



NEWSLETTER

5th (Christmas) Edition, December 2005

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In this jam-packed edition

From the Ed. The President's report. Tiptoeing through the tulips. Our Keith. Flower's barrow. Ethanol and your motorcycle. Member profile. A huge Member's Parking section. Branch Notice Board. An important "Don't Forget" from Barbara.

From the Ed

Great to get some interesting feedback from members. The burning issue generally: Should the Ulysses Club be a donation seeking charity organisation?. Well, judging by what appears in Member's Parking, the answer is a resounding NO! The majority view seems to be; "keep the charity stuff to a minimum, let's just ride somewhere". Which, after all, is a very reasonable and honorable Ulysses attitude.

On a housekeeping matter, in order to keep the newsletter file size down to 2 or 3 pages, future contributions from members will dealt with in the following way:

General stories, pics, articles, news, notices, events, gossip and trip reports. These may be edited to fit the available space in the newsletter without (hopefully) compromising the spirit and intent of your contribution.

Replies to specific newsletter authors, content or issues. These will be reproduced "verbatim", complete with the contributing author's spelling mistakes, grammatical errors and name to ensure your full "right of reply" is respected. Also, and this is most important, please ensure you clearly state in your email that you do want the material sent included in the newsletter. I would hate to include something you didn't (very embarrassing).

Finally, with most of 2005 now behind us, thanks again to all those members who have contributed and I wish you all a very disgraceful Christmas and a prosperous and safe New Year. Ed.

Next newsletter: March 2006. The first for the new year, so get your contributions in now!

THE PRESIDENT'S REPORT

Hi One and All

Well it seems I caused a bit of a stir with my last report, so firstly I'll say sorry to those of you who thought I was having a shot at retirees, I was not, I merely used the Charity ride as an example. There have been many other things that could have been organised like Social nights, B/B/Q's or other social get togethers like the one I organised a couple of years ago we all had a great time, I'm sure that if one was organised in Narooma or the Bay you would get a pretty good response. This leads me to the point I was trying to make (obviously Badly in the last Newsletter) that we as a Ulysses Club Branch could be having much more fun if someone or a group of people other than the Committee members got in an organised event or come up with an idea, check that the venue can handle a bunch of Ulyssian's and put it to me or one of the other committee members I guarantee you that if it is viable you will have our support in letting the rest of the branch know about it. Then we might be able, like so many other Branches be able to brag (in the Riding On magazine) about what a great Social Club we have got here in the Eurobodalla and We might even be able to organise some inter

Branch get togethers, but first we have to start acting like a branch and organise our own Branch get togethers on that note I shall say HAVE A BLOODY GOOD CHRISTMAS and A HAPPY NEW YEAR to those that I don't see before hand or at the Christmas party which Barb has been working on tirelessly, remember the Branch is paying for the food you only need to bring your own drinks and Peter Holcombe is letting us stay for just \$25 a head so if you have not already done so give Barb a call on 44729650. Cheers. Hans

The Oct. Floriade Run

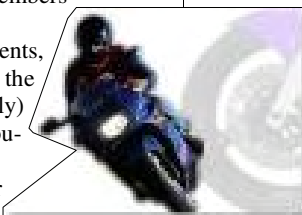
Australia's Celebration of Spring, Canberra

"The idealic day occurs too infrequently"

Today we had the perfect day in every aspect, to ride to Canberra and wander about the numerous garden beds filled with tulips of every size, colour and shape.

A gentle breeze whispered by, with the many aromatic scents of spring blossoms, and the more distasteful ones of road kill, on the trip up the mountain, through Canberra and back down the mountain. The temperature was at its best, neither too hot nor too cold. The traffic was less than what we have come to expect on our Sunday rides.

Luncheon was served in an area surrounded by tulips and hyacinths, made all the more pleasant by excellent company of our fellow members. Teresa Van Der Heul.



Thorns between the roses?

No! its just Rob Overdijk and John Ven Der Heul tiptoeing through the tulips enjoying the "kulture" at the Oct 2005 Floriade festival .



OUR ONE MAN ARMY

A couple of weeks ago I dared our Keith, who rides a restored ex army Suzuki 400 with camouflage pants that he should be in full army gear". So, the next week he turned up at the at The Batemans Bay Bakehouse in the full gear, including army green helmet. We all had great time and for those that have not been to a Saturday Morning Coffee, you are missing out, there's always some good jokes floating about and great chance to have a chat. Hans.



22nd Oct. 05 Arthur Flower pushing his own barrow and raising money for a terrific cause. Photo:Rob Overdijk

FLOWER'S BARROW

After the usual Saturday morning cup of coffee at Batemans Bay, those present (6) rode along George Bass Drive to meet up with Arthur Flower.

We met Arthur and consort near Casey's Beach at Batehaven. Arthur has been pushing a wheelbarrow

annually from Malua Bay to Batemans Bay to raise funds for Camp Quality. This was his 21st walk which is a great achievement and this time he raised \$1400 totalling in excess of \$25,000 over 21 years. Arthur was accompanied by his son Clint in the escort vehicle and another Ulysses member Jim Bain with his wife. Rob Overdijk.

TECH TALK: MOTORCYCLING WITH ETHANOL

Ethanol is derived from organic cellulose products such as corn, sugar cane, paper mill waste or surplus food crops. Ethanol is the same chemical as the alcohol found in alcoholic beverages but for blending with gasoline, requires purities of 99.5% plus. Both ethanol and methanol can be obtained from natural gas but ethanol is considered a renewable fuel due to the fact it can also be derived from the above organic materials. However, some research suggests that the energy required to grow the organic material and produce ethanol exceeds its value as an alternate, so-called, environmentally friendly fuel.

Ethanol is a clear flammable liquid that burns more cleanly than other fuels with the only by-products being CO² and H₂O. It is less volatile and generally more stable than petrol and has good anti-knock properties. It is for this reason U.S Indy cars have been powered by petrol/ethanol mixes since 1965 and will switch to pure ethanol in 2006.

Unfortunately, ethanol does react with certain types of rubber and plastic (used in the manufacturer of some fuel lines and engine seals) and has a higher octane rating (115) than unleaded petrol (103). To convert any modern engine from petrol to 100% ethanol will require an increase in carburetor jet or injector size (by at least 30%). A cold starting system is also needed to ensure fuel vaporization occurs at below 15°C to maintain combustion and thermal efficiency.

Generally, most modern engines (including high performance engines) will run without modification if only 10–30% ethanol is mixed with unleaded petrol. A 10% mix already sold in Europe is known as "gasohol". In the USA this fuel is known as E90 or E85 depending on the percentage of ethanol used, both have an octane rating of around 105 which is similar to the octane rating of Australian premium unleaded petrol.

Source: Wikipedia.com

Despite doing a fair bit of research on the net into the pros and cons of ethanol use, apart from the plastic and rubber issue, I could find very little (if any) information regarding its effect on engine components (wear and tear) in comparison to unleaded petrol. I did find some unspecific information that suggested ethanol may impair the lubricating properties of some synthetic engine oils. Used in higher percentages, it could also affect the digital engine management system on your bike due to the change in octane ratings and starting temperature/throttle settings. The general consensus seems to be that ethanol will not affect or damage your engine, in fact it should make it run better due to its anti-knock and slightly higher octane.

For us Ulyssians, one possible benefit of ethanol is that if you break down in a remote area you could drink the contents of your fuel tank while you wait for rescue, and die happy. The bottom line, as always on these matters is: Consult your bike manufacturer first.
Ed.

MEMBER PROFILE: JOHN ALLEN



John (Mr. Lead-Wing) Allen at the 6th Nov. AGM Bermagui

Born: 1944, England. First job: Trained as a plumber with the Royal Air Force. Moved to Australia and spent 21 years as a driving examiner with the RTA..

John has been riding bikes since 1959 and his first bike back then was a BSA Bantam 175cc.

His worst experience on a bike occurred during a toy run in 1975 riding a Kawasaki GP 1100 when it ran into the back of a ute. Best bike he has ever owned (yes folks, you guessed it) is his present Honda Goldwing. Things he hates

most—Liars. Thinks he like the most— Riding and sex (John did not state the order he preferred these things). Ed.

As most of us know ,John has been very up-front about his (to use his word) "condition" and I for one take my hat off to him for the way he is dealing with it. John, I know I speak on behalf of all in the branch by saying that we look forward to riding with you for many, many years to come. PS: John! apologies about the "Lead-Wing" thing in the caption. Ed.

Member's Parking

To the editor Newsletter Eurobodalla Ulysses Club

Re Presidents report.

Dear Ross,

Let me say what a great addition to the club the news letter is.

The purpose of this letter is to make comment on the presidents report. I also commend the great work the committee is doing.

On behalf of the many retired members of the Ulysses Club (world wide) I take particular exception at the comments made by our club president in his Qtr. Statement/report re what we should be doing with our " IDLE" TIME. Many of our senior members suffer medical conditions and just to get on a motor cycle is a fete in itself.

I for one do not have to justify to you or anyone else what I do in my spare time and to suggest that the charity fund raising effort was thwarted by the retired members is highly offensive and untrue.

The members at the quarterly meeting were a good mix of the membership and as far as I am concerned the members have exercised their democratic right not to participate.

I have nothing against charities or fundraising of any kind, however there is certain protocol to be followed which was brought to your attention at the time by members who are experienced in these matters. The response was " Don't worry we'll just do it" is just not good enough.

A number of legal issues need to be addressed i.e. 1. Council application on the appropriate form. 2. The relevant public liability insurance. 3. The permission of adjacent shop owners. 4. The relevant approval of The Dept of Gaming and Racing. Without these approvals you would be leading us through a legal minefield.

These matters were raised at the meeting but were brushed aside with the coments " Don't worry we will just do it" won't stand up in court. This is 2005 ' these issues need to be delt with.

John Allen attended the meeting and raised a very important issue of the Rebel Motor cycle club. John who has been a tireless worker for the charity ride expressed his concerns that he was spoken to by a member of that club whilst performing the ticket selling and toy collection outside the Bakehouse The response he got was by no means aduquet.

It doesn't matter how worthwhile a charity is it must conform to the requirements of the relevant authorities. Do we want to be known as another bunch of dumb bikies. I don't think so.

I draw your attention to Page 14 issue 88 of Riding On where Rick Bedford the national president reported on this very subject. He said in his closing statement and I quote " We have survived 22 years as a SOCIAL CLUB FOR OLDER MOTORCYCLISTS with three principles. By adhering to these principles the club has gone from strength to strength yet maintained its identity and uniqueness. To branch out in the realms of a service club would I feel diminish the uniqueness of the club."

My sentiments exactly.

I remind you that so many of the members(over 50) are retired people and have joined the club to enjoy social activities relating to motor cycles and to attempt to manipulate us in this way can only divide the club and bring decency and disharmony.

Bob Edwards. Membership Number 25487.

Thanks Bob for the feedback. I would go further on one point and that is: The very survival of the Ulysses Club depends on it maintaining the status-quo. Read on for lots more on the same subject. Ed.

To The President, Ulysses Eurobodalla Branch.

Hans,

Re your comments in the latest Eurobodalla Ulysses Newsletter.

I have met some good friends as result of the formation of the Eurobodalla Branch and I thank you for the effort you have put in getting it started. However I feel the same as Rick Bedford about collecting for charities. There are quite a number of service clubs and other organisations all trying for what ever dollars are available, a lot of the time from small business than can ill afford it. The Ulysses has a charity that may help us all when we get older and hopefully find some cure or relief to arthritis.

There are other retired members doing their charity work as volunteers in the various fire and rescue services, driving elderly people for appointments ect. If members of this organisation feel they wish to contribute I am sure they will be readily accepted. This is a social club for people over forty with an interest in motorcycling. When I joined there wasn't any branches as such, only the committee in the Sydney area. I saw this as a means of extending my opportunity to meet similar aged people with a similar interest a couple of time a year at meetings and at motorcycle rallies of which I used to attend often. However I must point out the Ulysses Club is a very minor player in my life.

I might be retired but it doesn't mean I am sitting on my hands bored stupid and I doubt you will find any retired members that have that problem. I have a wife, children, grand children, mother-in-law, relatives and friends in various parts of the Eastern States who I try to share my time with. I also go travelling to isolated places all over Australia by 4WD then try to fit some caravanning in. When I was younger I did my time in hell working all night then working all day on another job.

I started riding when I was 15 on a 1948 250 BSA rigged frame, on dirt roads sneaking out of a night when I hoped the local cop was asleep. (He did eventually catch me gave me a hellofa freight. He was a good cop from the days of a kick up the bum). The closest bitumen was 25 miles away so I rode all over the country on country roads at night until I got my permit at 16yrs 10mths. I have ridden consistently on another 15 bikes since then. After 45 years riding, **I still like to ride when I want to.**

The ride planned on 3rd December from the bay to Narooma and throw a few dollars in the tin is fine. That's all I have to say on the matter. Lyell Jenkins.

The letter referred to by Lyell above appears to be the same letter mentioned in Bob Edwards reply which discusses the merits of Ulysses not becoming a "Charity" collection organization. For most members, the Ulysses "status-quo" or original club charter appears to be the most compelling factor for becoming and remaining a member. For copyright reasons and limited space, the letter could not be reproduced. Ed.

A FRANK REPLY TO THE PRESIDENT'S REPORT

I would like to make a comment on the President's report.

As a retiree I would like to state that it does not necessarily mean that we have more available time than employed people.

I was a Police Officer for 35 years and during most of that time worked at 2nd and 3rd jobs to establish my family (3 children). I know very well what a working week of 60 or 70 hours is like. Now I am retired I have other commitments and interests. One of the commitments that consumes a large amount of my time is the Rural Fire Service. I am the Captain of Potato Point Brigade and a Deputy Group Captain of the 8 Southern Brigades. This involves attending fires and accidents, meetings, training and fund raising. I also now have time to visit our 3 married children and grandchildren in Sydney and Canberra. I also go caravanning and fishing in our boat or on the beach. I enjoy motorcycling as I have done since owning my BSA roadrocket in 1962, but that is only part of my life.

Further to the fundraising issue. As set out in the last issue of 'Riding on' Rick Bedford stated that the Ulysses Club was formed as a club for older motorcyclists to enjoy riding. The Ulysses Club is not a Service Club and did not need to raise funds. I have raised funds for the RFS for the past 12 years. These funds are necessary to purchase UHF portable radios, mobile phones, GPS units, etc. I can also advise that Eurobodalla businesses are regularly visited by organisations that need funds for their own use, ie. RFS, VRA, SLSC, Sporting and Fishing Clubs, etc. etc. Many of these businesses are only just making a living and are sick of handing out goods on a regular basis but generally do not like to refuse. The Xmas run that is now planned does not involve selling raffle tickets or annoying businesses for donations is the way to go in my opinion. Frank Hopkins.

Frank, the points you raise are sound and I know many Ulyssians would agree with you. I also suspect that the business community and public are getting "donation-weary". I for one am in it for the camaraderie associated with people who have the same interest....motorcycle riding. Thanks for your feedback. Ed.

Branch Notice Board

RIDE CALANDAR

Rob is again looking for ideas from members for the next ride calendar. Day rides, overnight rides, rally rides, mystery rides, night rides, camping rides or expedition rides. Put your thinking caps (helmets) on and tell Rob.

FOR SALE

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The BMW Touring Club of NSW invites all Eurobodalla Branch Members to the KARUAH RIVER RALLY

11th & 12th February 2006, Frying Pan Creek off Frying Pan Road, Chichester State Forest, via Dungog

For further info contact, Warren Buffet on 0411 076941

A BIG "DON'T FORGET" FROM THE SECRETARY

Nominations for Branch President, Secretary/Treasurer, Ride Coordinator and Newsletter Editor will be called at the February, 2006 AGM . So, be there and have your say. Barb.