glass as they are off limit to outsiders due to espionage, the manufacturing shops, the test rooms and the enormous garage which is normally filled with semi trailers (mobile workshops) when not racing. Unfortunately for us most of their racing teams were somewhere in Spain and Italy.



This corner of the shop (previous page) sells the superbikes of last year which have been completely overhauled and are race ready. The prices are not displayed but the sale price includes data on the race settings of each circuit they have been raced on and will continue to be tuned by Ten Kate racing when sold. Each bike is worth €50,000 upwards and that is second hand after they have been flogged for a season. Rowan certainly would have liked to take one back to Oz.



This is me on the second floor which has the biggest selection of helmets, many rows of leather racing suits, jackets etc, etc I have ever seen in one place.

The ground floor (next page) has a few hundred bikes which includes many bikes which have been stripped by Ten Kate and the re-birthed as replica HRC racing bikes for the open road.





These used 24 hour bikes (above) are also up for grabs and looking at the details of anything that is on this bike, they are nothing like the ordinary road bike . Every piece on these bikes appears to have been manufactured as a one off and is just beautiful to gawk at and drool over.



A bike used by Steve Plater in the 2009 24 hour Le Mans race.

Altogether visiting these two shops was an very interesting experience and what a way of spending many hours looking at some great bikes especially when the weather outside is nothing to write home about.

Robert Overdijk

www.tenkateracing.com/en/

www.steveplater.com/pages/reports/2009/WorldEndurance/LeMansR1.html

*I called your house the other day and was told you were down at your favourite biker bar with some friends.
I wasn't sure where that was, but was told I wouldn't have much trouble finding it.
Sure enough, I drove just a couple blocks and there it was...*



There is nothing like the feel of the Sun on your face and the wind in your hair...

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.

Our Ride Co-ordinator received this link recently:

<http://barbermuseum.org/index2.php>

Its to the Barber Motorsports Park which is located east of downtown Birmingham (off I-20 at Exit 140 Leeds), Alabama (in the US of A - ed).

He thought it a bit far for a Wednesday ride but it may be worthwhile considering if anyone is thinking of going on something a little longer! Particularly if you like this kind of thing:



A second Honda factory in India for 2011

In South America and Asia, the market motorbikes is constantly increasing. In India the demand for motorcycles, scooters and small cars is such that today Honda has announced it will build its second plant in 2011. The production capacity of the mark in India is breathtaking. Judge for yourself.

2,200,000 units! This will be the number two wheel vehicles that Honda will produce in India during the year 2011. By increasing the production capacity of its existing factory from 1,250,000 to 1,550,000 units and 600,000 from its new plant in Rajasthan, Honda will produce an additional 900,000 vehicles. Investment cost: Rs 5 billion, or roughly 88 billion euros and an additional 3000 Indian workers. These plants manufacture light motorcycles and scooters from

110 to 150 cm³, including the CBF 125 and the Acitva 110 cm³ (Lead 110 in other markets).

From: www.scooter-station.com

Armadillo armour for your scooter



Do you have a beloved scooter (or motorcycle) that doesn't have a haven in a maze of city apartment blocks with no parking? (*in the Eurobodalla? - ed*) Hate to leave it out in the rain, or to be peed on by dogs or dirty washed by disrespectful cars wading through city puddles? If the answer is yes, this nifty Protect 486 scooter armour is for you.

It's designed as a portable plastic scooter cover by Marc Graells Ballve and can keep off the sun and rain. It even has an inbuilt alarm system against would-be thieves. It can easily be attached to the foot platform of your scooter and while it's not the most attractive thing we've ever seen, it's practicality can't be denied. For more information, see TheMarcsWork website (www.themarcswork.com).

From: www.twowheelsblog.com

TT Zero Demonstrates Electric Racing Has Made Huge Leap its Second Year

Racing improves the breed: that's just a fact. Almost as soon as there were motorcycles, there were motorcycle races, and that desire to win pushed motorcycle manufacturers, engineers and designers to build better, faster, more reliable motorcycles to keep them a split second ahead of the competition. In 2009 the inaugural TTXGP, the first all-electric motorcycle race, was run at the Isle of Man TT. A surprising number of teams entered, the first-place finisher posted an average speed close to the 50cc lap record, the performance of the prototype machinery wasn't exactly the death-defying breakneck speeds race fans expect.



For 2010 the MotoCzysz absolutely "smoked" the competition, hitting speeds up to 225 kph and finishing with an average lap speed of almost 156 kph. Key to the MotoCzysz victory is the proprietary electric motor. The Czysz D1-10 uses liquid-cooling and brushless, interior permanent magnet to produce around 340 nm of torque and over 75 Kw at the rear wheel. The whole assembly—including mounting plates and pump weighs in at just 35 kg and is compact enough to tuck under the swingarm, leaving room for the 90 kg of battery cells. The MotoCzysz is on its way to meeting the design brief: 85 kw and a 240 kph top speed.

The technology is there, but what about the main objection gear-heads have about e-motos, the almost total lack of sound from the bikes? I'm not a fan of noisy motorcycles, but the sound of a roaring V-Twin or shriek of a boiling inline-Four has its place. Will the angry whistling of high-tech electric motors stir the hearts of race fans enough to get mass acceptance of electric motorcycles and motorcycle racing?

From: www.motorcycledaily.com - 12 June 2010

While we are on about the TT

Don't think that because someone is elderly that his passion for racing recedes like hairlines, because you do have to meet a very spry 82-year-old, that goes by the name of **Ted Fenwick, who took victory in the Pre-TT Classic for lightweight bikes on the 4.25 mile Billown Circuit at the Isle of Man.**

The grandfather of three, who has been racing since 1952 has competed at the IOM since 1987, and this year beat much younger rivals with his 1964 250cc Ducati, which he first rode 28 years ago, and is prepared by friend and mechanic Geoff Shaw that let Fenwick travel at an average race speed of 69.279 mph.



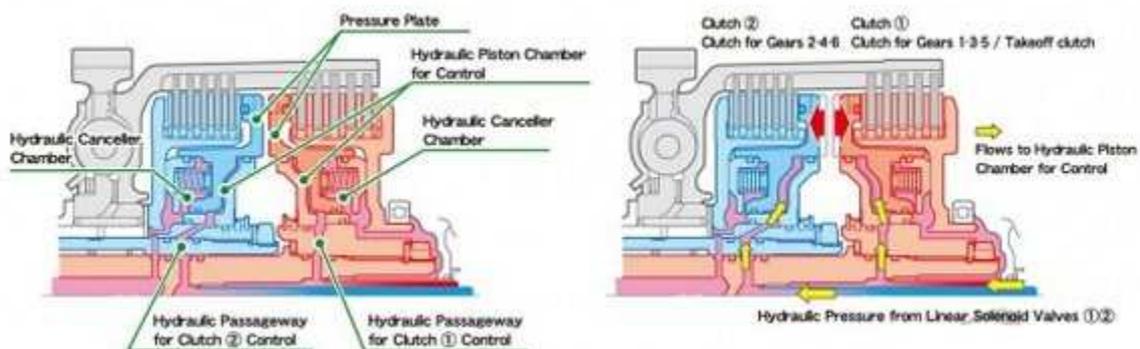
Fenwick said: "I just enjoy riding the bike and I enjoy competing, because I get a real thrill from the speed of it. A lot of the people I race against are much younger and probably more fearless, but it doesn't really matter, although when I started racing I never thought I would still be doing it now."

"I've been in hospital with things like a fractured pelvis and I broke my neck, arm and back in 1968, but I haven't had a serious injury since 1972 and I'll keep racing as long as I keep getting up in the morning."

From: www.twowheelsblog.com - Friday, 11 June 2010

Dual Clutch Honda and Yamaha?

Rumours have it that Yamaha and Honda could borrow the dual clutch transmission (DTC) technology from the automobile world for their next high performance R1 and CBR1000RR models. The new Honda VFR1200F already uses DTC, but the next step would be to develop this technology on superbike models, where it would work slightly differently to the touring DTC.



According to the reports, the CBR1000RR dual clutch would be less complex, less electronically controlled and cope better with sharp gear changes than that used on the VFR1200F. Despite being a sequential/automatic sports transmission, it would be more aggressive and also be less expensive to produce.

Yamaha could be doing the same for its R1 model. According to reports, Yamaha could be developing a simpler model than the Honda one, using a split input shaft and two clutches at opposite sides of the gearbox.

The effect of weight and weight distribution across the superbike models has yet to be seen, and so far it looks like the DCT will be dedicated to racing models. We're not sure that using perceived 'easier riding' technology from a touring model on superbikes is what purists will want (*Speak for yourself, some of us already ride "automatic" bikes - ed*) but sooner or later we can only imagine that dual clutch transmissions will be much more common across a range of bikes. Is it what the market wants? Whatever the case, DTC looks almost inevitable.

From: www.twowheelsblog.com - Friday 11 June 2010

Water cooling for the BMW Boxer Twin?

Rumours coming forth from insiders within BMW state that the Boxer engine will be water-cooled by 2012 to meet forthcoming stricter emission control standards. Officially BMW are staying tight-lipped as you might expect. Given the fact that they have kept the Boxer engine air-cooled since the very first one in 1921 (a portable industrial engine that found its way to a bike in 1923) and passed all the new standards, don't bank on them not doing it again!

From: www.motorcycle-usa.com - Wednesday, 5 May 2010

New 2010 Triumph Sprint GT gets power and torque boost

Triumph's new Sprint GT has more power and torque than the old ST, and will be one of the best value tourers on the market when it goes on sale in three weeks. Details just released by Triumph reveal the 1050cc GT will have ABS and panniers as standard. The GT is essentially a touring version of the big-selling and hugely-competent Sprint ST, the new GT features a raft of changes to give it more high-mileage potential. A Triumph statement says its designers set out to "improve the Sprint ST's practicality without transcending into pure tourer territory". The biggest change is the new side-mounted exhaust, which replaces the underseat version on the Sprint ST which has been in production for five years. Changes to the ECU in conjunction with the freer-flowing exhaust raise peak power by 4kW to 97kW at 9200rpm, but more importantly give more torque too. Peak torque is now 108nm (up from 101nm), and it comes much lower down the rev-range too at 6300rpm as opposed to the old ST's 7500rpm.

From: www.motorcyclenews.com - Monday, 17 May 2010

For sale

Ladies Motodry Motorcycle Gloves



They have been worn three times but need to be sold because I can't manage my controls with them on.

Size XS - paid \$49.95 will sell for \$30 ono.

Contact Cherie Collins on 4474-4396

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