



Eurobodalla Branch Newsletter

April – June 2011

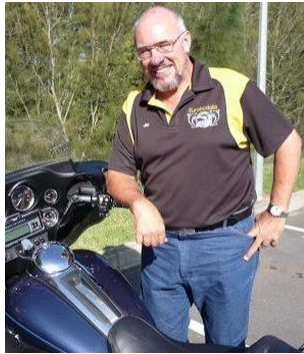


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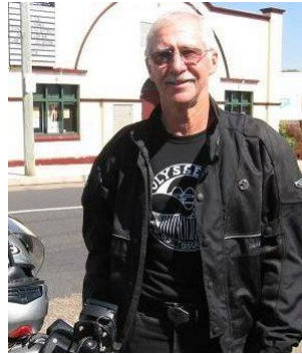
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Office holders



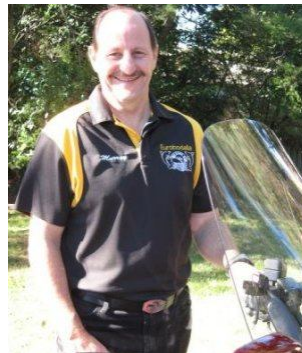
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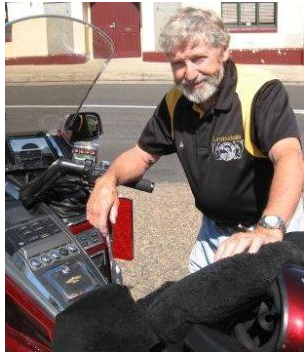


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Office holder reports

The President's Message

Well it's that time of year again. They say that the older you get the quicker the years pass – hasn't this last year just dragged on and on – has for me. Our little Branch seems to be steadily growing week by week. Recently we had twenty eight bikes turn up for Saturday morning coffee at Bodalla, nearly a dozen of those were carrying a pillion – that's about forty people for a cuppa and a chat on a Saturday morning. That compares quite favourably with some of the "big" Branches. I receive regular updates from Frank Hopkins regarding new members added to our list, it seems lately there are new names every week or so. It just gets better and better.

Besides the fact that there must be more and more "mature age" riders starting or returning to motorcycling, I would like to think that "word of mouth" has a lot to do with our steady growth (partly because we have always had a great organising committee 😊 ... but mainly because our members are such great people 😊). You are all great people to be around and we should be allowed to bask in a little sunshine and pat ourselves on the back because believe me there are a few Branches suffering stress.

The National AGM is done and dusted and I for one thoroughly enjoyed it. We had about eighteen members attend the event – a couple riding from Queensland and Victoria, wearing their Eurobodalla shirts to be with their "old mates". We endured shocking conditions on the ride north, through rain and floods, then tropical conditions for the rest of the week when ever the sun came out – shorts and thongs being the order of the day. I feel compelled to report here that a few of our team, who shall remain nameless, discovered the real value of air-conditioned McDonalds restaurants during the course of the AGM.

Just a little bit of serious stuff before I finish. The Committee has decided that we should return to the practice of having a number of "general meetings" through out the year. These meetings can also double as a social outing as we would be looking for venues where we could stay for lunch or diner. Times and venues are still to be worked out.

This last year has been an eventful and exciting one for me, both as a rider and as a Ulysses member. As motorcycle riders we live an "exciting life" – that's what it's all about and as I get older let's hope that each year drags on longer and longer.

Cheers to all ... talk to you all soon
Jim Chaplin #38825

Secretary/Treasurer's Report

The Minutes of the Branch's Committee meeting of the 23rd of February 2011 have been distributed to members. Highlights of the Minutes were:

- Balance at IMB on 31st January 2011 was \$684.79.
- The Committee agreed to the holding of General Meetings on a Quarterly basis following the Branch AGM.

Frank Hopkins

Social Committee's Report

Just a couple of social activities that the branch enjoyed over the past quarter in the way of sausage sizzle BBQs.

The first one for the new year was at Mystery Bay and the day saw a group of around 30 people attend the day when most who attended actually arrived by motorcycle.

There were even some who had their trailers out for the ride to bring a few home comforts along and it turned out to be a nice warm sunny day with a few of us heading down for a swim.

The location suited most who attended with a good ride and we had the place to ourselves for the day enjoying the beach and BBQ.

The second BBQ for the year was held at Shelley Beach Moruya South Heads. Again as with the day at Mystery Bay it turned out to be a fine sunny day. About the same number of people attended the day as with the day at Mystery Bay although the number on bikes was a bit down.

Thanks to those who contributed their efforts in making the BBQ days a success and thanks to those who come along as well. It is encouraging to see people attend to make all the effort worth while.

The next BBQ of some sorts may be held on the ride to The Big Hole on Sunday 22nd May. We will most likely see how the weather is shaping up around the time and see the level of interest before deciding what to do on the day.

The Queen's birthday long weekend of the 11th, 12th and 13th of June has a three day trip away planned to the Woolongong area.

The location for accommodation has yet to be decided. Probably gauge the level of interest for those who intend going and decide from there?

There are a few destinations planned for the three days and those who are interested may ask either Rob Overdijk or myself as to what has been planned. Any suggestions are welcome as well.

There is a suggestion of a Christmas in July weekend to be held in Nelligen. A date has not been set at the moment, it will be something that will be decided with the next ride calendar perhaps. Accommodation at the Nelligen park with camping, caravan or cabins available and the Steam Packet Hotel over the road for some of the entertainment for the weekend.

We can plan a bit more closer to the time perhaps but if people are interested in the idea please feel free to contact myself to discuss the proposal.

I have been re-elected as the Social Secretary for the next 12 months so I look forward to helping the branch enjoy any of the social activities that are planned.

Thanking once again those who have helped with things over the past year, it is certainly appreciated.

Regards
Chris Zammit

How to start a fight

*My wife sat down next to me as I was flipping channels.
She asked, "What's on TV?"
I said, "Dust."
And that's when the fight started...*

Ride Co-ordinator and Webmaster's report

Another year gone and the 8th anniversary since our Branch started in February 2003 slipped past. It all started with Hans Ottevanger rounding up interested riders in the Eurobodalla area and the numbers grew rapidly and have been strong since. We may have to start thinking about what to do for the 10th anniversary in 2013. Maybe a once off Odyssey to show the Eurobodalla Coast to other Ulysses members. Going by the Saturday morning coffees, the day rides and special occasions, we have a large enthusiastic bunch of people who will keep this branch going for many years to come and new members joining regularly.

April to June 2005 was my first ride calendar and with some input and regular feedback I am happy to continue being the ride coordinator. Due to our location it is not easy to come up with different weekly rides and destinations and the input from our members is always most welcome. The input from Chris Zammit since he joined our Branch is much appreciated.

This year we had some good day rides and overnights. Just to mention a few, we always get a good turn out to the annual Snowy Ride which was my 9th year in a row only missing out on the first ride as I didn't know it was on. A large number have already booked accommodation for this coming November. The Alpine Rally (only 3 riders, who didn't realise what was waiting for them) was something to remember, as riding on icy snow with a road bike is not recommended. Depending on the weather, the Sunday rides can have a few riders/pillions to a dozen or more. The coffee tasting at Gary's place in Candelo in July with our southern neighbours saw a large turn out and was a day to remember. Another Candelo ride this February saw us stranded in Cobargo for over an hour waiting for the rain to ease before heading further south.



June putting on her wet pants in Cobargo before mounting the bike again.

The recent Newcastle AGM was another wet experience with rain varying from drizzle to down pour between Batemans Bay and Sydney. Another bucketing on Monday night at the camp site was a test of permeability which some tents passed better than others. Our Queensland member Bob Edwards had some difficulty staying dry.



Jim and Margaret setting up camp at the AGM.

Without going through the details of too many events and rides over the last year, I believe the Branch offers its members good social contact, new friendships, countless bike stories, enjoyable rides and weekends away and I am happy to be associated with it.

Robert Overdijk

Quartermaster's report

Over the past 12 months \$477 worth of Branch gear has been bought by members, total 23 items. This number is down on previous yearly figures due to the fact that most Branch members have all their gear. Nonetheless still a good result.

The introduction of the rugby top has proven popular and all reports from those who have purchased them have been very good. They are a great item to have on those cold wintery days and are comfortable to wear under bike jackets. If you are looking for something warm to wear through the colder months one of these is a must. The cost is \$44 this includes the Branch logo and your name. If you prefer to have them without the logo and name they can be purchased for \$40.

I usually have a number of gear shop items with me at our regular Saturday coffee gatherings however if you can't make it give me a call or email me to make other arrangements. My contact details are on our website (and at the front of this Newsletter).

I would like to say a big thank you to the members for supporting the Branch through gear shop purchases. I would also like to thank the Committee for a job well done. It has been a pleasure to be a part it.

We have a great Branch and I look forward to continuing on as Quartermaster should my nomination be successful, again thanks to all and remember to Gear up to Ride.

Murray Osborne

Editors ramblings

Well here we go again, another quarter is about to end and that means another issue of the Newsletter needs to be ground out. The first quarter of 2011 has been quite active on the international motorcycling front. The EICMA Motorcycle Show was held in Milan late last year and the news and new releases continue to filter out. 2010 was a very quiet year for new releases but 2011 looks to be a "bumper" year. Some of the highlights being the all new BMW K1600 GT and GTL six cylinder models, a new GoldWing (and SilverWing if anybody cares 🤖) from Honda and the Ducati Diavel "power cruiser" (which we will try to cover in the next issue). There was a raft of other releases as well and some will get a mention in the following pages.

It's always good to get content from members. So this issue there is an editorial "thank you" to Chris Zammit for his Bathurst Ride Report and John Van Der Heul for his National AGM report. There's also one of our members who sees himself as a wannabe motorcycle historian and he's done a piece on the Hodaka dirt bikes from the 1960's and 70's. Lastly, while its not really content, I placed some photos of the recent ride to Warilla to attend the Vintage Japanese Motorcycle Club's rally on my personal website. You can see the pictures at <http://www.caseysbeach.com/gallery/gallery.html>

Remember, if you found a Branch activity interesting and/or enjoyable the your fellow members will probably feel the same - write something about it and share it with your fellow members. That's enough from me, I'll let you get on with the rest of the Newsletter (assuming you stopped to read this treatise in the first place).

Just a quick apology before I end. The Newsletter is due out four times a year on or about the first week of the quarter. This issue is several weeks late. That **WILL NOT** happen again 🤖 .

Peter Anderson

What's happening in our Branch?

One of our members named Senior Citizen of the Year



On Friday, 25th March the *Bay Post* website announced the Senior Citizen of the Year for the Eurobodalla Shire; the winner was our very own **John Gillett**. In an article titled Top senior also an Angel the *Bay Post* enthused:

After being named Senior Citizen of the Year on Wednesday, charity champion John Gillett paid tribute to the community that had just honoured him.

"This is the most caring community I have ever lived in, and I have lived in quite a few in NSW," he said.

"This is the most beautiful piece of coast in Australia, and it is matched by a beautiful community."

Few of the hundred or so people gathered at the Eurobodalla Regional Botanic Gardens for the NSW Seniors' Week ceremony would deny that Mr Gillett was a thoroughly deserving winner.

Deputy Mayor Chris Vardon paid tribute to Mr Gillett for his many years of service with Angel Flight, the South Coast branch of Special Olympics and as a collector for the Salvation Army and the Heart Foundation.

Mr Gillett was born and bred in Moruya, and spent 40 years elsewhere before returning.

As an Angel Flight pilot operating from Moruya and Merimbula airport, he has flown 53 "missions," flying patients, and their relatives and carers, to hospital in his four-seat Piper Cruiser to hospital in Sydney, Canberra and Melbourne.

He has been involved with the South Coast Special Olympics for 16 years, and has been its chairman for the past eight years. During this time, it has gone from having 25 athletes to 53.

Aboriginal elder Loretta Parsley welcomed everybody to Wednesday's ceremony, and spoke of the tremendous respect that the Aboriginal people have for indigenous and non-indigenous seniors.

Last year's Senior of the Year Jill Whiter told those gathered that her 2010 award was a "gracious gesture that she would always treasure".

Associate Professor Bruce Judd of Sydney was the featured speaker, and he spoke about the importance of the contribution of elderly people to many facets of society, especially on a volunteer basis.

He talked of the importance of removing obstacles that prevent seniors from contributing to their communities, be these in matters of access, transport or safety.

He congratulated the Eurobodalla for its facilities and support groups for seniors, especially considering the projected increase in the senior population.

On behalf of all your fellow Ulysses members the Committee would like to say how well deserved the award was and congratulations.

2011 Eurobodalla Branch AGM

The AGM was held at Tomakin Sports and Social Club on Sunday, 17th April 2011.

The meeting commenced at approximately 11.00 am and all the appropriate reports were tabled and accepted. The existing committee was returned unopposed, negating the need for elections.

During 'general business', a number of reasonably new members were asked to stand up and introduce themselves. This was hugely successful, and generated a really relaxed atmosphere in the meeting.

The committee has resolved to hold a number of general meetings throughout the next year, with a view to gathering more input from the members, and to combine it with social get-togethers.

The meeting was reminded of the need to continue the Club policy of welcoming friendship to all new members, which has, I'm sure, been the reason for our steady growth.

The meeting closed at 12.00 pm and the majority of those in attendance stayed on for lunch at the club.

Jim Chaplin

New member(s)

We have several new members! Welcome to:

- Brian Giles-Browne. Brian comes from Tuross Head and his membership number is 59058.
- Patrick Sagar. Patrick is also from Tuross Head. His membership number is 58761.
- John Byers, membership number 58971. John lives in Narooma

Please make yourselves known to Brian, Patrick and John.

Saturday morning coffee ride

The Branch organises an enjoyable soiree each Saturday morning for a short ride (for those who'se bikes don't get out much), stimulating conversation (on subjects such as the differences in valve stem guides between the 1975 and 1976 BMW R-90 - fascinating) and good coffee (tea or Bonox is optional). These pleasant get togethers alternate between:

- First Saturday of the month: Bodalla Bakery, Bodalla
- Second Saturday of the month: By the Beach Bakery, Lilli Pilli
- Third Saturday of the month: Bodalla Bakery, Bodalla
- Fourth Saturday of the month: By the Beach Bakery, Lilli Pilli
- Fifth Saturday of the month: Bakehouse Batemans Bay

Come along for a pleasant morning with your fellow members. If you are a prospective member this is a great way to "try before you buy".

How to start a fight

My wife was hinting about what she wanted for our upcoming anniversary. She said, "I want something shiny that goes from 0 to 150 in about 3 seconds." I bought her a bathroom scale. And then the fight started...

E-mail from Evan Holt

Evan sent the following e-mail to one of our members who thought it might make good copy for the Newsletter. I hope Evan does not mind the reprint.

After 61 years of riding motorbikes I have had to admit that my new knees and good sense have the better of me. I sold the Kawasaki on Australia Day, and the Yamaha TMax 500 should be ready for pick-up in Canberra on 9th Feb.

Yes, a scooter! Having ridden WLA Harleys in the Army and thrashed BSA Bantams on both road race tracks and observed trials in my younger days I am now joining the geriatric group by changing over to a scooter.

It's not new, but it is bright yellow so it won't colour-clash with the Mango-yellow trailer I hauled to Albany last year. It should be a no-sweat doddle to get to Newcastle for the Rally this year. Just keep an eye peeled for me on the Yellow Peril as I trundle sedately up the highway in March.

*Bye for now,
Evan*

Well the Editor at least welcomes another maxi-scooter to the Branch.

Wednesday rides



If you find yourself at a loose end any Wednesday morning consider coming for a ride. Mid-week is often a much more pleasant time for a ride than over the weekend; there is not as much traffic and the destinations tend to be much less crowded. Ride destinations are published on the Ride Calendar but because numbers are often small there is some scope for variation. If you want to know more contact Peter Anderson on (02) 4472-2274 or 0458-13-95-95.

Ken "Grumpy" Anderson (is it something common with that surname?) from the Sapphire Coast Branch contacted the Editor recently to let us know that our Wednesday ride calendars overlap once again the 4th of May and the 1st of June. On both days we are scheduled to ride down to Bermagui and Tathra. Our Sapphire Coast cousins will be sipping coffee at Seawhispers Tathra (opposite the entrance to the caravan park) on those two mornings. We are most welcome to join them. On Sunday the 29th May we have a ride scheduled to Bemboka, Candello and Pambula. The cousins will be at Potoroo Palace, just north of Pambula and again invite us to join them.

Vic Smith

Heard on the grapevine that Vic Smith had a stroke last Christmas and is still recovering but getting better. Vic, all members of the Eurobodalla Branch send their best wishes and hope you are fully recovered soon.

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

How to start a fight

*My wife was standing nude, looking in the bedroom mirror.
She was not happy with what she saw and said to me,
"I feel horrible; I look old, fat and ugly.
I really need you to pay me a compliment.'
I replied, "Your eyesight's damn near perfect."
And then the fight started...*

Need to recover or transport your motorcycle?

A member gave me a business card for a new "local" business – Motorcycle Pickups South Coast. I'm not sure if they offer discounts to Ulysses members so this notice appears here as editorial rather than as an ad on our back page.

Motorcycle Pickups can be contacted on:

E-mail: carolsparky@yahoo.com.au

Mobile: 0435-788-892 (Greg) or

Mobile: 0403-145-617 (Corey in the ACT)

Bathurst weekend

by Chris Zammit.

The weekend of the 11th to the 14th of February found 5 people and 4 bikes heading off to Bathurst to see the sights. The riders were Laurence, Gerry, Wayne, Chris with Jen as pillion. The initial reason for the trip was to go to the Highlands Steam & Vintage Fair at Oberon on the Saturday. From all reports it looked like a good thing to go to see and so we all packed up the bikes to check it out.



From Batemans Bay, where we all met Friday morning, it was a wet ride to Braidwood for the first stop for morning tea. Jen went to take her glasses off and they weren't there. Panic until she found that she had left them on top of the pannier where they had travelled up the Clyde from Batemans Bay. Lucky it was on a BMW pannier is all I could say. Smooth ride on the old K100 with a trailer on the back. We watched a storm heading our way so we got the impression that it could only get better from there on. It sort of did for a while but more of the weather later on.

Re-fuel in Goulburn then on to lunch at Taralga. Friendly town Taralga. Met a few other motorcyclists who came from Oberon on the Tablelands Way and the lead bike was covered head to toe on road works mud. Not a good sight seeing what to expect. Laurence suggested we take another route, that he had heard about, which was via Shooter's Hill and it is by far the best road we have been on for some time. The route takes you into Oberon via the Jenolan caves road and is a treat to travel. Certainly recommend the road if going that way. Just a brief stop in Oberon then on to Bathurst to set up camp. It ended up a bit warm

late in the afternoon and the day saw a few seasons in a few hours. We stayed at The Big 4 Park at Kelso for 3 nights and it catered for our needs very well. Jen and I had stayed there before and found it a good stay.



Saturday morning found us in Oberon to see the street parade for the Steam and Vintage Fair. Certainly a variety of all sorts of machinery. Steam tractors to Mustang cars and everything in between. Just about anyone who thought that their vehicle would be of some interest were in the parade. Apparently it is getting more popular every time the event is staged. In the afternoon we all "did our own thing"; Laurence spent some more time at the Steam Fair and then took a ride to Tarana, Wayne went for a ride to a property outside of Oberon, while Gerry, Jenny and I went to Jenolan Caves. We all had been to Jenolan caves before. Gerry 50 years ago and Jen and I half that amount. It was still as spectacular. Upon exiting the caves we found that all the drains were gushing from the storm that had hit whilst we were in the caves. Apparently it was some of the heaviest rain the area had seen for a while. The next decision was which way to get out of the valley. Via the way the buses come in and not the way we travelled to get there. Good move as it was the best choice. A little further but much safer. We all re-grouped that evening to share our stories of the day and they only varied only by the severity of the storms that we went through to get back to Bathurst. It was good to share the events of the day over a BBQ and a few drinks that evening.



It rained most of Saturday night but the next morning turned out to be warm enough for a dip in the pool. Sunday was a vast improvement to the previous afternoon weather wise as we headed to Sofala for morning tea ,met other bikers, mostly dirt bikes and took in the sights and history of the town. Interesting town Sofala. Have to go back to see a bit more someday. We intended to go to Hillend from Sofala but 12 Km of dirt road stopped us in our tracks so we headed to Illford then on to Capertee for lunch at the Pub. It was at Capertee that we learned of the widest and longest canyon in the world that was water eroded. It is 30 km wide and approximately 50 km's long. Very impressive sight from what we could see travelling slowly past the lookout. The lookout was not road bike friendly. Big rocks and potholes everywhere. Not a good spot to stop and I could see someone coming to grief if we did, so we will have to go back to see it again. The ride took us back through Portland and back to Bathurst. A great day on the bike and the weather was good to us for a change. Sunday night found us all having a 4 course meal of sorts at the caravan park. All pitched in with what we could muster and shared the food. Had a few drinks then off to bed after a good days' ride.



Monday was to return home the same way we travelled to get to Bathurst and we found ourselves rugging up for the cool weather around Oberon and stripping off again at Goulburn. A very enjoyable weekend seeing the sights of the region and meeting people in the small villages on the way. The round trip was about 1200 Km or there abouts and the roads we took had very little traffic.

Look forward to the next trip away ,and thanks to my ride companions for the weekend.

Chris Zammit

How to start a fight

My wife and I were watching 'Who Wants To Be A Millionaire' while we were in bed.

I turned to her and said, "Do you want to have Sex?"

"No," she answered.

I then said, "Is that your final answer?"

She didn't even look at me this time, simply saying, "Yes"

So I said, "Then I'd like to phone a friend."

And that's when the fight started...

2011 Ulysses National AGM - Newcastle



Sunday morning 9.00am, 20th March saw Noel Andrews, Jim & Margaret Chaplin, Lyel and Helen Jenkins, Robert Overdijk, Jim Pennington, John Van Der Heul leave Batemans Bay Information Centre car park in damp conditions. We picked up Dick Stevenson, Glen Parry and Ray Vane in Ulladulla on our way to our first nights stop at Australia Hotel Motel, Cessnock.



Monday mornings arrival in Newcastle, via the tourist route (Jim's idea) saw us registered and setting up camp in dry and warm conditions. So warm that Noel stripped off his jeans and went to un pack his shorts, only to find that he had not packed them. Latter that day heralded the arrival of former locals Bob Edwards (QLD) and Paul Wegman (Vic) to our camp. Monday afternoon and through the evening a tremendous thunderstorm decided to visit us and give us a good

soaking. Five centimetres of water lay across the top of the camping area. During this thunderstorm, Lyel and Bob were having a great time consuming copious quantities of Bourbon. Later in the evening Bob was yelling out several times 'my tents under water, I'm up to my ankles in water, anyone got a cheese sandwich'. Lyel retreated that evening with a icecream container close by and next day was feeling decidedly under the weather. He was well behaved for the rest of the AGM.

For the next two days the weather was fine, but very humid (warm sun and wet camp ground), thank goodness McDonalds was just over the road. Nice cool air conditioning, and plenty of smoothies and shakes.

The AGM displays and "goodies" on sale were great, as were the motorbike companies in attendance.

Several of our fellows participated in test rides of the different bikes available.

On Wednesday in sunny conditions several of our group rode up to Nabiac to visit the motorcycle museum, and rode back to the AGM via the coast road where possible.

The speedway event on Wednesday evening at the showgrounds nearby was good entertainment, Multi championship winner and Australian Champion of previous years Ivan Maugher (over 70 years of age) was in attendance and rode several laps on a speedway bike.

On Friday Noel and John took a squirt down to Gosford, the weather was great and of course visited Worthington's BMW shop.



Saturday's weather was very unpredictable, sunny one minute and rain the next, Noel, Ray and John decide to ride to Nelsons Bay about 80kms away, however this was cut short when John's rear tire developed a large protruding lump in the tread. We made our way back to the AGM, and could not get anyone of the

Bike companies to change the tire. NRMA was rung and John was informed that a nearby (10km away) tyre company could fit a new tyre on Sunday morning. Arriving at said tyre company after riding in rain all the way only to be informed that "we do not do bike tyres". So much for motorcycle coverage with NRMA. Had to wait until Monday morning to get the job done.



Sunday morning saw the group packing up (except John and Noel) and leaving for their destinations. Ray and Dick had a wet ride home until reaching Nowra.

John and Noel after packing up in damp conditions on Monday morning and getting the tyre changed had a good dry ride to Goulburn for an overnight stop and a good foggy dry ride home on Tuesday.

Other members at the AGM were Tony and Di Pye, Ken and Linda Jamieson, Evan Holt and David Lovie with his brother Geoff.

Overall it was a great week, numbers attending were down, only approximately 2900 attended. Everyone is looking forward to Mildura next year.

John Van Der Heul



Casey Stoner's new colours – much nicer than "red"!

Hodaka - Hod! What!



Like many riders of my age I started my two wheeled career on a "dirt bike". Back in the late '60s and all through the '70's "dirt bikes" were THE thing. When I started I wanted a Bullaco, a Maico or a Husqvarna but these were expensive and very exotic. Ever the conservative, especially when it came to doing something "dangerous" like riding a motorcycle I chose a Honda SL-125. This sweet little bike was never going to have the kudos of a Bultaco, Maico or Husqvarna but my wallet was never going to be able to afford one of these either. While the SL-125 went on a weight reduction campaign and was converted, over time, to what I believed was a "semi-works" enduro spec I continued to read dirt bike magazines and dream of something better.

My attention was grabbed by a little bike that was getting rave reviews in all the magazines I read; this bike was a Hodaka! I can't remember what model it was but "Wombat" rings a bell. Anyhow, they were 100 cc and 125 cc motorcycles with polished fuel tanks and re painted frames. How much more exotic do you need to be? Hodakas came as either a trail bike or a motorcross bike. Enduros and later trials were my thing so the trail bike version was the one that interested me. There was a dealer in Canberra (where I lived) so I went and looked and sat on one many times. Hell! I could even afford to buy one! Why didn't I? Well I got hooked on trials and bought a Honda TL-250 instead. However, I retained a fondness for the Hodaka.

Fast-forward to several weeks ago and I saw a picture of an old Hodaka on a website and thought "there's a good topic for a Newsletter article.

Hodaka History

Hodakas were an American designed motorcycle, inspired by a British design, built in Japan and sold in America (and the rest of the world) by PABATCO an

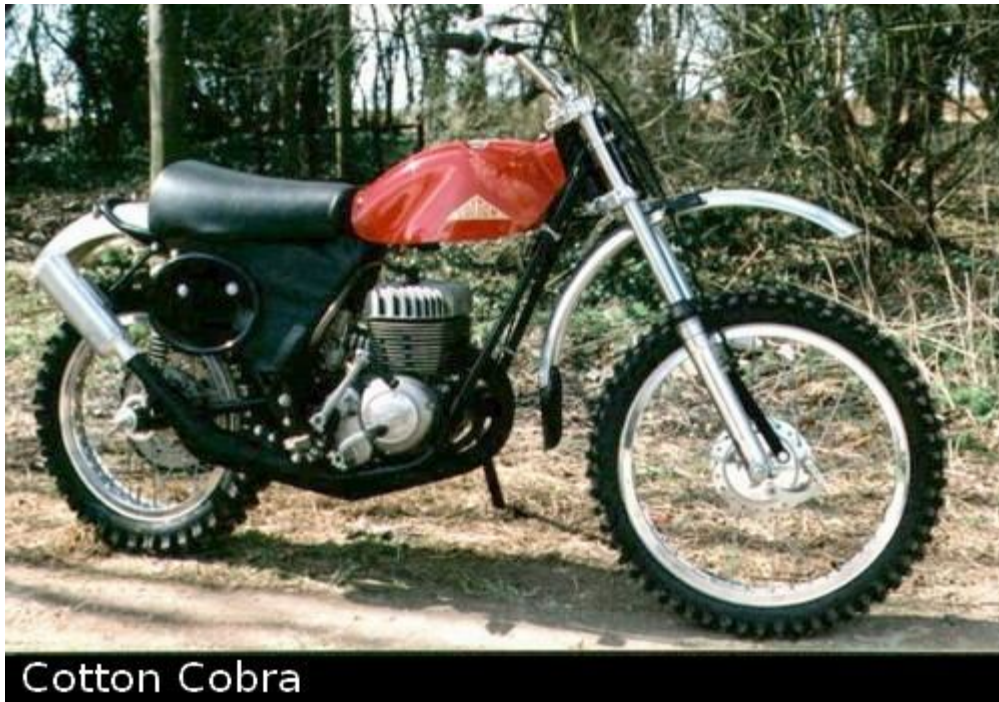
Athena, Oregon based company. PABATCO is an abbreviation for Pacific Basin Trading Company and the company was a subsidiary of Farm Chemicals of Oregon. The 60's boom in motorcycle sales saw many smaller manufacturers trying to follow in the wake of Honda, Yamaha, Suzuki and Kawasaki and to a lesser extent the major European manufacturers. One such "follower" was Yamaguchi (a small but long established Japanese motorcycle manufacturer).



Yamaguchi 90 cc

PABATCO wanted to export American agricultural produce to a growing market in Japan. Currency exchange rates made this difficult so PABATCO looked for a way of trading Japanese manufactured goods for American agricultural produce. PABATCO and Yamaguchi were introduced to each other and an agreement to trade was signed. In 1961 Yamaguchi began exporting a range of 49 cc and 80 cc bikes to PABATCO in Oregon.

Things were not so good on the other side of the Pacific Ocean; the economic down-turn of the early 60's caused Yamaguchi to eventually go out of business in 1963. Despite bad economic times, bike sales in the US were still booming and PABATCO and its 480 dealers were now left without product to sell. The then current Yamaguchi bikes were powered by 80 cc two-stroke engines built by the Hodaka Industrial Company in Nagoya, Japan. PABATCO employees developed a design for a new bike and approached Hodaka to build it for them. The PABATCO design was influenced by the British Cotton Cobra and Cougar models that were very successful in International MX racing at the time.



Cotton Cobra

The engine was based on the previous Yamaguchi 80 cc model but bored out another 10 cc and with a four speed (rather than three) gearbox. The Ace 90 was street legal but included a high exhaust pipe and generous ground clearance and high mud guards making it suitable for off-road riding. The new Ace 90 proved to be very reliable and easy to own and when this was coupled with the price of USD379 it was soon a sales hit. Enthusiast riders soon began modifying the Ace 90 and were turning it into motorcross, enduro and trials competition machines. A cottage industry developed making modified parts for the Ace to improve its competition potential. One modified Ace 90 won its class at the famous Pike's Peak Hill Climb while another, ridden by Harry Taylor, won its class in the 1968 Daytona Roadrace. It is also speculated that the famous Sammy Miller rode a trials version of the little Ace [Note: Sammy Miller was a Honda works rider on a TL-250 "similar" to the one owned by the author.]

1965 saw Farm Chemicals of Oregon purchased by Shell Chemicals. Shell inherited a motorcycle importing and distribution business as part of the deal. PABATCO was very profitable so Shell reluctantly agreed to allow the venture to continue.

By the middle of 1966 10,000 Ace 90 models had been manufactured by Hodaka. Two years later (1968) the Ace 90 was replaced by the Ace 100. The 90 model had received very little "factory" development over that time but the model sold more than 17,000 copies. The Ace 100 was still "street-legal" but was built as a "trail bike" with off-road type tyres and an extra 10 cc of engine capacity. Power output went up to a heady 8 Kw. Sales boomed again.



Hodaka Wombat



Hodaka Wombat

In 1969 PABATCO and Hodaka decided to begin building "factory" competition machines. These new bikes also saw the adoption of "different" model names. Thus the first competition model was the Super Rat, a motorcross bike based on the Ace 100. In 1972 they introduced the Wombat 125 (a trail/enduro model) and a year later the Dirt Squirt (an off-road "fun machine"). The Wombat used a cartoon image of the marsupial of the same name which became Hodaka's corporate logo. These models were followed a year later (1974) by the Combat Wombat and the very quick Super Combat.



Hodaka with Preston Petty "tupperware"

Despite all this success the dirt-bike market was becoming a very difficult place to survive. Yamaha released its DT-1 250 cc trail bike in 1968 and Honda released its two-stroke 250 cc Elsinore in 1973. These two in particular were much more serious competition than the previous offerings from the Japanese "big-two". All four big Japanese motorcycle manufacturers started to take the dirt-bike market more seriously and invested heavily in new designs, technology and competition. PABATCO and Hodaka did not have the resources to compete and the market was changing; 125 cc no longer "cut the mustard". They responded with new 175 cc and 250 cc models (which I don't recall ever being imported into Australia) but these never reached the popularity of the 100 and 125 cc models. One of the 250 cc models was a road oriented bike called the "Road Toad"; no wonder they never sold well - "Hey Fred! What are you riding?" "I've got me a Road Toad!" By the late 70's there was another World economic down-turn and the devaluation of the US Dollar against the Japanese Yen made Japanese motorcycles much more expensive in the US market and consequently sales fell. The final blow for PABATCO and Hodaka came in 1978 when Shell's "bean counters", concerned about the amount of red ink on the PABATCO books, shut down the subsidiary bringing an end to Hodaka motorcycle sales. Hodaka tried to carry on by itself but in 1980 it also ceased operations.

Hodaka had developed a cult following which continued after the PABATCO close. Today they are still very popular in vintage motorcross racing circles.

Do you want to buy a Hodaka? Here are the details of one for sale in the USA:

1977 WOMBAT FOR SALE



Date posted: January 11, 2011

Price: USD1800

Condition: 8

Hodaka model: 03 (code for 125 Wombat)

Frame letter and number: M-32355

Detailed Description: Very nice, 2-owner, unrestored Hodaka. 8k mileage. Working oil injection, PP "Muder" fender, tool kit, owner's manual and some spare parts (including a new set of tires with tubes to replace the original Nitto's). First sold in Chico, CA and has always been a blue plated CA bike. Clear title in my name and currently registered non-op.

Location: Elk Grove, CA

Name: Ed Ernst

Phone: 916-233-9401

Contact e-mail: jbe0406@yahoo.com

Internet resources used in the writing of this article were:

Wikipedia Hodaka entry - <http://en.wikipedia.org/wiki/Hodaka>

Hodaka Motorcycles from Ace to Road Toad -

<http://motorcycleinfo.org/2009/02/hodaka-motorcycles/>

Ode to Hodaka - <http://starrfilm.com/articles/OdeToHodaka.html>

The Hodaka Motorcycle Experience -

<http://www.motorcycleclassics.com/motorcycle-reviews/the-hodaka-experience.aspx>

Peter Anderson

A tough looking group of bikers were riding along when they saw a girl about to jump off a bridge, so they stopped.

The leader, a big burly man, got off his bike and said, "What are you doing?"

"I'm going to commit suicide", she replied.

While he did not want to appear insensitive, he didn't want to miss an opportunity; he asked, "Well before you jump, why don't you give me a kiss?"

So she does and it was a long, deep, lingering kiss.

After she's finished, the biker said, "Wow! That was the best kiss I have ever had. That's a real talent you are wasting. You could be famous. Why are you committing suicide?"

The girl replied, "My parents don't like me dressing up like a girl...".



How to start a fight

My wife and I were watching 'Who Wants To Be A Millionaire' while we were in bed.

I turned to her and said, "Do you want to have Sex?"

"No," she answered.

I then said, "Is that your final answer?"

She didn't even look at me this time, simply saying, "Yes"

So I said, "Then I'd like to phone a friend."

And that's when the fight started...

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.

BIKEEXIF

I have recently found a new motorcycling blog called BIKEEXIF which seems to run quite interesting short pieces on old and modified bikes. I have included several images from recent articles as a teaser below. BIKEEXIF's URL is <http://www.bikeexif.com>



This is a 1977 Laverda Jota. The Jota was not a true factory bike; according to Classic Mechanics the Jota was "Developed by Roger Slater [the UK importer] from the 1000cc 3C triple, the bike had higher compression pistons, beefier cams and less restrictive (read 'loud') exhausts, and was tested at MIRA that August by John Nutting, who got a best one-way top speed of 140.04mph and said it had 'easily the highest recorded top speed for a road-going production motorcycle'." The Jota shown here was one of three reportedly delivered from Slater's to the USA. It was customized early on in its life and later it was doing racetrack duties, and was somewhat the worse for wear. In 2007 the current owner handed the bike over to US Laverda specialist Scott Potter for a full restoration; the result is shown above. A record of the restoration process can be seen at <http://www.motolaverda.us/alex.htm>



Bexton Moto Honda CB350



Untitled Motorcycles BMW R80 Cafe Racer

This last bike is a BMW R80/7 built by Untitled Motorcycles (<http://untitledmotorcycles.blogspot.com/>). Their mission is to resurrect old and unloved motorcycles and recycle them into classics. New parts include the seat, bars and exhaust system, with modified fenders and a new wiring loom. The thoroughly overhauled engine has new big end shells, timing chains and tensioners, piston rings, honed bores and reground valves. The frame has been bead blasted and powder coated, and the sub-frame modified to accept a shorter seat. The bare metal tank and headlight have been sprayed with a clear lacquer, and even the most mundane nuts and bolts have been given attention, with dull chrome or zinc plating.

How to start a fight

I took my wife to a restaurant.

The waiter, for some reason, took my order first.

"I'll have the rump steak, rare, please."

He said, "Aren't you worried about the mad cow?"

"Nah, she can order for herself."

And that's when the fight started...

The "Yamaha Power Beam"

Yamaha has developed a motorcycle anti-vibration damper (the Yamaha Power Beam) and will release it in Europe in April 2011 as an optional accessory for the Yamaha TMAX.



The Yamaha Power Beam is claimed to be the "world's first mass-produced motorcycle chassis anti-vibration damper" by the company. The Power Beam was developed to absorb motorcycle chassis torsion and vibration in order to offer a ride with a greater feeling of stability. Yamaha stated that there is usually a small degree of flexing that takes place in the frame of a motorcycle when in motion. The metal frame of a motorcycle is in fact an elastic body with little damping capacity with regard to this flexing, so it fully receives the external forces that cause flexing (distortion) and then releases them in cycles of flexing that occur at specific frequencies. The new Yamaha Power Beam adds damping capacity at one point on the frame to absorb the energy of these flex-inducing external forces and release it as heat energy. This inhibits the otherwise extremely high-speed flexing of the frame to provide a more comfortable ride and a greater sense of stability. There is no indication of price at this stage.

Does anyone remember the Peter Brock "Energy Polariser" which contained crystals and magnets that, it was claimed, improved the performance and handling of vehicles through "aligning the molecules". The Power Beam sounds similar.

<http://www.webbikeworld.com/motorcycle-news/2011/yamaha-power-beam.htm>

BMW K1600 GT and GTL

The new BMW K1600 GT and the K1600 GTL models are due in Australia in late May 2011. The new 6-cylinder 1600 cc engine produces 118 kW and 175 Nm of torque; this therefore offers a high level of pulling power, especially in the lower and medium engine speed range. Six cylinder in-line engines exercised a special fascination. Acceleration to 100 km/h is of the order of 3.2 seconds (without pannier), making the K1600 a remarkably brisk machine. Strong interest has been registered by BMW Motorrad dealers across Australia since the new K1600 range was announced. The BMW K1600 GT will be priced from \$34,990 plus on road costs, and the K1600 GTL will be priced from \$36,990 plus on road costs. Australian standard specification for both models is very high compared to other markets, making both of the K1600 models extremely good value.



There have been a number of road tests of the K1600s on the 'Net already. Motorcycle.com's test included a comparison with the current model Honda GoldWing (it should be noted that there is a new model GoldWing just released and this is not the model used for comparison - Ed). It was interesting to note that BMW staff told Motorcycle.com that the K1600 was not benchmarked against the GoldWing; rather than building a luxury-tourer like the 'Wing engineers were tasked with creating a "supreme" tourer with greater sporting intent (sounds like weasel-words to me - Ed).

Motorcycle.com liked:

- Ride-by-wire throttle control delivering three options of responsiveness
- Dynamic Traction Control
- Electronically adjustable suspension (ESA II)
- Innovative Multi-Controller wheel on left handlebar to navigate through various menu options
- Detachable luggage
- Adaptive Headlight that directs its beam around corners
- Electrically adjustable wind shield

And went on to point out that none of these features are available (standard) on the GoldWing.

Some other areas of comparison included weight and power. The Honda weighs in at more than 408 kg full of fuel, while the GTL is a relative flyweight at 348 kg. (BMW says the K1600 GTL is lighter than the former K1200LT by more than 50 kg!). The 1832cc flat-six Honda produces 71 kW and 140 Nm of torque at 4200 rpm while the 1649cc inline-six BMW produces 118 kW at 7750 rpm and 175 Nm of torque at 5250 rpm. Clearly the new BMW is much more powerful than the Honda and considerably lighter as well.



Motorcycle.com was full of praise for the K1600's engine and drive train: "Simply put, this is one of the most sonorous street bike engines ever made. It lights up with a bark that portends wicked things to come, and despite its long-stroke architecture, it spins up far quicker than expected for a touring bike's motor. ... And it also functions perfectly. Throttle response has zero abruptness, even on the most aggressive 'Dynamic' riding mode (also adjustable between Rain and Road modes via the right-side switch gear or multi-controller). And there are no issues with excess engine heat like some other big-engined tourers. ... There is only the faintest of vibes filtering to the rider at any speed, and the engine is so smooth motoring at 160 kph in top (sixth) gear that it can also easily cruise at that speed in fifth without bothering its rider. In the inevitable comparison with the Honda, the GL does seem to have a bit of an advantage when revs are below around 2500 rpm, but the K1600 likely out-thrusts the Wing everywhere else. Speed demons will be happy to know there is enough power on tap to exceed 225 kph, and the aluminium bridge chassis has the requisite stability to ably handle it. ... Although its clutch engages near the end of its travel, it still modulates easily when balanced against its deep well of power. And its gearbox is exemplary - we never missed a shift during two days of riding, and it accepts up-shifts even without a clutch. Neutral is easy to locate."

In relation to the K1600's handling Motorcycle.com had this to say: "We've always admired the Gold Wing for its ability to be hustled through curves with alacrity that belied its considerable size, but the K1600 series brings the big-boned dancing partner to a new level of agility. It's amazingly flickable. ... It turns in neutrally and continues through a lean angle that would make a Wing-er envious - the Beemer is the easy racetrack winner if you were ambitious enough to bring these mega-baggers to a track. Steering effort is much lighter than expected, and partial credit is due to excellent new Metzeler Z8s that were developed in conjunction with the K1600.

In summary Motorcycle.com says: "To say we were impressed with the K1600 (including the GT version) is a colossal understatement. Blown away is more like it. Its six-cylinder engine is sex on wheels with power to spare. Its agility and athleticism is positively shocking for such a big girl, and its suspension and brakes are best in class. What's more, its array of standard and optional equipment put it in a league of its own. And, at USD25,845 for the GTL's Premium Package, it compares very favourably to a loaded Gold Wing (USD27,099) mildly revised for 2012. The venerable Gold Wing still holds a clear superiority in passenger accommodations and a slight advantage in ultra-low-speed handling, but the K1600 GTL otherwise significantly advances the super-touring category in every other way possible.

The full road test can be viewed at www.motorcycle.com

2012 Honda GoldWing

In the interest of fairness and even-handed editorial policy we include some notes (also from Motorcycle.com) about the new Honda GoldWing. So, what's new for the GoldWing?



"Revised styling is seen in the reshaped taillight, and the main fairing is slightly sportier looking with new dual vents just above the dual headlights.

A new, sleeker side fairing/radiator panel in a silvery finish creates a two-tone colour scheme on the four available colors (blue, black, red and white). The restyled panel also wears a new Honda emblem that looks identical to one found on the CBR1000RR. Honda says the revised fairing improves wind protection, specifically to the lower body/legs area.

The new GoldWing wears a somewhat sharper, cleaner look; and we usually welcome a freshened up face. But in light of the revisions to the fairing and styling - not to mention the year off between models! - we have to ask Honda, "Why no electronically adjustable wind shield?" To this day, the GoldWing remains one of the few big tourers without a pushbutton adjustment for the windscreen. Honda's own, long-running ST1300 has it. Why not the mighty GoldWing?



Saddlebag capacity is up 7 L, boosting total storage - including trunk and fairing pockets - to 150 L. Non-airbag models also get a central storage pocket, presumably where the airbag would otherwise reside on so-equipped models. Finish on the seat material is updated, and the wheels are now clear-coated to ease clean up and to help maintain a like-new look.

The Honda Satellite Linked Navigation System (available on some models) has a brighter colour screen, and offers "programmability for sharing favorite ride routes with friends and other riders," which can be accessed online according to Honda. The GoldWing's primo sound system (on all models), featuring SRS CS Auto technology surround-sound, now readily accepts MP3 players and allows for full control over the player via controllers on the handlebar switchgear. XM

radio remains an available option on the Navi package model. Honda says instrumentation is also updated on all GoldWings.

Other notable changes on the 2012 GoldWing are "revised suspension settings," that make for a more compliant ride leading to increased comfort, so say Honda press materials. Though Honda doesn't elaborate on specific changes to suspension, a quick peek at specs for the 2012 model reveals that, while rear suspension travel of 104 mm remains unchanged from the previous model, the new GoldWing sees a decrease of 18 mm from the 2009-10 model's 140 mm of travel.

Claimed curb weight for the 2012 model is 419 - 423 kg (depending on the trim level), where the most recent GoldWing's curb weight was 406 - 421 kg. Fuel capacity seems to have increased from 25 l to 25.4 l (a truly significant amount - Ed).

As Honda's flagship model, the GoldWing has arguably been an iconic leader in the touring motorcycle segment. For decades the big GoldWing has set standards for the potential of chassis and engine performance in full-decked touring rigs. Nevertheless, it's a little disappointing the GoldWing lacks innovation in 2012, receiving only cursory updates after so many years of relatively little change. This doesn't bode too well in the face BMW's soon coming all-new K1600GT and GTL.

Governmentium - *the heaviest element known to science*

Queens University researchers have discovered the heaviest element yet known to science. The new element, Governmentium (symbol=Gv), has one neutron, 25 assistant neutrons, 88 deputy neutrons, and 198 assistant deputy neutrons, giving it an atomic mass of 312.

These 312 particles are held together by forces called morons, which are surrounded by vast quantities of lepton-like particles called pillocks. Since Governmentium has no electrons, it is inert. However, it can be detected, because it impedes every reaction with which it comes into contact.

A tiny amount of Governmentium can cause a reaction that would normally take less than a second, to take from 4 days to 4 years to complete. Governmentium has a normal half-life of 2 to 6 years. It does not decay, but instead undergoes a reorganization in which a portion of the assistant neutrons and deputy neutrons exchange places.

In fact, Governmentium's mass will actually increase over time, since each reorganization will cause more morons to become neutrons, forming isodopes. This characteristic of moron promotion leads some scientists to believe that Governmentium is formed whenever morons reach a critical concentration. This hypothetical quantity is referred to as critical morass. When catalyzed with money, Governmentium becomes Administratium (symbol=Ad), an element that radiates just as much energy as Governmentium, since it has half as many pillocks but twice as many morons.

Kawasaki W800 Cafe

I've written about the new "retro" Kawasaki W800 before. The 773 cc parallel twin is now on sale in Australia at a very keen \$11,990 plus on-road costs.



Road testers have speculated about the potential of turning the W800 into a Triumph Thruxton cafe racer. Well, recently Kawasaki announced a "Cafe Style" model. The Cafe Style model consists of a range of accessories that can be added to the standard W800. Chiefly, these are a "Stone" style handle bar fairing and a single-seat cafe racer style seat. All other controls are left standard.



There is also a "factory" model which has a "dark" paint scheme - you can have it in any colour you like as long as its black! Details of this model are sketchy.



At this point in time the Cafe Style accessories seem to be available only in Japan but there is speculation that they will be made available to other markets including Australia. However, the "dark" model is likely to be for the domestic market only.

Expect to see more of these?



The NSW Police Service is looking at replacing its fleet of BMW RT1200 bikes with Harley Davidsons. Initial reports from Police riders have been positive.

Who was who in 1923 and what became of them

In 1923, who was:

- 1. President of the largest steel company?*
- 2. President of the largest gas company?*
- 3. President of the New York stock Exchange?*
- 4. Greatest wheat speculator?*
- 5. President of the Bank of International Settlement?*
- 6. Great Bear of Wall Street?*

These men were considered some of the worlds most successful of their days. Now, 88 years later, the history book asks us, if we know what ultimately became of them..

The Answers:

- 1. The president of the largest steel company - Charles Schwab, died a pauper.*
- 2. The president of the largest gas company - Edward Hopson, went insane.*
- 3. The president of the NYSE - Richard Whitney, was released from prison to die at home.*
- 4. The greatest wheat speculator - Arthur Cooger, died abroad, penniless.*
- 5. The president of the Bank of International Settlement - shot himself.*
- 6. The Great Bear of Wall Street - Cosabee Livermore, also committed suicide*

However, in that same year, 1923, the winner of the worlds most important road race, the Isle of Man T.T., was Stanley Woods.

What became of him?

He won 10 T.T. races between 1923 and 1939, he lived on the Isle of Man and rode motorcycles all his life. He lapped the island circuit at 82 mph in 1957 (The Golden Jubilee) aged 54. He was a wealthy man when he died aged 90.

*The Moral: F*** work, ride a motorbike.*

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