



4th Edition, October 2005

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From the Ed

Congrats to Rob (our ride coordinator and new overseas correspondent) for again coming up with another terrific ride calendar. Lots of interesting rides happening to suit all rider preferences but he does need your input in the form of ideas, critiques, barbs and bouquets.

Fergus Hood went troppo! Well, not really, the lucky bugger did a 2 week run on his GS somewhere into the wilds of south west Queensland, without yours truly who had to stay home and earn a living. Stay tuned for a very remote area trip report from Ferg.

Thanks to those few members who have provided email and contact updates to Barb which means they will be sent all Branch correspondence, including this terrific newsletter.

On another matter, newsletter contributions have been a bit on the thin side lately, so once again folks, your opinions, views, rantings and ravings, dislikes and likes would be most appreciated! So, send them in (the more controversial the better) including your pics to the above email address for all the world to see. The very best to all. Ed.

Next newsletter edition release: December 2005. The last for the year, so get your contributions in now!

THE PRESIDENT'S REPORT

Hi Guy And Gals,

To say I'm disappointed is an understatement. It seems that there are a lot of people quite content to just sit back and let someone else do the work this kind of attitude is what brings great clubs to their knees and I for one don't want to see this happen.

The committee members (Barb Ross and Rob) are doing their bit and a bloody good job of it at that. I wish I could do more myself but my job ties me up at the moment for 60 -70 hours a week until we get a new manager.

We don't ask for praise or payment because We are club participants, we do it for the love of the Ulysses Club the only thing we do ask for is your participation by giving us feedback positive or negative, nobody is perfect and we do make oversights or mistakes but without feedback things can not be corrected or improved upon.

The Charity Ride is an example. It would not take up lot of your time to help, There are a lot of retired or semi retired Members out there and it seems strange that the only people that are getting involved in the club activities are all working normal jobs but can still find time, even if you were to donate one day a week or even a fortnight in selling raffle tickets at your local shopping centre it would have made a difference.

We were trying to avoid the repeat of the last two years where only a handful of members were actively doing anything, this could have been the biggest yet we already had offers of donations of a \$100 dinner for two at Wave Bar and Grill Bermagui and overnight accommodation donated by a members Peter & Kathryn Essex at their B&B "Tintgage" near Narooma. These were people who approached us because of their Generosity and I had a few others already in the pipe line but now it will be just be a ride with donations on the day just because we could not get a few volunteers. But that is life I suppose. Ride safe and enjoy Life. Hans.

In this edition

From the Ed. The President's report. A Funny Bit. A Naughty Bit. Dutch TT Assen. Motorcycle Camping IS Fun... Really? Member Profiles. Top Tech Tip. Branch Notice Board.



Motorcycle riding safety equipment salesperson on her way to work in Jamaica. Ouch! Source: Google.com

OK! BE HONEST, HOW MANY OF YOU OLD FART MALES NOTICED THE ABOVE PILLION WAS NOT WEARING A HELMET?



AN EXCLUSIVE FROM OUR OVERSEAS CORRESPONDENT:

Rob Overdijk

DUTCH TT ASSEN

During my recent visit to Holland to see my family I took the opportunity to see the MotoGP round at the Assen circuit for the 75th anniversary TT. Twenty five years after my last visit to this circuit when I saw Dutchman Jack Middelburg winning the 500cc race, it was great to be there again.

Unfortunately I had no option other than to travel to the circuit by car and although it was raining, I was very envious of the hundreds of bike riders passing me on the way to Assen. With the 130k speed limit and some bikes doing much more than that even in the rain it was interesting to watch from the comfort of the car. Getting there early is the only way to avoid the traffic jams nearer the circuit which is a standard feature on Dutch freeways. Too many people in a small country. By 7.30am I found my seat and waited patiently with many others in the drizzle until the warm ups started.

The rain stopped just in time for the first race, the BMW Power-Cup. Seeing near stock K1200Rs doing close to 270 clicks quietly is not a bad sight. Then after the 250's, seeing and especially hearing the MotoGP bikes is another experience again. The noise level is unbelievable and much louder than the old two stroke GP bikes. No wonder Rossi likes to be up front. Being right up someone's tail must be deafening.

In 1980, on the old 7.7k circuit, it took ages to see the bikes come around without knowing who was leading, the current 6k track with the plentiful big screens and much better PA system certainly makes it easier to follow the races. The very original 16k street circuit must have been anyone's guess. Unfortunately after this 75th TT, the circuit will be shortened again to 4.7 k's before next season to make room for the construction of TT World which is some commercial enterprise and larger parking areas.

This race day was fantastic and the going home was (like in 1980 but then on a bike) an experience on its own. It was a traffic jam on the freeway for the first 30k's (1.5hours) with thousands of bikes passing on all sides, the bridges, petrol stations and rest areas were packed with spectators complete with tables and chairs to see the mass exodus of bikes. Up to 90k's from the circuit the overpasses still had spectators.

A day to remember.

Robert Overdijk



Just another normal day of motorcycling in Holland. A procession of bikes on their way to the Dutch Assen TT. Photo: Rob Overdijk

Motorcycle Camping IS Fun....Really?



Cascades camping area, Wadbilliga N.P.

If you are willing to get off the beaten-track and camp on your next run, the chances are you will be experiencing the best motorcycle touring this country has to offer and much of it is within 3 hours ride of where we live.

The common complaint with motorcycle based camping is simply the lack of room to carry the luxuries of life, not to mention the weight and the fact that as we reach "old-fart" age, comfort becomes a higher priority.

So here are a few tips based on 20 years of bike camping that may help you decide what to take on your next..... or first camping trip:

Your accommodation: A small, lightweight tent is the go. Firstly, most modern one or two person tents come in at less than 2kgs, pack to a very small volume, are bug and waterproof and do not gain much weight when packed wet. Most take only a few minutes to erect, can withstand high winds and heavy rain. At the very least, if the weather is crook a tent provides a sheltered space for you to sit up in, get changed, sort out gear, read, wash, or molest your pillion passenger. Whereas a swag is a lot bulkier, heavier and reduces activities to those that can only be done in the prone position.

Sleeping around: A sleeping bag rated to -15°C is the ideal minimum for Australian conditions. While this rating may sound excessive, keep in mind the fact; its easy to get cooler, but difficult to get warmer. The initial high cost of a good quality bag will be well worth the warmth it provides in the long term. If you combine this with a good quality cotton or silk bag liner, the bag's winter rating is increased and the liner can be used on its own during those hot summer nights.

Mattress: A 5cm Thermo-Rest is the go. It is light, rolls up to less than 200mm in diameter, easy to tie on the bike and when inflated, offers a reasonable level of comfort and good insulation from the ground.

Pillow talk: Buy a pillow sized "stuff-sack" from any good camping store and stuff it full of the clothes you don't wear to bed to create a reasonably good pillow, or use your sleeping bag stuff sack instead.

Bum comfort: Most good camping shops now stock lightweight, folding tri-pod chairs which pack easily on the bike and are a must for around the campfire and keeping your bum off the ground and biting critters.

Clobber: For those cold nights around the camp, the gear you ride in is not that comfortable to just sit around in. If you can afford it, a set of good quality thermal underwear is the go under your normal layers of clothing, a down jacket over the top and a soft, warm pair of camp slippers which most good adventure stores have. The jacket also makes for good pillow stuffing and is easy to throw on when the call of nature forces you out of the tent in your undies.

Wet and warm: Your motorcycle outers should be kept dry in the tent and not used for standing around the camp in the rain. The most versatile garment for these conditions is a lightweight, hooded Poncho which protects while seated or standing and can also be placed over the panniers, pack or instrument panel of your bike when you go to bed.

Pucker tucker: This is up to your own imagination and culinary skills. Pre-cooked, frozen and well wrapped meals are terrific for the first couple of days. The aim is minimal preparation, tasty, filling and easy to carry. Its also nice have lots of nibbly food to eat between meals and with that fine red, or when the weather makes it difficult to cook.

Cooking up a storm: There are many portable, single burner gas cookers on the market, all with expensive disposable cylinders that are not easily obtained on the back roads. The best alternative is the small, metho cooker type which comes with a variety of cooking utensils. These cookers are reliable, the metho is cheap, readily obtainable and a liter will cook up to 3 days of meals, not to mention will get that wet campfire going on frosty mornings.

Other stuff: What else you carry is up to your own personal preferences and needs but I also throw in: A small first aid kit, cap light, spare riding gloves, beanie, spare undies and socks, riding gear liners, hat, bug repellent, travelers towel and toiletries, bike spares, tools, tire repair kit, maps and mobile phone.

Packing: How and where you pack all of the above will obviously depend on the type of bike you ride. For first timers it will take at least 2 trips to decide the best way and in what order to pack your bike. You will also find out on these first runs what you really do and don't need to carry. After that, its just a matter of fine tuning your gear, remembering to pack the weight low in order to keep the bike's center of gravity down. OK, time to pack the bike and GO! Ed.

MEMBER PROFILE

Bob Edwards



Bob ("Mr. good taste") Edwards scoffing his lunch at the August Branch meeting Bermagui

Age: 56 years young.
Born: Taree NSW
Occupation: Now retired. Joined the Police and trained as a highway patrol motorcycle rider in 1967 at the old St Ives Police driver training school. Served with the ACT Fire Rescue department for 20 years.
Best bike ever ridden: His present BMW K12000 (nice one Bob)
Worst bike ever ridden: Honda Dream followed by the 1968 Suzuki 500.
Likes: Good food, red plonk, fishing and motorcycle riding with good mates.

Dislikes: Pretentious people

("dickheads" is what he really meant Ed).

Ambition: To be still riding when I am 100 years young.

Despite not knowing Bob that well, yet, one gets the feeling his quick wit and good humor would make for good riding company. I do like Bob's taste in motorcycles and look forward to doing a run with him sometime. Ed.

MEMBER PROFILE

Peter Essex



Peter ("Lucky Pierre") Essex looking casual at the August Branch meeting

Age: 47 years young.
Born: Mexico (Victoria).
Married, no children.
Occupation: English teacher, now assisting his wife to run a bed and breakfast at Tilba.
Moved from the Blue Mountains to Tilba which was considered a good move.
Ha been riding for the past 17 years.
Favorite bike: Triumph Tiger which is what he rides now.

Worst bike experience: High sided on Clyde Mountain, managed to say upright but lost a gear sack which contained \$200 worth of Christmas presents.

Likes: Pushbikes and chocolate. Dislikes: Bullshit.

Peter is one of the Branch's dirt bike boys who doesn't mind a red plonk and good yarn around a camp fire. When riding with him though, be warned, he will only stop when he runs out of fuel. Ed.

LIKE TO PROFILE YOUR FAVOURITE MEMBER?

Got a favorite member? Know a members who has "been there, done that and got the tee shirt to prove it? OK! Its time then you told the rest of us about this special person.

Send me a digital pic and short story on this person. Don't worry too much about the accuracy of the story, the less factual information the better, make it all up if like but please supply the full name of the person who writes the profile so I don't cop the lawsuit for slander.

WHAT ABOUT YOUR FAVOURITE BIKE?

Got a favorite bike? If so, why not tell the rest of us why its your favorite. Is it because it sounds good, goes well, smells great or just looks right in your garage. Did you propose to your wife, run drugs or escape from the Banditos on it? Or, has it been just like the proverbial faithful old dog and always been there for you. Get typing now and let us all know why.

TOP TECH TIP

DON'T KNOW THE CORRECT TIRE PRESSURE FOR YOUR BIKE?

Here is how to find out the professional way without a gauge.

- ⇒ The difference between the hot and cold pressure on all bikes is 2-4 psi.
- ⇒ Check and note your COLD tire pressure after the bike has been sitting overnight.
- ⇒ Take the machine for a 30 minute ride at highway speeds, check and note the HOT pressure.
- ⇒ The difference between the cold and hot pressure should be 2-4 psi.
- ⇒ If the difference is more, increase the COLD psi, if less, decrease the COLD psi until the 2-4 psi difference is reached.

Source: americanthunderbike.org

Branch Notice Board

THE NOT SO DEFUNCT CHARITY RIDE

From our tireless secretary:

Rather than just let this ride disappear up its own orifice, the committee (whoever that is) recommend that all members gather at the Bay on 3rd December, ride along the coast to Moruya and then on to Narooma. No escorts, raffles, stops etc. We could dress up our bikes (and ourselves), attach a soft toy for charity, donate \$10. The cost of the BBQ at O'Brien's could also go to charity as well. So! Put the 3rd December in your diaries NOW!

OUR CHRISTMAS PARTY

Is on 10th December. So far Barb has booked cabins 1, 2 and 3. At Mystery Bay. If you want your group together please let Barb know soon so the remaining cabins can be booked. The cost is \$25 for accommodation (cheap-as eh!), a spit roast and salad. What a deal folks! Get in soon so you don't miss out. Can't wait to try the roast spit.

EDEN WHALE FESTIVAL

John Dean from the Sapphire Coast branch has invited us all to take part in their street parade on Saturday 15th October. The bike section will be second or third (after the whales). If you would like to attend, meet between 10.45 and 11.00 outside the Council Chambers (turn left at the 1st roundabout).

MERRIWA RIVER RUN

The Merriwa River run is on 21st, 22nd and 23rd October in Meriwa, \$20 per adult. Contact Barb for details. For those that have not done a run in this area, it is terrific, worth seeing riding country, so pack ya swag and go along. Riding tip— do the By-long to Denman section then on to the Putty road from Bulga.

ANNUAL BRANCH CAMPING WEEKEND?

How does the idea of an annual Branch camping weekend at Burlang (Big Hole) sound to members? This beautiful spot is 40kms south of Braidwood, right on the Shoalhaven River and for those members who are allergic to dirt roads, its all bitumen, except for the last 400m. Let the ride coordinator know what you think the most appropriate weekend would be. How about the last last weekend in March 2006 (26th & 27th).

THE SNOWY RIDE

25th to 27th November. See Rob's ride calendar for Branch involvement and joining details. This is a fun and very worthwhile ride.

OUT WEST AND DOWN SOUTH RUN

Next March/April Fergus and Ross are planning (pending interest) a 10 day—2 week run out to Broken Hill via Mungo National Park, down through Mildura, the Grampians and home via the Great Ocean Road. The route will involve some remote, 2WD standard dirt sections. Accommodation will be a combination of camping, pubs, caravan parks. The final route and dates will be based on the consensus of those who participate. Contact Ross (44767717) or Fergus (44788582) if you are interested.