



# Eurobodalla Branch Newsletter



## July to September 2011 Number 2011-3

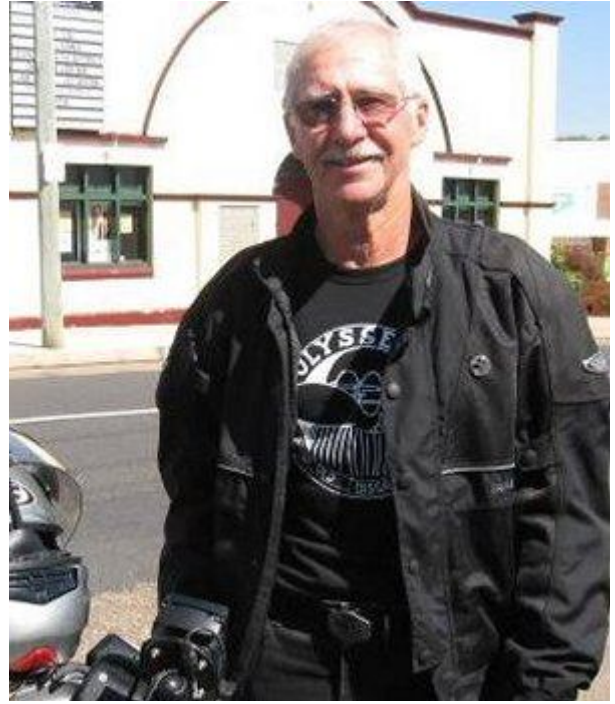
### Inside this issue

Office Holders	2
Office Holder Reports	4
What's happening in our Branch?	10
The Honda Broadford Bike Bonanza	15
A Trip to Lithgow	18
Bikes on the Net	23
Timeless and Period (and Expensive) Motorcycle Design	23
Rajputana Customs	24
New cylinder head design	25
New Suzuki DL-650 V-Strom for 2012	26
For sale	28
Those who support us	30

## Office holders



President: Jim Chaplin  
(02) 4474-2837  
chaplin70@internode.on.net



Secretary/Treasurer: Frank Hopkins  
(02) 4473-5422  
frankhopkins44@bigpond.com



Social Secretary: Chris Zammit  
(02) 4474-2448  
chris.zammit@steeline.com.au



Quartermaster: Murray Osborne  
0418-472-302  
go2momo@dodo.com.au

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Ride-Coordinator and  
Webmaster: Robert Overdijk  
(02) 4474-4110  
overdijk@bigpond.com



Committee member: Helen Jenkins  
(02) 4473-6868  
lhjenkins@aapt.net.au



Welfare Officer: Neil Adams  
(02) 4476-7679  
doctorgo@bigpond.com



Newsletter Editor: Peter Anderson  
(02) 4472-2274 or 0458-13-95-95  
peterjohnanderson@gmail.com

# Office holder reports

## The President's Message

Hi everyone...

I am always at a loss as to what this article should really be called. A report sounds too 'official' - we already have Frank and Murray doing 'official' things with dollars and numbers and lists and correspondences, both in and out, Robert and Chris organising and publishing calendars and social events; someone doing this and someone else doing that (sounds like this branch ticks over like a well oiled clock). I can't call it a "President's Message"; that's too pretentious or aggressive, "I'll give you the message...". Maybe it's just a yarn, or a chat, or just a President's Rambling. When you look at it, you can see that I'm surrounded by people who all know what they are doing, and are all doing it rather well or to be more disgraceful "bloody well". That must be where I fit in, the disgraceful part ... ah! well! someone's got to do it they say.

I am told on good authority that it is a scientific fact that humans live healthier and longer lives in colder environments. You know what, I don't care, winter has only just begun and I am almost over it already. It's not that much fun freezing your toes and fingers and knees and anything else that sticks out while you are riding down to pick up the newspaper on these mornings.

"Stop complaining!" I hear you say; but recently, if you have been paying particular attention to the television commercials for our friends McDonalds Restaurants, you will have learnt that "the complainers of this world are good, they get things changed or fixed" so that's what I want to concentrate on for a while. No, not complaining; the other part. I have discovered that we have another 'complainer' in our midst, Peter Anderson, our newsletter editor is currently bashing his head against a rock and some other hard thing, trying to fill our next and future newsletters with some sort of read-worthy news. Peter has been raking through the world wide web in an effort to pad up the newsletter, but what he needs is "news". A large proportion of that news should, ideally, come from us, we help make our news. There must be a little bit of headliner' in all of us. After all, we don't ride motorbikes because we are ultra-conservatives. We're out there. Next time you go for a ride, any ride, whether it's a Wednesday, Sunday or even a Saturday coffee experience; take your digital camera. Photos, and a bit of text, or just the photos, might be just the thing to embarrass one of your mates being a 'dumb old bikie' and make excellent reading for everyone else.

Peter and I are tossing around ideas to jazz up the newsletter. If anyone has any constructive ideas on this, talk to us, don't stand back. Maybe we need a 'centrefold' or a 'page 3 girl' (*A What? - Ed*) or a story on 'pole dancing in Bodalla' - whatever. We've just got to do something to stop Peter complaining, or our newsletter might just fade away (*Probably not that easily - Ed*).

It's great to see more new faces turning up, some I have met, some I haven't yet (but we soon will), and some are even riding Harleys (that's 5 and counting - 2 more early next year I think); we won't be able to call it a BMW club then, aye.

Well that's enough waffling or rambling on for this issue.

Cheers,

Jim Chaplin

#38825

# Secretary/Treasurer's Report

## Secretary's report

The telephone contact list has been completed and forwarded to those members who wished to be included. A few members did not respond to my request to provide telephone numbers and as a result are not on the list and have not been sent the list. We have approx. 90 members on the Branch records and it is not a simple matter to put out a contact list when many do not respond to emails.

### Correspondence In

1. 29.4.2011 — Entry Form for Narooma Oyster Festival Parade on 15.5.2011.
2. 19.5.2011 — \$75.00 rebate from National Ulysses Club - 50% of new members joining fees from July to December 2010.  
\$15.00 per new member who join with a form stamped "Eurobodalla Ulysses Branch".
3. 6.6.2011 — \$47.87 cheque from National Ulysses Club for GST refund, due to more money spent on purchases than Sales. (This will be different next year as stock is sold.)

### Correspondence Out

1. 18.4.2011 — To Naomi Downie, Ulysses Admin. Information re new Committee following Branch AGM
2. 29.4.2011 — Email to Branch Members - Motorcycle Council of NSW information.

## Treasurer's report

The rebate for new members has been increased from \$10.00 to \$15.00 due to the joining fee being increased to \$30.00. **THIS ONLY APPLIES WHEN A MEMBERSHIP FORM WITH OUR EUROBODALLA STAMP THEREON IS USED BY A NEW APPLICANT.**

### Income

April — Sale of Branch Gear: \$49.00

May — Sale of Branch Gear: \$56.00

Membership remittance: \$75.00

**Banked: \$150.00**

### Expenditure

May — Corner Stone Embroidery: \$19.80

### Stock on hand

End of May: \$500.00

### Account Balance

**End of May: \$920.60**

Frank Hopkins

## Quartermaster's Report

There has been as steady sale of Branch gear since the AGM in April with rugby tops being the main purchased item. The stick on logos, in particular the clear one, has been the most popular.

The cloth patches having been selling well, only five left. If anyone is interested in one it might be a good idea to buy it now because when the last one is sold we won't be restocking because of the cost. We have to buy 50 at a time because that is the minimum number that can be purchased. As

most members now have one it would take many years to sell another 50.

Regarding shirts, warm up jackets, fleecy jackets and rugby tops there is always the problem of correct size because not all our gear comes from the same manufacturer. This creates a situation where one brand might be a small size but in another it may be a medium or large.

To find your size just lay a favourite fitting shirt/jacket flat on a table and measure the distance in centimetres across the chest just below the arm pits. That way you will get the correct size without having to try one on and alleviate the need for us to carry excessive stock for fitting purposes.

My contact details are on our gear shop website should you require any item.

Take care and remember to Gear up to Ride.

Murray Osborne  
Branch Quartermaster

## Social Committee's Report

The branch has enjoyed its usual quota of social activities in the past few months with a Sunday ride to the Big Hole via Braidwood where a BBQ was enjoyed and a walk to the Hole by a couple of us as well. The day attracted a couple of 4 wheeled vehicles this time who apparently enjoyed the trip up the Clyde as did the bikes on the day. They didn't submit a ride report on their activities so I can't elaborate on what they got up to but it sounded a bit disgraceful anyway. At least the bikes behaved themselves on the trip to Braidwood. Anyway the day was fine and the company was good as was the trip there and back. Just the right amount of KMs for this time of year being a short day.

Helen arranged a Christmas in July which was held at the Turn Inn at Tuross. My wife Jenny attended and the report was that it was a good day enjoyed by all who attended. There was a good level of interest in the event and although it may have been first thought that it would only attract the ladies of the group, being a mid week event, there were quite a few of the men who went along. From what I have been told the meal was good and for the price it was excellent value.

The Queens Birthday long weekend saw a group of people on bikes and a one car take a trip to Gundagai and Junee. This replaced the planned trip to the Woolongong area which was cancelled due to lack of availability of group accommodation. From all reports it was a good trip and the weather was very kind to travellers that weekend.

The next social activity is planned for Saturday July 23rd and Sunday 24th which is the previously mentioned Christmas in July.

This event has been on the agenda for some time now and Robert and I have investigated the proposed venue for the meal and the accommodation.

The Steam Packet Hotel will be where the meal is to be on Saturday night and the Big 4 park over the road at Nelligen is where those who wish to stay overnight can be accommodated.

The Big 4 has a large variety of cabins and sites for those who wish to bring their own camper or van. The Christmas in July event has been suggested to take place in Nelligen as it is central to the Eurobodalla area somewhat and it appears to be a good location with the facilities needed for this sort of thing. It has been suggested that we will see how well the weekend goes and get some feedback from those who attend in regard to staging a larger event in the future, which would involve inviting other Ulysees branches to an event of some sort.

Please see a separate e-mail which will be circulated in regard to more details on the Christmas in

July event.

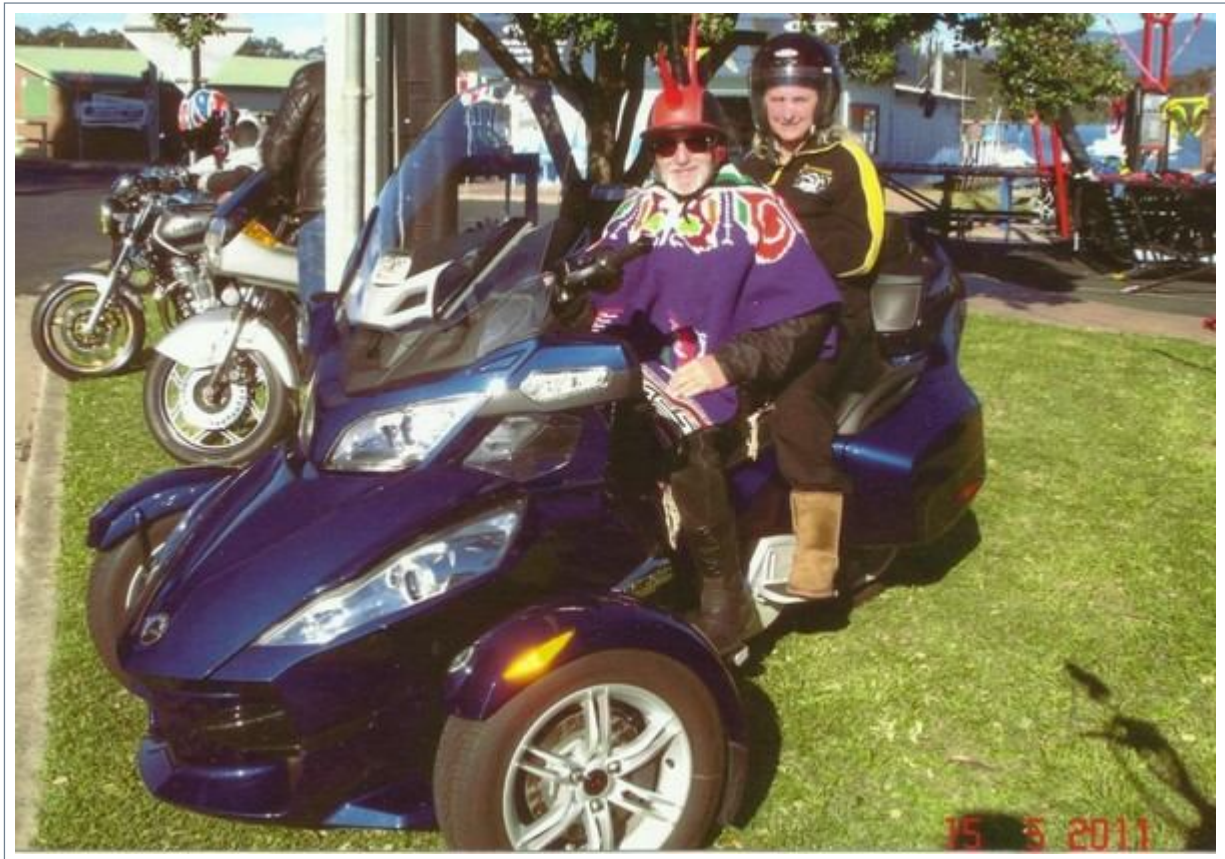
There will be another BBQ held at Mystery Bay which is proposed for Sunday the 18th of September. Hopefully the day will be fine for that day as it was the last time we went there earlier this year.

That's all from the Social Committee for this report. Look forward to seeing all enjoy the next few social activities planned and thanks to those who have attended the past ones in the recent past.

Regards  
Chris Zammit

## Ride Coordinator and Webmaster's report

Going into the winter months it has been a bit quiet since the last report in the April newsletter. A dozen or so members showed up at the Oyster Festival in Narooma on 15th May to head the parade. Despite the good weather on the Sunday morning, there were more participants in the parade itself than spectators along the short route, which may have had something to do with the early start.



Doc and Fay Adams were a crowd pleaser with the Spyder and the colourful attire.

At our request we were put at the head of the parade to make it easier on the clutch but we left the golf carts and everyone else behind even at the very low speed.

Helen organised a Christmas in June luncheon at the Turn Inn in Tuross which was well attended.



This will be followed up with a Christmas in July dinner and overnight stay at Nelligen 23/24 July. Chris is working on the details which will follow soon.

Ray and Kay are already booked in at the Big4 in Nelligen. Ray will bring his boat and the inner tube if anyone is game to get wet.

Since the Newcastle AGM, I have not been camping anywhere and I was looking forward to the Alpine Rally at Yarrangobilly Homestead. Unfortunately Steve Daniel (the only other rider) and I decided not to go as the weather predictions were not that favourable ( some say we "chickened out" 😞). After our exciting ride in icy conditions last year to the Alpine Rally at the Brindabella Homestead, this year was going to be easy on bitumen but a closed Brown Mountain due to snow and the long way around via Tumut having black ice on the road between Talbingo to Yarrangobilly a few days earlier made us think twice. Must be getting too cautious.

Thanks Warwick Emerson for both photos.

Robert Overdijk.

## Editors ramblings

Well this is my sixth Newsletter done and dusted. When I started to put this issue together I seemed to have no Branch content to speak of. I had lots of material of interest from the Internet (well that may be debatable) but very little from our Branch. In a most uncharacteristic way, I had a mild dummy spit and e-mailed the Committee. I had two intentions with this missive: firstly, to ensure that those who needed to, got their Office Holder's Report into me on time; and secondly, to try and organise some local stories for the enjoyment of you - my reader. Well I succeeded with my first aim - lots of good reports. I also seemed to have succeeded with my second request - Lyall and Helen Jenkins' photos from the Newcastle AGM are great thank you. But the really good content came from Laurence Hardisty who supplied TWO articles - a report on the Honda Bradford Bike Bonanza and a trip report of a recent ride to Lithgow. These I recommend to you for a good read - thanks Laurence.

The "Newsletter" is not that unless it has some "news". So why not jot down some notes of the rides you do or other motor cycling related things you have done recently. And better still, if you have some digital photos then include them. If you think your literary efforts are not up to standard fear not; this journal has quite low standards or give me your notes and I will show you what bad writing really looks like. Our Newsletter will be a much better newsletter with more content about YOU! I hear there is a diesel motorcycle about to join our ranks, that might be a good place to revive the section on "Member's Rides".

Feel free to give me your comments on the Newsletter; glowing praise will be readily received while abrasive criticism will probably be ignored 😊.

Peter Anderson  
#48070

## STOP PRESS

There is a rumour that the Editor has seen the light and has got rid of his "fat Vespa" and returned to the fold of "real" motorcycle ownership. "I'm tired of riding at the end of the pack like a leper!" he was heard to mutter recently into his espresso coffee and apple turnover (with cream of course). "I want to ride at the front with the leaders of the pack! I need to get a real bike!" he he is reported to have said in a fit of pique. If this rumour is true it could mean the extinction of maxi scooters from this Branch. Will the Editor start drinking his coffee from a mug? Stay tuned, we will bring you more as this story breaks.

### ***Late-breaking news from Scotland!***

#### ***Bride's och aye, the poo!***

*A FUMING bride DECKED her kilt-wearing hubby when he sat on her knee at the reception and left a SKIDMARK on her wedding dress!*

*Like all true Scotsmen, Angus McClure, 26, didn't wear pants under his kilt when he married sweetheart Sarah Grant in Greenock, Renfrewshire.*

*But his traditionalism let to uproar when he perched his poorly-wiped backside on 24-year old Sarah's pristine frock, leaving an unsightly smear.*

*After Sarah swiped at Angus, the well-refreshed McClure and Grant clans led the reception into bloody mayhem.*

*A police source said: "I've been a police officer in Greenock for nearly 20 years and so I've seen lots of wedding parties turn nasty but this was something else."*

*In total, seven people were arrested in the grounds of the wedding venue, Greenock Reformed Temperance Hall, and face public order offences.*

*It's believed that Angus and Sarah were reconciled when they sobered up, and have no memory whatsoever of the melee.*

# What's happening in our Branch?

## New members

Welcome to the following new members of our branch:

- Brian Butters (#22529) and Sharon Herringe (#45903) from Sunshine Bay.
- Gary and Dianne Young
- Barry Muirhead from Moruya

Make sure you say "Hello!" to them next time you see them.

## 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".

## 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.

## The Branch has a Welfare Officer

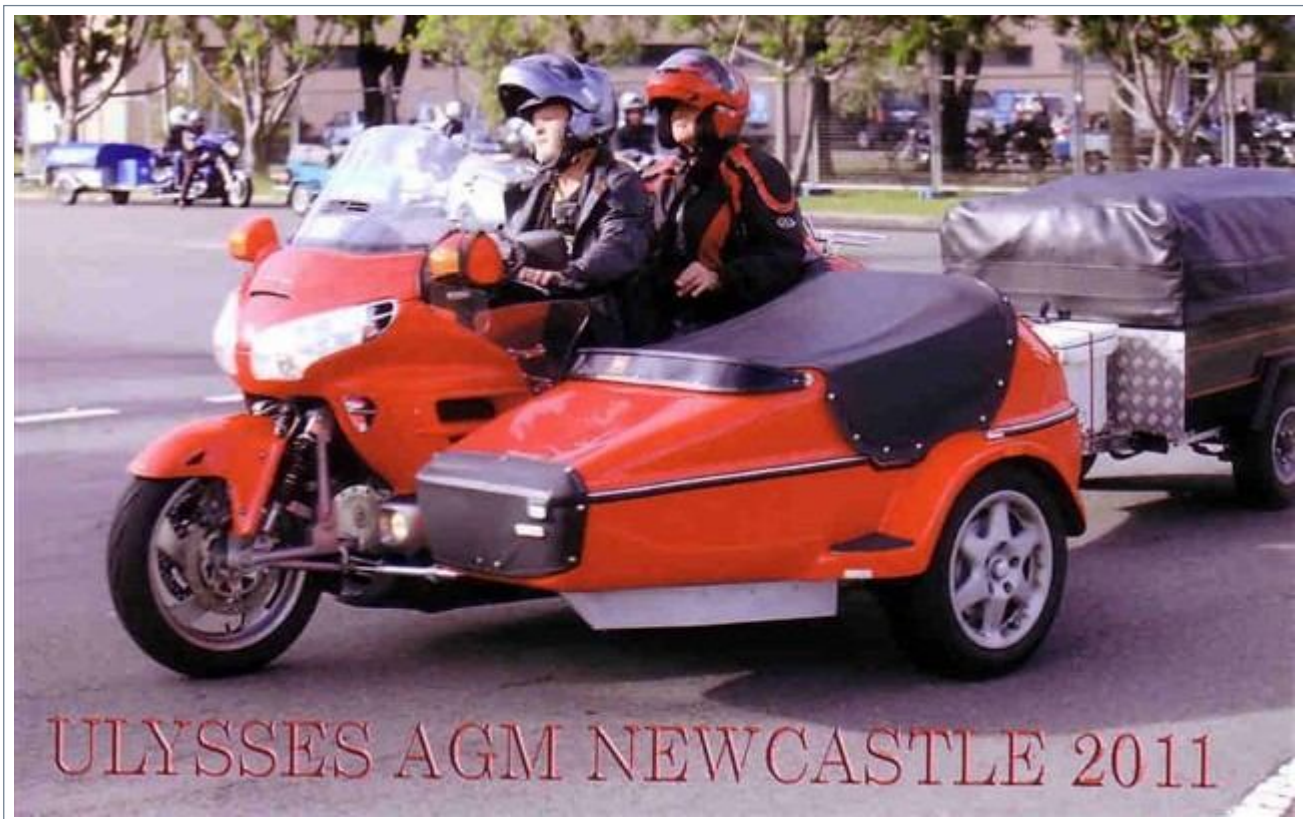
Neil 'Doc' Adams is the Branch's Welfare Officer. He asked that this small piece be included in the Newsletter so that members know he's there if needed.

"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 independant 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

## Ulysses AGM 2011 - Newcastle

Eurobodalla Branch had a number of members brave the M7 and F4 freeways to ride up to Newcastle in late March. Below are some pics from the event taken by Lyall and Helen Jenkins - looks like a "full-on event" 😊!





*A man walked out to the street and caught a taxi just going by. He got into the taxi, and the cabbie said, "Perfect timing. You're just like Brian".*

***Passenger:*** "Who?"

***Cabbie:*** "Brian Thomas. He's a guy who did everything right all the time. Like my coming along when you needed a cab, things happen like that to Brian Thomas, every single time."

***Passenger:*** "There are always a few clouds over everybody."

**Cabbie:** "Not Brian Thomas. He was a terrific athlete. He could have won the Grand Slam at tennis. He could golf with the pros. He sang like an opera baritone and danced like a Broadway star and you should have heard him play the piano. He was an amazing guy."

**Passenger:** "Sounds like he was something really special."

**Cabbie:** "There's more. He had a memory like a computer. He remembered everybody's birthday. He knew all about wine, which foods to order and which fork to eat them with. He could fix anything. Not like me. I change a fuse, and the whole street blacks out. But Brian Thomas, he could do everything right."

**Passenger:** "Wow. Some guy then."

**Cabbie:** "He always knew the quickest way to go in traffic and avoid traffic jams. Not like me, I always seem to get stuck in them. But Brian, he never made a mistake, and he really knew how to treat a woman and make her feel good. He would never answer her back even if she was in the wrong; and his clothing was always immaculate, shoes highly polished too. He was the perfect man! He never made a mistake. No one could ever measure up to Brian Thomas."

**Passenger:** "An amazing fellow. How did you meet him?"

**Cabbie:** "Well, I never actually met Brian. He died. I'm married to his f\*\*\*ing widow."

## Albury Wodonga Branch Ulysses Border Bike Fest - 23 Oct 2011

Hello fellow Ulyssesians,

This year's event will be the fourth year of the "Border Bike Fest". Last year, 1500 people passed through the gates and over two hundred bikes were on show. It was a very successful day. Eight thousand dollars was raised for charity on the day in 2010. The Albury Wodonga Branch of the Ulysses Club donated four thousand dollars to the Ulysses Club Arthritis Research Fund. The Wodonga Lions Club who we organise the bike fest in conjunction with donated four thousand dollars to local charities. We hope to raise several thousands of dollars this year.

This year we are opening up the event to:

- A bike only swap meet which will be run by the local branch of the Classic and Enthusiasts Motor Cycle Club.
- Two rides on the Saturday 22/10 TBA
- A night movie, Saturdat 22/10, on site under the stars, we're looking at a classic motorcycle movie TBA.

So make it a weekend away taking in some memorable rides, a friendly gettogether and some great bikes to look at. Put your bike in the show and take home a trophy.

For further details please visit the web site: [www.motorbikeshowandshine.com](http://www.motorbikeshowandshine.com)

Rex Beard - President  
Albury Wodonga Branch, Ulysses Club Inc.  
PO Box 116 Wodonga Victoria 3690

## Christmas in July

The Christmas in July weekend of the 23rd and 24th of July deetails are as follows.

The venue for the dinner which is to be at the Steam Packet Hotel, Kings Hwy, Nelligen and at the moment it may be a 3 course meal.

The Steam Packet has been considering holding its own Christmas in July event on that day, as they did the same weekend last year.

If they are to proceed with their plans it has been decided, amongst the committee members, that we will join in on their night.

I am not sure of the cost per head or the time that it is to start at this stage, but I am sure that this will be known closer to the day and another message will be distributed with this information in the near future.

In regard to the accomodation for those who wish to stay over the night or weekend, the Big 4 park over the road from the Steam Packet has a number of selections available from Luxury cabins that will sleep 8 people to camper and tent sites. A number of people have already made their bookings for the weekend and at the time that this message goes out there are quite a few vacancies. Contact the Big 4 on either 4478-1076 or 1300-784-446 to see what is available.

Inquiries have found that the park will not impose a late check-out for the Sunday for those who wish not to leave at 10.00 A.M. on the Sunday as it is in the low season and they don't expect to have any bookings that would require the standard check-out time to be adhered to.

The Camp Kitchen will be available for the group to cater for a breakfast on the Sunday morning . More details to be forwarded in this regard later.

Any further queries in regards to the Christmas in July weekend can be directed to myself any night after 7.00 P.M. on 4474-2448.

Regards,  
Chris Zammit.

## Up-coming events

### Swap Meets

- 31st July — Nabitac Swap Meet at Motorcycle Museum Nabitac (near Taree)
- 5th and 6th August — Cessnock Swap Meet, Cessnock showground. Bikes, cars, machinery and bric-a-brac (huge 2 day meet)
- 24th and 25th September — Queanbeyan Swap Meet, Queanbeyan showground
- 4th September — Cootamundra Antique Motor Club's 30th Father's Day Swap Meet, Cootamundra showground
- 13th November — Gulgong Vintage and Classic Bike Club's Swap Meet, Gulgong (near Mudgee), "a must do trip"

### Bike Shows

- 27th and 28th August — South Coast National Car, Bike and Truck Spectacular, Moruya High School grounds
- 25th September — Classic and Enthusiast's Motorcycle Show Day Engadine (Sutherland Shire ), Old 'n New Show and Shine
- 23rd October — Ulladulla Marlin Hotel 'Show n Shine' bike show, we've had a couple of winners in this one before
- 19th November — Bombala Bike Celebration, the raffle this year is a 1979 T140 Triumph Bonnie, information at [www.bombalabikeshow.com.au](http://www.bombalabikeshow.com.au)

# The Honda Broadford Bike Bonanza

A trip report by Laurence Hardisty

I have just returned from the Honda Broadford Bike Bonanza (HBBB) held in Victoria over the Easter break. This is the headline that got me motivated to head south for the week:

***"A true showstopper will be hitting the track this coming Easter, with the extremely rare Britten V1000 set to roar once more for the 2011 Honda Broadford Bike Bonanza. One of only 10 V1000's built prior to the death of creator John Britten in 1995, this particular machine is believed to be the only running example of the masterfully-built bikes remaining, making its visit to the 2011 Honda Broadford Bike Bonanza all the more unique. Currently one of the most sought-after bikes in the world, the Britten will be ridden by none other than Kiwi Motorcycle Sport legend Hugh Anderson."***

Well the Britten looked and sounded magnificent. I was in the pits very, very early before the crowd arrived on Saturday morning. After talking to a few people I sought approval to get close for a few photos. I felt privileged to be able to get close enough to appreciate much of the detail in John's design. I have never seen a motorcycle without a frame before. An amazing design and the machine is visually stunning.



Apart from the Britten there were approx. 700 other motorcycles on display at the State Motorcycle Centre in Broadford so there was something for every taste.

The HBBB website is worth checking as it has been updated to include photos of the 2011 event. This is the link I used <http://www.ma.org.au/index.php?id=hbbb>

- "Photo Galleries" > "Saturday at HBBB" > "Show n Shine" - Part Two (for some

photos of the Britten).

- Parts One & Three are also worth a look as they provide an indication of the bikes that were at Broadford.
- If you then go back and click on "Super HBBB Sunday" there are more bike images under "Out and About" Parts One, Two & Three.

Great images of a fantastic bike show held over two days.

I caught the free shuttle bus to the other circuits at different times as there are events happening simultaneously around the Centre throughout the weekend. The speedway "sliders" and side cars were great to watch. I have never seen live speed way before and the side cars on a speedway track are just insane. I didn't realise what sideways was until I saw these guys in action. Check the website for photos.

Events at the Motorcross and Enduro circuit looked like fun but a lot of hard work. The solo's were exciting but sidecars on a motorcross circuit - I am sure the rider and passenger are very skilled and work closely as a team, but it looked like "hang on and hope" to me. Great for spectators

If balance and infinite control is your game then a trip to the Trials circuit is the go.

Back to the road circuit and the main game (for me anyway).

I could write a book on my experience at the 2011 HBBB. It was all good This is only the third year the event has been held. Let's hope the sponsorship holds up and the event continues to be held well into the future.

Apart from looking at all the bikes what I really enjoyed about the weekend was the atmosphere. No agro, no attitudes, no bad behaviour, no side shows - just motorcycling enthusiasts enjoying their bikes in the company of like minded souls at The State Motorcycle Sports Complex at Broadford - the only comprehensive motorcycle sport facility of its kind in Australia. My kind of outing.

Please check out the HBBB website. It also contains a good map of the venue. The event was well organised and attended by many thousand motorcycle enthusiasts of all ages. If the event is held next year it may be considered worthy of mention in the 2012 ride calendar. There is ample camping available at the site.

Best wishes  
Laurence

*An elderly man on a Moped, looking about 90 years old, pulls up next to a doctor at a street light.*

*The old man looks over at the sleek shiny car and asks, "What kind of car ya got there, sonny?"*

*The doctor replies, "A Ferrari GTO. It cost half a million dollars!"*

*"That's a lot of money," says the old man. "Why does it cost so much?"*

*"Because this car can do up to 220 miles an hour!" states the doctor proudly.*

*The Moped driver asks, "Mind if I take a look inside?"*

*"No problem," replies the doctor.*

*So the old man pokes his head in the window and looks around. Then, sitting back on his Moped, the old man says, "That's a pretty nice car, all right ... but I'll stick with my Moped!"*

*Just then the light changes, so the doctor decides to show the old man just what his car can do. He floors it, and within 30 seconds the speedometer reads 150 mph.*

*Suddenly, he notices a dot in his rear view mirror. It seems to be getting closer!*

*He slows down to see what it could be and suddenly WHOOOSSSHHH! Something whips by him going much faster!*

*"What on earth could be going faster than my Ferrari?" the doctor asks himself.*

*He presses harder on the accelerator and takes the Ferrari up to 180 mph.*

*Then, up ahead of him, he sees that it's the old man on the Moped!*

*Amazed that the Moped could pass his Ferrari, he gives it more gas and passes the Moped at 200 mph and he's feeling pretty good until he looks in his mirror and sees the old man gaining on him AGAIN!*

*Astounded by the speed of this old guy, he floors the gas pedal and takes the Ferrari all the way up to 220 mph.*

*Not ten seconds later, he sees the Moped bearing down on him again! The Ferrari is flat out, and there's nothing he can do!*

*Suddenly, the Moped plows into the back of his Ferrari, demolishing the rear end.*

*The doctor stops and jumps out and unbelievably the old man is still alive.*

*He runs up to the banged-up old guy and says, "I'm a doctor! Is there anything I can do for you?"*

*The old man whispers, "Unhook my suspenders from your side view mirror!"*

# A Trip to Lithgow

by Laurence Hardisty  
May 2011

The trip to Lithgow was something I had in mind for some time. The reasons for going were:

- I had read and heard of a road from Bathurst to Lithgow via Sodwalls that was a good alternative to the Great Western Highway
- To revisit the Small Arms Factory in Lithgow.
- I also just wanted to be on my bike but I am not sure if that qualifies as a reason.



Anyway, the Bureau of Meteorology (BOM) website was promising fine weather ahead for a few days so I packed up at short notice and headed off up the Kings Highway. First stop was Goulburn for lunch at The Roses Cafe just up from the Court House and opposite the park in the centre of town. I always used to stop at The Paragon in the main street and this is still a sentimental favourite cafe. However, I would recommend that you give the The Roses a try if you have not been there. Excellent food and service.

After lunch it was fuel time and off up the Tablelands Way to Bathurst. This has become one of my favourite roads along with the Cann River Highway and the Snowy Mountains Highway between Cooma and Tumut. It was a beautiful sunny typical autumn afternoon and I was full of praise for the BOM and the accuracy of their forecast. A brief pit stop at the Taralga Hotel and then just cruising along at a leisurely pace to Oberon. After a coffee at Oberon it was on to Bathurst via O'Connell.

I had pre-booked accommodation via the Wotif website at the Bathurst Heights B & B and although I had not stayed before I was very pleased with my choice. Mine hosts Virginia and Graeme could not have made me feel more welcome. They have a lovely home that is tastefully furnished and the rooms are well appointed and comfortable. Their recommendation of The Acropole in the Bathurst CBD as a venue for dinner was followed. Apparently, The Acropole is something of an institution in Bathurst. It is a family owned business and has been operating in Bathurst for about 50 years, so it is well known to the locals. The Acropole offers good home style cooking at moderate prices but servings are very big. I really struggled with three courses and I thought I was hungry. If you have ever been to The Central Cafe in Queenbeyan you will know exactly what to expect at The Acropole.

By the time I left The Acropole the temperature had really dropped and it obviously going to be a cold night. However, it was still early so I set off for the Mount Panorama circuit. I arrived at the circuit stopping in front of the pits on the Main Straight. There was not a soul in sight and it is so quiet it was eerie. What am I doing this for? Ah well here goes. Off to Hell Corner then up Mountain Straight hoping the resident wildlife were going to be staying put. Up through The Cutting and the concrete walls looked really intimidating when they appeared out of the dark. I stopped at Skyline to take in the view. It was a clear, cold evening but the lights of the city of Bathurst looked a real picture. I enjoyed the view until I became aware of the cold so I then set off

down through the Esses and The Dipper - more concrete looming out of darkness and with eyes the size of saucers I exited on to Conrod Straight then through The Chase and on to Murray's Corner. It was only then that I realised I hadn't seen a car or another living sole all the way round the circuit. I must be the only person out here in this darkness? Maybe time to head back to civilisation and some street lights.

Back at the B & B it was really warm and cosy as it is centrally heated. Slept well and woke to another fine sunny autumn day. But it was cold outside - 1 °C worth of cold. However, by the time I enjoyed a home cooked breakfast that was washed down with numerous cups of freshly brewed coffee the day had warmed up considerably. Leaving the B & B I set off to find the road to Sodwalls and Lithgow. Retracing my route on the Tablelands Way, I turned off to the left just past the historic O'Connell Hotel. I followed this quiet secondary road through undulating country to Tarana where the road to Sodwalls is clearly signposted. The



road basically follows the main western rail line between Bathurst and Lithgow. I passed a Sodwalls sign and assume it indicated a locality more than anything else. Shortly after that a T-junction was encountered that provided the option of travelling to Lithgow via Rydal or Lake Lyell. I chose the Rydal route for no logical reason. A very pleasant and relaxing road to ride. The Lake Lyell option is on the list for next trip. On arrival in Lithgow I had time to admire the bronze sculpture of Marjorie Jackson - "The Lithgow Flash" - before having an early lunch.



Then it was onto the Bells Line of Road to the Zig Zag Railway where I arrived just before the 1300hrs departure on the scheduled vintage rail motor tour. The vintage rail motor tour was a great experience. Unless you are a steam buff the vintage rail motor tour is the go. The steam train trip does not include a tour whereas the vintage rail motor tour includes a informative commentary by the guard, stops at key vantage points to take photos and includes a walking tour through the workshops and a tour of a vintage signal box - the highlight of the tour for me.

The human endeavour involved in constructing the viaducts in extremely rugged terrain is amazing and the workshops are a real men's shed for big boys toys.



On the way back to Lithgow I took a trip to the top of Hallam Walls. Commanding views of the surrounding area are to be enjoyed from the lookout above the sheer rock face. I again praised the BOM for their good work in organising such a clear day for viewing the local scenery. My choice of accommodation in Lithgow was the Zig Zag Motel. This quiet motel is privately operated and offers rooms of a good standard that are modern and well appointed. I chose to dine in at the restaurant that is fully licensed, has a good menu and is reasonably priced.

After another good nights rest I woke to yet another fine sunny but cold morning, i.e. -1 °C. After breakfast I went to the Lithgow Small Arms Factory arriving just after opening. My last visit here in the mid 1960's was when the factory was fully operational and manufacturing SLR rifles, bayonets etc. The main buildings are now empty but some parts for the current Army issue Steyr rifle are still made there.



The building that is now the Museum contains an incredible collection of weapons including 600 hand guns. It seems each weapon has a story associated with it. I was shown one hand gun that is tiny - so small it can be concealed in the palm of your hand. At the other end of the scale there is a huge (Go ahead -make my day!!!) .50 calibre magnum that has so much recoil it has to be fired in the prone position - unless you are into doing backwards somersaults from a standing position. Another, the Perfume hand gun was the favourite weapon for "Ladies of the Night" and was used

if a client refused to pay after services were rendered - not designed to kill but would leave a client with an embarrassing condition that could be extremely difficult to explain to the wife. A gold plated revolver was especially made and presented to Lady Sonia McMahon - but she didn't like it and handed it back. In the military section there are four weapons available - .303. Owen, SLR and Steyr for those who wish to get 'hands on". But it's not all about weapons.



The human connection makes this place a must to visit. The volunteer guides are mostly former employees and have a great knowledge of the history of this industry that once employed 6000 people. One guide started work there at 14 years of age sweeping floors, then completed an apprenticeship as a machinist and retired as a supervisor. He can recall a time when every family in the street where he lived had at least one family member in employment here. Between the great wars when the demand for weapons declined and all manner of commercial products were made to keep the factory going i.e. golf club heads, sewing machines, mix masters etc etc. There is amazing history here and it is fascinating to listen to these former employees. The Small Arms Factory is a great place to visit, my recommendation is to do it before these ageing former employees are gone. But be generous with you allowance of time when you are planning a visit.

Before leaving Lithgow I had to decide on a route back to the south coast. Either follow the Great Western Highway over the Blue Mountains to Penrith ( with all it's road works and speed restrictions) then the M4 to the Northern Road (80 kph) and on to Appin before heading south on the Princess Hwy OR take the scenic route via Hampton back up to Oberon for a coffee, then down the Tablelands Way to Goulburn and the Kings Hwy to the coast. Not a difficult decision really.

So many highways - so little time

Laurence

*I have a question...*

*Nagasaki 1945, after the atomic bomb:*



*Nagasaki 2011, following earthquake and tsunami:*



*The question is : "What the f... is that arch made of?"*

## 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.

### Timeless and Period (and Expensive) Motorcycle Design



THE KNEESLIDER website (<http://thekneeslider.com>) recently featured an article about this MV 750S for sale. Apparently this bike is actually a 750S clone; while it looks exactly like the "real thing" it was a model that was originally sold in France and was therefore "plated" as a 600S. It seems that at the time it was made it was not possible to register motorcycles in France with engines greater than 600 cc in capacity. To get around this problem MV simply labelled their bike a 600S rather than a 750S. This bike's provenance is further enhanced by the fact that at some time in its past it was owned by former MV factory rider John Surtees.



The author of the post waxes on about the bike's timeless looks and in particular the engine. I whole heartily agree with him; just look at the detail around the carburetors and the cylinder

head - its a real work of engineering art. The bike was recently sold for USD68,355.00 - a bargain in my humble opinion.

## Rajputana Customs

A Rajaput what! The pictures below look like the Orange County Choppers crew have built some new bikes and forgot to put the second cylinder onto the engine during the bike builds 😊.



Actually, these two bikes are 500 cc Royal Enfields and were designed by Vijay Singh and built by Rajputana Custom Motorcycles in Jaipur, India. The build quality looks to be very good. They build custom bikes from scratch and modify owner's existing bikes. If you want to find out some more details about these bikes you can reach Rajputana Custom's website at <http://rajputanacustoms.com/> - the website looks as well made as the bikes.

If you have a partial interest in Royal Enfields then you might be interested to know that one of our own members should have taken delivery of a diesel engined RE by the time you are reading

this Newsletter. This particular bike was built in the UK by Real Classic ([www.realclassic.co.uk](http://www.realclassic.co.uk)) and should look something like this:



## New cylinder head design

This is not a motorcycle story perse but it is of interest to anyone with a mechanical bent.



General Motors (GM), in the USA, are getting ready to release the 2012 model of the Chevrolet

Camaro. This car will debut a new 3.6 lt V6 engine. GM's design goals included more power, better fuel economy and fewer emissions — in engineering design these attributes are the antitheses of each other. GM has used direct fuel injection (a new but not unique technology) and a novel exhaust system to achieve an 31 kW (15%) performance increase and at the same time lower emissions, narrower engine size and noise reduction. The new exhaust system incorporates the traditional exhaust manifold **INSIDE** the heads. The new cylinder head design gives the engine a 10% improvement in exhaust flow, a 9.3 kg reduction in weight and reduces engine width by 12 mm.

Holden is GM's design centre for what it terms its "Zeta-based rear-drive cars"; these include both the Camaro and the Commodore. While Holden is not commenting on the new cylinder head design it is speculated that this design will be incorporated into future Holdens.

While a "four-into-one-into-two" exhaust looks good; a single exhaust pipe and muffler would save a considerable amount of weight on a motorcycle.

## New Suzuki DL-650 V-Strom for 2012

During late May and early June Suzuki ran a slow leak campaign leading up to the release of its 2012 DL-650 V-Strom. Initially parts of the bike were shown in outline or shadow then bits and pieces of the bike were shown (see below) until the final announcement at the end of June. The campaign lead one to believe that an all new design for this bike was about to be released, something quite revolutionary and new to the "motorcycle SUV" market.



Well the reality is rather disappointing. So what is new? — MotorCycleDaily.com made the following observations:

*The engine is the same displacement, although in a slightly different tune. The suspension pieces appear to be largely unchanged, and the claimed weight has dropped by 6 kilograms. In many ways, this appears to be the same old V-Strom 650 with new plastic and instrumentation. The bodywork does look much better (in our opinion), and it is apparently narrower, including a slightly smaller fuel tank (down two liters). Suzuki says it put great effort into designing the three-way adjustable wind screen, and there is some useful information provided by a new instrumentation panel (details below). Wheel sizes appear to be the same, including 17 inch rear and 19 inch front.*



*Although the new model still features an engine displacing 645cc, it has received many changes. Cam profiles were changed to improve low-to-mid range RPM power and torque. The use of single valve springs, rather than double, reduces mechanical losses and therefore slightly increases power and torque. A switch to iridium spark plugs is also said to improve throttle response and fuel economy. A new idle speed control makes the bike easier to start and perform better in cold weather.*

*The clutch release mechanism was changed to a cam type to improve operation and feel. The clutch also has a thicker cover to reduce mechanical noise. The old model featured air cooling of the engine oil, but the new model receives a liquid-cooled oil cooler, which should stabilize oil temperatures and improve engine reliability. Suzuki also redesigned the crankshaft and the primary gear, both of which contribute to improved refinement and lower mechanical noise levels. All of these changes are said to significantly increase low-to-midrange power delivery.*

*A new, more sophisticated ABS system performs better and is substantially lighter. The suspension appears to be unchanged from the existing model, which means spring preload adjustment in the fork along with spring preload adjustment in the shock (by a simple knob that can be hand-operated), as well as rebound adjustment in the shock. The V-Strom continues with the same 17 inch rear and 19 inch front wheels.*

*The instrument cluster is entirely new with several new functions. An analog tachometer sits alongside a large LCD display that can be adjusted for brightness. A gear position indicator accompanies a road freeze warning indicator and ambient temperature indicator that can alert the rider to dangerous road conditions. In addition to a fuel gauge, there is now a fuel consumption meter that can help riders plan refueling stops. All the other, usual indicators and instrument features are available, including dual trip meters.*

# For sale

## BMW R1150GS ABS

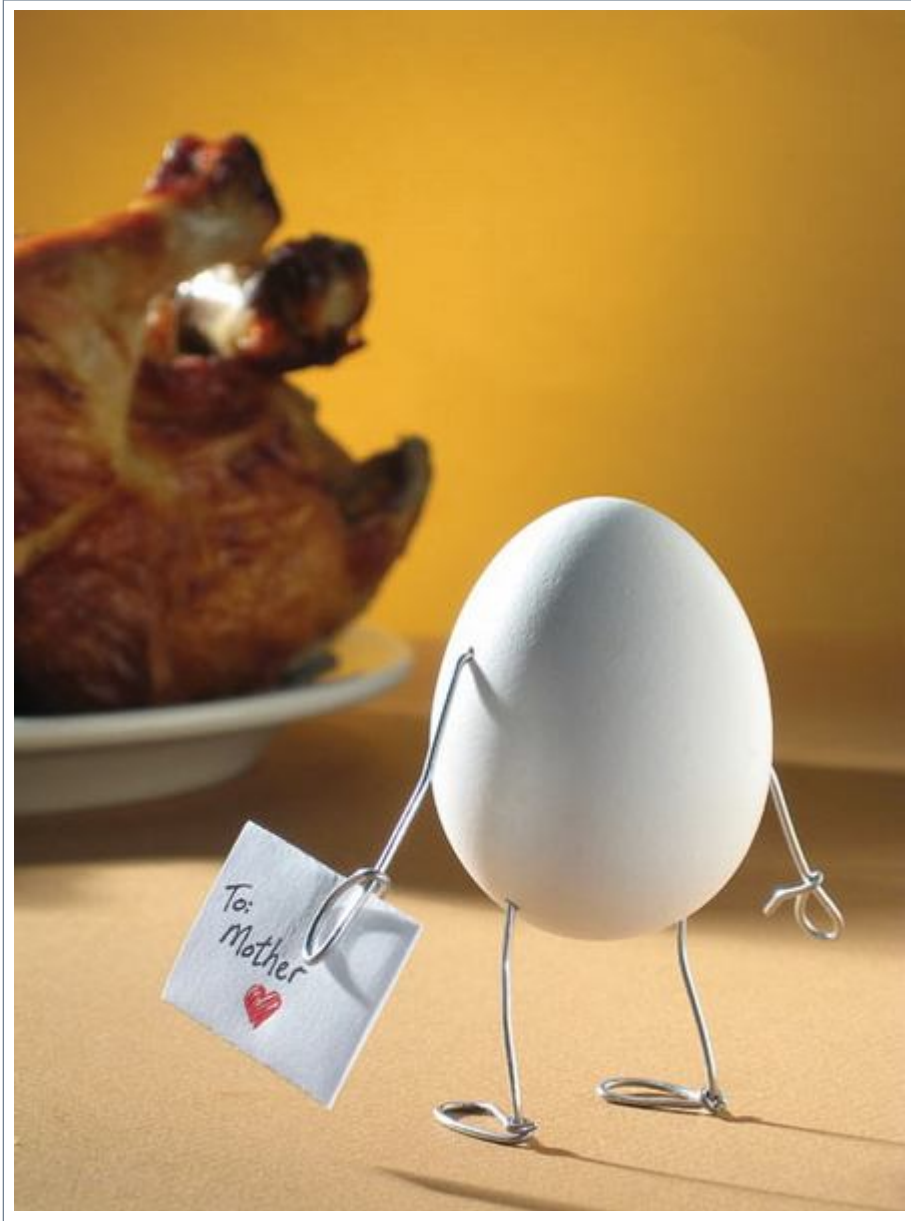


Compliance plate says Nov 2001 and first rego'd in January 2002. She's only done 73k and has been serviced meticulously every step of the way. New gel battery fitted last week. Tyres are Heidenau K60's. Front is at least 80% and the rear is probably 70%. Great tyres for gravel roads and a very good semi knob on bitumen. The bike is located in Tathra. Rego to May 2012.

### Accessories:

- Wunderlich low seat. (40mm lower than standard) Original seat available as an alternative.
- Staintune collector box and muffler to make it sound better and go better.
- Panniers colour matched to the bike.
- Steering stop protector.
- Engine protection bars.
- Cylinder head protection.
- Bark busters to keep the cold off your hands.
- Heated grips.
- Throttle lock.
- 2 accessory plugs and additional electronic speedo to assist navigation.
- MRA adjustable screen.
- Ventura rear rack (not fitted in the photo)

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