



**ULYSSES CLUB Inc**  
**COFFS COAST BRANCH**  
**NEWSLETTER JULY 2009**

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This newsletter is emailed to members who are registered with the club secretary along with the latest news and ride dates. Hard copies are handed out at Friday night drinks and some are left at Coffs Motorcycles just up the road from Bunnings. It is also on the Ulysses web site, Coffs branch.

## Presidents Report

Our branch has had a very pleasing 2008/2009.

With our number increasing strongly over this period and some of the older members rejoining us on rides & at our social events there is a need for all concerned to wear Name badges so as to save embarrassment. These are to be purchased through the quartermaster only.

Any new members if you have an email address make sure you give it to our secretary Andrew Wright to receive updates & newsletters etc.

Our ride committee has put together the rides for the next 6 months.

We could do with some new ideas so if any one has any suggestions please come along to the ride meetings or drop a line to Andrew & he will give it to the ride committee. If anyone has any ideas for any other social activities please let us know & we will look at putting them together. One member has suggested a pot luck dinner.

We had approx 27 members turn up for our Capers breakfast where it was decided to set it in motion for the 22nd May 2010, so in the not too distant future a meeting will be held to start the ball rolling

With Coffs Capers back on the agenda & Albany AGM looming there is a lot to do on the ride calendar and the Christmas party just to name a few.

We had a meeting of the Coffs Capers organizing committee last week and we have started the ball rolling, we have had a lot of good ideas thrown in to the mix.

Graeme (wombat) has put a warning message about the up coming Capers & Ebor meet & BBQ on the National website's Forum and has a few positive responses already.

If anyone wants to assist with the Capers please come along to the meetings we will be only too glad to see you.

We the committee thank you all for your on going support, we all look forward to next year, it's going to be a big year  
Stay up right & keep your eyes moving.  
Brian Platts

## Vice Presidents Report

It has been an interesting year with its ups and downs. I don't need to mention the downs but on the up side the AGM in Penrith was a great success as well as some really good rides. I would like to encourage people to get involved with the Ride Committee so we can keep coming up with different interesting places to ride. The Ebor inter-branch BBQ - There were 72 bikes and about 100 people from 4 or 5 different branches which made for a exciting day, especially for the couple in the caravan who thought they had found a nice quiet place to have a BBQ.

Gloria Jeans on Saturday mornings is still going strong with new members turning up to meet us nearly every week — and anything up to 50 people sitting out the front drinking coffee. Our presence has encouraged visitors from other branches to drop in and meet us.

Lady riders — over the last few months we have had an influx of new lady riders which is really good to see.

Next year is looking interesting with the AGM in Albany and the resurrection of Coffs Capers. I would urge you all to participate and get involved, especially our newer members.

I would like to thank everybody for the help and support I have received over the last 12 months. Being Vice-President has been a new experience for me. One that a few years ago I would never have thought I could do. I am looking forward to next year and whatever it brings.

### ACCIDENT SCENES.

You are all aware that Dale had an accident earlier this year. When I arrived there were about 10 or 15 people in front of me. Everyone was standing around. No-one was directing traffic. Since the accident was on a bend, this was extremely dangerous and could have resulted in others being hurt. I noticed that after the scene had been cleaned up and we all moved off the road two four wheel drives came round the bend very fast and I realised then that if we had all still been standing on the road someone could have got hurt or killed. I can understand that everyone was concerned for Dale but people need to be aware that at an accident scene someone must take responsibility for directing traffic and making sure that all our members are safe. We don't want to lose members unnecessarily. How about if you arrive on an accident scene you think about the risks and how you can help — If you can't help then get right out of the way.

Mike O'Rourke

## Ride Reports

### **Lawrence Pub Ride**

Sunday 14<sup>th</sup> saw 27 people leave the Bailey Centre for the Lawrence Pub for lunch. The route was a bit tricky and proved too tricky for some. Down Bucca Rd, through Glenreagh and turned off at Kungala heading for the rose garden on the HWY. Some of the gang had never been down that way so they enjoyed a new bit of tarmac. Down the HWY and turn right at the Wooli turn off, here's where the trouble started. Some didn't turn off. The rest of us headed for Tucabia, some followed the correct route and some went to Tyndale. The main group, although ever dwindling went on to Ulmara and headed for Brushgrove. About 10 bikes waited at Brushgrove for 10 min until Andrew, (tail end Charlie) turn up saying he'd lost his flock. We thought they all know where to go, we'll meet them there. When we got to the pub some were already there. Steamer asked me if we went to Yamba, god knows where he went.

The pub was very busy and the meals took some time to come out, but were very nice when they did. The ride wasn't without incident, Errol dropped his bike at the first bridge at Kungala, he was fine. Lucky it was a Triumph eh Errol, otherwise you would have had to leave it there. Also there was a very lucky 140km escape on the Bucca Rd. Due to some good riding and a lot of luck he kept it upright. The lesson here is, on these country roads we ride on often, a left hand blinker doesn't necessarily mean they are turning left.

When we you come up on someone on these roads, particularly those old farm vehicles, be very careful before overtaking, their blinkers may not even work.

James Stuart

## Yamba Picnic

Perfect conditions prevailed for ride to Yamba, 25 turned up at the baily centre along with about 50 other riders from a poker run! very confusing trying to sell tickets & a bike count was damm near impossible! We finally got sorted & on our way via Orara way which is a bit untidy in places but everyone got through it ok. We made our way into grafton for morning tea at a new venue that Lynn & myself found & decided to give them a go, which was georgie's cafe/resturant at the gallery, very popular with everybody most would like to go back there & the manager & staff would love to see us again. We must have behaved! After coffee & homemade scones we made our way to Southgate road through Lawrence, Ken tried to get another demerit point or two but was unsuccessful, but i'm sure he had fun trying! The picnic area was beautiful & sunny with glorious view of the ocean, very relaxing. On the way back we took the sidetrack to Tocabia which was a great run being traffic free, then a stop for some of us at Halfway Creek for a sugar hit, another great ride, great company until we do it all again.  
Ride safe - Paul & Lynn

## Juan's café 4<sup>th</sup> July

10 Bikes left Gloria Jeans and headed up the Dorrigo mountain for the sculpture bike unveiling at Juans café. About 30 bikes were already there. The sculptor got his first lathe as a teenager and has been doing artistic work since. The bike is still on display for those interested.



## FOR SALE.

HONDA SPORTS TOURER CBF1000,  
2008 Model,  
Black irridescent paintwork,  
Registered No. RTR-77 until 28/05/2010.  
Only 71klm on the clock.  
Asking \$12,990. ono.  
Bike retails for \$16,200  
with all on road costs.  
Phone Jan on 0266 512240 or mobile 0428  
512240.  
E-Mail. [tonylawlor@hotmail.com](mailto:tonylawlor@hotmail.com).



Contact

<[andreww.coffscoastulysses@bigpond.com](mailto:andreww.coffscoastulysses@bigpond.com)> if you want more photos.

## News

### Coffs Capers

The organizing committee held their first meeting at Jeff and Sandie's on the first of this month. We plan to hold future meetings at the Catholic Club so there will be room for **everyone** to join in!  
Tentative date 21-23 May 2010, based at Park Beach Holiday Park, with the Saturday night dinner to be held at the Surf Club. Dinner numbers would be limited to 250, maybe another 50 would be allowed as non-dinner participants in the weekend festivities. McNamara Hall will be hired to be the registration point. Show bags with meal tickets, badges, ride routes, maps, tourist info etc. will need to be made up.  
We need to come up with a theme for the dinner – please put your thinking caps on. We plan to have a welcome BBQ on Friday night and cooked breakfasts on Saturday and Sunday. We plan to have a service club do this catering. Activities will consist of 'self guided tours' and a 'his & hers' show and shine.

Shannons have volunteered to assist with this. There will be a raffle, sponsors needed for prizes; proceeds will go to UCARF and Westpac Helicopter. We need members to volunteer to help the team leaders with the various jobs. Many hands make light work.

## Christmas Party

The Christmas Party will be held on the 28<sup>th</sup> of November, so put it in your diaries now. Venue will be the Park Beach Holiday Park, with the 'Golden Roast' providing the meal in McNamara Hall. We will need volunteers to help with decorations etc.

# RIDE CALENDAR

## Ride Committee

Mike O'Rourke	02 6651 5610,	<a href="mailto:gutsup1951@yahoo.com.au">gutsup1951@yahoo.com.au</a>
James Stuart	02 66536591	<a href="mailto:james@sf.nsw.gov.au">james@sf.nsw.gov.au</a>
Graeme Herbert	02 6652 6547      0425 835 680	<a href="mailto:westdent@tpg.com.au">westdent@tpg.com.au</a>
Paul Otton	02 6652 2650,      0423 527 320	<a href="mailto:paul2wheels@hotmail.com">paul2wheels@hotmail.com</a>
Chris Eddy,	02 66516355	<a href="mailto:eddytec@tpg.com.au">eddytec@tpg.com.au</a>

Unless otherwise stated, rides depart from the Bailey Centre.

Wednesday rides will have destination decided democratically by those going.

Each Saturday we have riders congregating at 'Gloria Jeans South' for coffee and conversation at 10:00am

Sunday rides that are washed-out, meet for breakfast at Ex-Services Club, 9:00am.

### July 2009

- 5<sup>th</sup> Yamba Picnic via Lawrence, 9:00am, Paul Otton, 6652 2650
- 15<sup>th</sup> Wednesday ride, 9:00am Bailey Centre
- 17<sup>th</sup> Friday Drinks Night at Coffs Ex-Services Club
- 19<sup>th</sup> Woolli Pub via Ulmurra, 9:00am, Bernie Higo 6651 2735

### August 2009

- 2<sup>nd</sup> Port Macquarie, BYO picnic lunch at Cassegrains Winery. 9:00am, Rosemary, 6658 5010
- 16<sup>th</sup> Taylors Arm Pub, 9:00am, Mike O'Rourke, 6651 5610, 0413 590 858
- 19<sup>th</sup> Wednesday ride, 9:00am Bailey Centre
- 21<sup>st</sup> Friday Drinks Night at Coffs Ex-Services Club
- 30<sup>th</sup> Mallanganee Pub, 8:30am, Paul Otton, 6652 2650

### September 2009

- 13<sup>th</sup> Ridden On Service at Beacon Hill, 7:30am then Comboyne, 8:30, Rick Zimmerman, 0410 67 6702
- 16<sup>th</sup> Wednesday ride, 9:00am Bailey Centre
- 18<sup>th</sup> Friday Drinks Night at Coffs Ex-Services Club
- 27<sup>th</sup> Quarterly breakfast at 8:00am, Sawtell RSL, then meeting at 9:00am followed by lunch at Ulmurra Pub. Brian Platts, 6656 1648

### October 2009

- 10<sup>th</sup>-11<sup>th</sup> Gloucester overnight, Paul Otton, 6652 2650
- 16<sup>th</sup> Friday Drinks Night at Coffs Ex-Services Club
- 21<sup>st</sup> Wednesday ride, 9:00am Bailey Centre
- 25<sup>th</sup> Baryugil Picnic, BYO everything, 9:30, Bernie, 6651 2735
- 31<sup>st</sup> **Overnight to Port Macquarie – Planning in progress, Brian Platts**

### November 2009

- 6-8<sup>th</sup> Beardies Festival at Glen Innes
- 8<sup>th</sup> Glen Innes, 8:00am, Brian Platts
- 18<sup>th</sup> Wednesday ride, 9:00am Bailey Centre
- 20<sup>th</sup> Friday Drinks Night at Coffs Ex-Services Club

21<sup>st</sup> Twilight Ride, Dinner at Star Hotel, Macksville, 5:00pm, David Barter 6655 1091, 0428 551 091  
28<sup>th</sup> Xmas Party at Park Beach Holiday Park

### December 2009

6<sup>th</sup> Squatters Rest for lunch, 9:00am, Andrew Wright 6656 9128  
7<sup>th</sup> Calendar meeting at CEX, 7:00pm, all welcome  
16<sup>th</sup> Wednesday ride, 9:00am Bailey Centre  
18<sup>th</sup> Friday Drinks Night at Coffs Ex-Services Club  
20<sup>th</sup> Quarterly breakfast at 8:00am, Sawtell RSL, then meeting at 9:00am followed by lunch at Ulong RSL  
25<sup>th</sup> Have a Very Merry Christmas

### May 2010

2<sup>nd</sup> Ebor Falls get together with neighbouring branches- **date and details to be confirmed**  
21<sup>st</sup> to 23<sup>rd</sup> Coffs Capers at Park Beach Holiday Park - **date and details to be confirmed**



This library is free to financial members of the Ulysses club, Coffs Branch. No time restrictions, borrow a book or DVD by ringing David Barter 0266551091 (has answering machine). I can deliver to Saturday coffee or the next ride. I will bring a selection to every quarter meeting. Please consider lending some of your old books or DVDs of interest to the library.

#### BOOKS

- What Bike? A 2004 English edition of appraisal of every bike A to Z
- Encyclopedia of the Motorcycle; Hard cover history of motorbikes from the first to 1970.
- Encyclopedia of motorcycles from 1894 to 1990
- Lois on the Loose; by Lois Pryce. She rides a 225cc Yamaha XT225 20,000 miles from Alaska to Argentina. A great read, just ask Andrew who lent it to the library.
- Sport Riding Techniques; by Nick Ienatsch. You can always learn something new.
- A Twist of the Wrist; by Keith Code. A good book to keep you out of trouble at the track.
- A Twist of the Wrist II; by Keith Code. More advanced advice on speed riding.

#### DVD, s

- Coffs AGM 2007 45 minutes, a professionally done job
- Ghost rider. A Swedish rider in black with no number plate goes 300kph on the open road and teases the police by slowing down so they catch up then leaving them for dead. Professionally done film.

#### WORKSHOP MANUALS

- Yamaha Virago XV 250 Service manual
- Honda VT750 Shadow Service manual
- Small Engines; Gregorys service and repair 2 stroke and 4
- Laser KA-KB and Meteor GA-GB service and repair manual
- Camry SV 20 series 1987 \_1988
- Yamaha Enduro-Motorcross singles 1968-1974

## **Coffs Harbour Library Loan Item**

Recently the Coffs Harbour Library acquired a copy of the ATSB (Australian Transport Safety Bureau) booklet RIDE ON which is about bike riding safety, it also contains a DVD on the subject. I have had the booklet out on loan and viewed the DVD and believe it would be a value to everyone to view particularly those of us who got their riders licence of the back of a cornflakes packet.

Its can be found in the NON FICTION section and numbered " 629 28 RID". The booklet is very thin so the number 629. 28 RID is on the front, bottom left and cannot be readily seen. There's a copy in all three CHCC libraries.

Bernie Higoe

## **New Bike**

Good news the global downturn is over and things are looking up. John Howley has a new BMW.



# **Riding Techniques**

## **Wet Wet Wet! Riding in the Rain by Steve Brouggy**

A colleague of mine, suiting up outside a caffeine palace in central Victoria for the next leg of whatever ride we were on, blurted, "Rain is our friend. I like riding in the rain" Hearing this, I gently backed away and avoided making eye contact - hoping he wouldn't suddenly run feral and bite me.

In hindsight, I reckon he was right. Sort of. Of the rides which really stick out in my memory as being truly thrilling, many have involved difficult circumstances, like it being isolated and dark, on unpredictable roads, or in the rain.

I never really got to analyse this until Ed Snag got on his patented soapbox and demanded a feature about riding in the wet. So here goes!

Looks dodgy

So what gives you grip in wet conditions? Contact between the rubber of your tyres and the road surface. The channels in the tread of your tyres, allied with the rough surface of tarmac, leaves gaps for the water to be squeezed out of the way. If a sheet of water succeeds in getting between the road and your rubber, the tyre literally skis across the water - this is called aquaplaning.

It's more common for cars, with their bigger and flatter contact patch on the road, but can happen on bikes. I can't recommend trying it, but can pass on what it feels like. Imagine that your tyres have been instantly replaced with ball bearings, and your bike has just become a supermarket trolley in the carpark of life. You have absolutely no control and the best you can hope for is that things sort themselves out before anything solid gets in the way.

A tip here: If you find yourself aquaplaning, the best thing you can do is just sit there. Don't steer and don't brake, as either of those will guarantee a crash. Just sit and hope - you'll be surprised how good motorcycles are at sorting things out for themselves. In fact ace AMT motorcycle trainer Steve Brouggy will tell you that motorcycles are inherently stable and are happiest when left alone.

So you want to avoid the worst? Here's rule Number One: If it looks slippery, it is. Mirror-like surfaces on wet roads are poison and I don't care how sharp your skills are, or how grippy the tyres - slick is just slick.

Right, having gotten over that, let's have a squiz at some of the clues you should be looking for on the road. Painted and metal surfaces are poison. As is the centreline of your lane, because that's where the rest of the traffic dumps oil. You should always ride in one of the wheel tracks, almost regardless of the conditions, because they're swept clean by other people's tyres. The only exception is the odd polished patch (usually a surface repair), which can make the centre track a better option.

You also need to understand what happens when it rains. If the dump is the first after a long dry spell in that area, the road is literally being washed of the ingrained oil and diesel which will form a nice little slick. Time to slow down and just live with it.

If it's been raining for a while, the tarmac will have been washed clean and supply a surprisingly high level of grip. In those conditions, a coarse tar surface will always provide more grip than a super-smooth one - or concrete.

Now for a couple more clues. Is the road cambered? If not, it won't drain and aquaplaning becomes likely. Is there a hill or cliff on one side of the road? If so, it's likely that there'll be somewhere around the next bend where the drainage isn't working and soil, bits of tree, rocks et al are being washed across the road.

Are you in a farming district or logging area? Look for paddock gates and side-tracks - that's where the road will have nice thick patch of mud and dung dropped by the beasties and machinery being moved from one paddock to another across the road.

By now you should be getting the impression that this is not rocket science. Good observation is the key.

Let's just quickly examine creek crossings. There's plenty of them across Oz, even on tar roads. If they're flooded, the rule is, regardless of the type of vehicle, stop and try walking through it first. What looks shallow will always be much deeper than you thought, and might be running an impossibly strong current. If you reckon you can make it, just amble through slowly - splashing water into the ignition system midstream can be both embarrassing and expensive. Always start the crossing on the upstream end, in case the current pushes you across - this is no time to be fussy about sticking to your own side of the road.

Scout creed?

Okay, the uniform is a tragic fashion statement, but the scout creed of "be prepared" has a lot going for it. A bike with decent preparation will increase your chances 200 percent. Nothing fancy, just plenty of tread, good brakes, reliable running and an overall package you can trust. The reasoning is that you should be concentrating on your riding, and any distraction is an additional risk.

You could say the same for the rider. Alert, in riding gear that you're comfortable with - this may sound petty, but feeling like shite in cranky conditions is just asking for it to turn pineapple-shaped.

Getting back to the bike, you need no special preparation. Run normal tyre pressures, suspension settings, and make sure the chain is well-lubricated. The latter will suffer in the wet, with a constant washing from an interesting mix of water and road grime.

Make a note to clean the toy after the ride, as the inevitable crap that's sprayed over the front of the powerplant hobbles its cooling ability. Besides, if you let the muck bake on, it becomes a lot harder to remove.

Trust me

This is time to trot out the guaranteed Guido theory on motorcycles: "In 99 percent of cases the motorcycle can and will out-ride you." So trust it. It's a tough theory to get your head around - until you overcook a corner and decide not to panic-brake but wash off speed and tip in harder. Even in the wet.

Just as a quick aside, let's pretend you've gone hooting into a turn way too fast. You have two choices: 1. Try to stop; 2. Make the turn. Option One usually means you have to stop the bike in a distance even Mick Doohan couldn't achieve, before you bundy off into the scenery. This means you have absolutely no chance of making it.

Option Two is to wipe off as much speed as possible and just keep tipping in, no matter if you think the mount can cope. Risky? Yep, but it generally works and I've yet to hear of a better option. (Other than not stuffing up in the first place.)

I reckon the wet reduces your grip by anything from 20 to 70 percent, depending on the patch of road. The low end of the scale - which is most common - would be a lot less than many motorcyclists suspect and leaves a lot of margin when you consider that most people rarely ride anywhere near the outer edges of the machine's performance envelope.

Which is a verbose way of saying that you have a lot more grip than you might suspect, in most cases, though water makes things a lot more unpredictable. Like traffic. Is it just me, or does it seem as though a lot of city drivers seem to get more impatient when it rains?

Riding tips? Observation is 70 percent of it. Look a long way ahead - many folk tend to look at the patch of road just in front of the bike, which is way too late as you're going to run over it anyway. Another 20 percent is being smooth - firm but gentle on all the controls. Watch a wet GP race some time and you'll see the leaders can drag their knees in the wet, but they're working a ballet technique, avoiding the usual violence.

And the other 10? That's what you keep in reserve - in the trust account. Good luck. Although now you're prepared and may not need it quite so much.

## Jokes

The following is an actual question given on a University of Washington chemistry mid term. The answer by one student was so 'profound', that the professor shared it with his colleagues via the Internet, which is, of course, why we now have the pleasure of enjoying it as well:

Bonus Question: Is Hell exothermic (gives off heat) or endothermic (absorbs heat)?

(Most of the students wrote proofs of their beliefs using Boyle's Law (gas cools when it expands and heats when it is compressed) or some variant. One student, however, wrote the following: )

First, we need to know how the mass of Hell is changing in time. So we need to know the rate at which souls are moving into Hell and the rate at which they are leaving I think that we can safely assume that once a soul gets to Hell, it will not leave. Therefore, no souls are leaving. As for how many souls are entering Hell, let's look at the different religions that exist in the world today.

Most of these religions state that if you are not a member of their religion, you will go to Hell. Since there is more than one of these religions and since people do not belong to more than one religion, we can project that all souls go to Hell. With birth and death rates as they are, we can expect the number of souls in Hell to increase exponentially. Now, we look at the rate of change of the volume in Hell because Boyle's Law states that in order for the temperature and pressure in Hell to stay the same, the volume of Hell has to expand proportionately as souls are added.

This gives two possibilities:

1. If Hell is expanding at a slower rate than the rate at which souls enter Hell, then the temperature and pressure in Hell will increase until all Hell breaks loose.

2. If Hell is expanding at a rate faster than the increase of souls in Hell, then the temperature and pressure will drop until Hell freezes over.

so which is it?

If we accept the postulate given to me by Sandy during my Freshman year that, 'It will be a cold day in Hell before I sleep with you,' and take into account the fact that I slept with her last night, then number two must be true, and thus I am sure that Hell is exothermic and has already frozen over. The corollary of this theory is that since Hell has frozen over, it follows that it is not accepting any more souls and is therefore, extinct.....leaving only Heaven, thereby proving the existence of a divine being which explains why, last night, Sandy kept shouting 'Oh my God.'

THIS STUDENT RECEIVED AN A+.