



THE ODYSSEIAN

March 2023 Issue: 46

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PROUDLY BROUGHT TO YOU FROM ODYSSEUS Motorcycle Club



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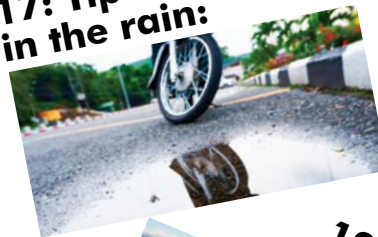


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EDITORS NOTE!

NOTE: The editor or any club member shall not be held liable for errors and / or omissions in any article and / or drawing contained in this newsletter. Furthermore, any view expressed is not necessarily that of the Editor, and committee member or other members of the club. If copyright is infringed, it is not intentional but, is published as a free service to the Odysseus Motorcycle Club (Cape Town) Member and friends, and is not for profit or gain.

Hi Clubbies,

The committee would like to welcome Bruce and Joy to our club. May their return to the club be a pleasant experience.

On the subject of experiences, I must admit I am learning a lot from my fellow committee members and club members who remind me of what the club is about.



To the other members of the committee: Firstly, Devin, our acting ride chief coordinator; I am humbled by your efficiency and determination to get the club members informed on R&D and feedback.

Then on another note, the CTCT 2023: what a challenge it was! Well, it was much more than we expected in organizing, so to Robbie, Devin, and Susan, I must say thank you for a job well done! It was a rush, and yes, there were some serious arrangements in the last minutes that had to be made. You guys did the club proud, yes! Thank you! Finally, thanks to everyone who helped out this year with marshaling on a Sunday morning in an orderly fashion and providing needed support.

We have a few events in the planning stages: the Poker Run, Brass Monkey, Quiz Night, etc. Watch The Odysseian for more details.

Club Sundays have remained popular, with attendance increasing even on rainy days. In the absence of Iain, Brian, and Terence, I will assist Devin. Please feel free to offer Devin your assistance.

I would like to thank everyone who has helped make this club an enjoyable place to be over the past year and going forward.

Basil
Odysseus Motorcycle Club
MCC (Motor-home, Convert-ables, Cars) hehehe

Stats are based on members attending Meetings vs Actual Odyssey Members.

Odysseus Members Meeting Attendance		26-Jan	23-Feb	27-Mar	27-Apr	25-May	22-Jun	27-Jul	24-Aug	21-Sep	19-Oct	23-Nov	14-Dec	Meetings
		34	25	21										12
Surname	Name	37.78%	27.78%	23.33%										3
														29.63%

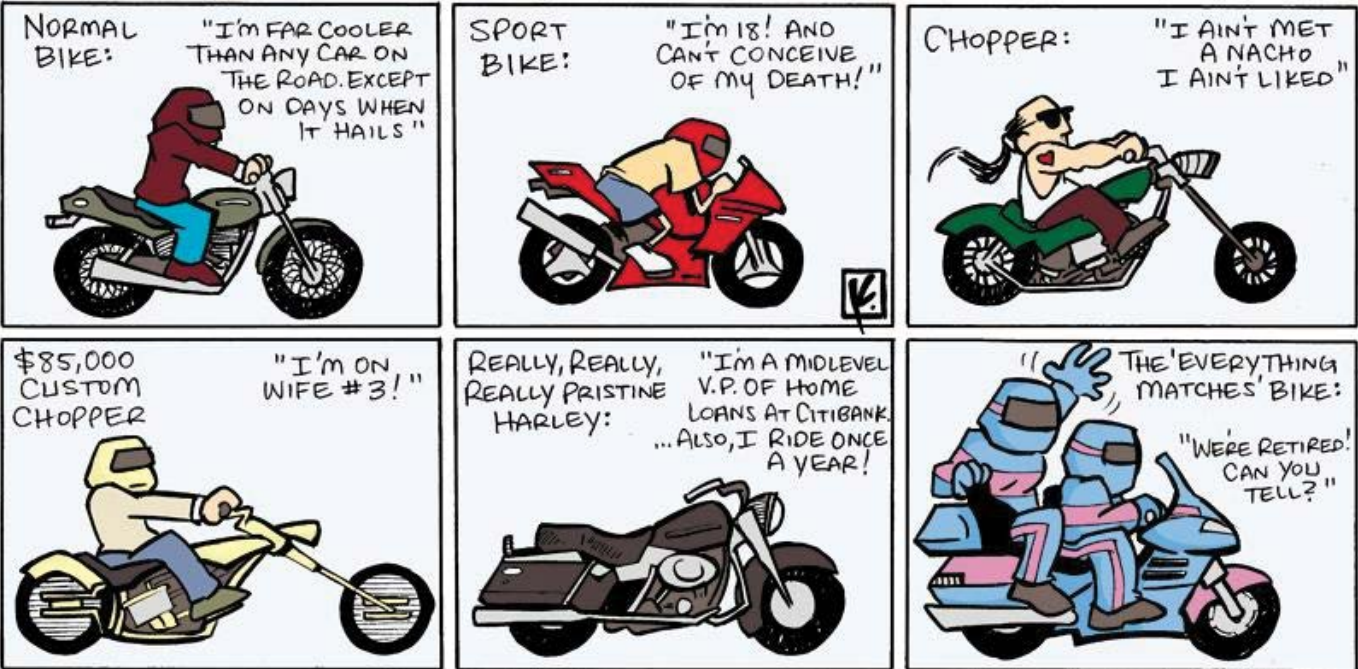
Stats are based on members attending Rides vs Actual Odyssey Members.

Odysseus Members Rides Attendance		14-Jan	22-Jan	19-Feb	26-Feb	19-Mar	16-Apr	30-Apr	07-May	27-May	11-Jun	25-Jun	16-Jul	13-Aug	27-Aug	10-Sep	24-Sep	08-Oct	22-Oct	12-Nov	24-Nov	17-Dec	Total Runs & Meet
		Memorial Run	Sunset Happy Folks	Tears	Eight Feet Village	Botriver Hotel	Mike Kitchen	Elgin Market V	Dros Olovang	Poker	Frankie	Dunes	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	CHARITY	21 Rides 3 Events - 25
Surname	Name	43	27	22	16	30																	5
																							30.67%

Stats are based on members attending various events

Odysseus Members partaking in Evenst for 2023																									Average % vs Members	
Date:	28-Jan	22-Jan	19-Feb	26-Feb	19-Mar	16-Apr	30-Apr	07-May	21-May	28-May	04-Jun	18-Jun	02-Jul	16-Jul	28-Jul	13-Aug	27-Aug	10-Sep	24-Sep	08-Oct	22-Oct	12-Nov	24-Nov	17-Dec		
Where	Memorial Run	Sunset Hapy Folks	Tears Ride to Fisherman's	Eight Feet Village	Botriver Hotel																					
Memb	43	27	22	16	30																				28	30%
Bikes	15	1	14	7	10																				9	10%
Cars	13	15	3	2	9																				8	9%
Guest	18	4	6	2	4																				7	7%
Telem	0	0	0	0	0																				0	0%

TYPES OF BIKES...AND WHAT THEY COMMUNICATE



Meeting

Held on 23 March 2023 HELD
AT JAGGERS BOWLING CLUB

Invitees: 21 x Members present

Welcome & Apologies: Iain Fergusson, Colin & Edith Pike, Brian Botes, Megan Botha, Steve Bentley, Gavin & Freda Dodd, Dave Sumner, Jenny Davies, Michele Davies, Terrance Rule, Graham Aldis

Matters Arising from Previous Minutes: None

Previous Minutes Acceptance: Peter/ Rina

Correspondence: Messages from Brian & Megan advised due to financial constraints they won't be joining meetings/ rides for next few months. Brian stepped down as ride coordinator.

Membership : Prospective new members Nelis will not be joining at this stage. 2x Potential youngsters are considering joining. JC & Linda Nel have resigned. - 'Noy's' paid & rejoined with no further contact - Basil to add them to the chat group.



Financial Report

Account Balances as of 23 Mar 2023

Investment R59513.92

Savings R31853.87

Petty Cash R 1071.20

Current Total R92438,99 (Incl. Charity fund R1220)

Subs due as at 1 March 2023: Malcolm, Jeanette & Steven Kettleby (Total R750)

Birthdays for March 2023

Birthdays: April

1 - Iain Fergusson & Jenni de Kroon,
4 Tiaan Gilbert,
11 Erasmus Coetsee & Michele Davies,
14 Lizl Todd,
18 Anthony Searle,
19 Hannelie Gilbert & Peter Erasmus,
29 Annette Camacho,
30 Paul Schuter.

The Odysseian:

The Odysseian: On track to be ready before the Swartland rally.

Draw: Lucky Draw

Pink Bob/ Rob Bareham

Meeting

Held on 23 March 2023 HELD
AT JAGGERS BOWLING CLUB

Rides Report:

Past Rides:

Mar 19 - Botrivier Hotel - Devin reported a good turn out with 30 members attending. 10 Bikes, 9 cars and two visitors PLUS 1 Motor-home surprise! Venue was stunning (under new ownership) totally refurbished and served us an excellent breakfast.

Future Rides :

April 16 - Mikes Kitchen - Terrance/ Susan
April 30 - Elgin Market Village- Breakfast own choice- Devin
May 7 - Dros Okavango- Basil
May 27 - Poker Run- Possible sleepover @ Botrivier Hotel.
June 11 - Frankies, Simonstown
June 25 - The Dunes, Houtbay



Future Events:

Mar 31- Apr 2- Swartland Rally

May 27 Poker Run- Suggested start on Sat 10H30 with prizegiving @ Botrivier from 13-14h00 - To be confirmed later.

Brass Monkey- Booked at Swellendam Cara Park (10 x 4 sleeper Chalets) Final Yes/No survey will be sent out to members during the week.

General:

Website: Up & running with some function down due to software changes to be made, Basil meeting with programmer on Tuesday

Meeting closed at: 20H42

Next meeting : 27 April 2023 (4th Thursday of every following month)

OUR COMMITTEE

2023 RIDE CO-ORDINATORS



**SPOKES PERSON
EDITOR & EVENTS
BASIL FORBES
060 548 3928**



**TREASURER
SUSAN JAMES
082 353 7531**



**SECRETARY
LINDA GROVES
083 626 8796**



**CHIEF RIDE
CO-ORDINATOR
IAIN FERGUSON
083 555 5787**



**RIDE
CO-ORDINATOR
DEVIN CORNEY
083 310 2485**



**RIDE
CO-ORDINATOR
TERENCE RULE
082 673 0513**

MONEY MATTERS FINANCIAL REPORT

Account Balances as of 23 Mar 2023

Investment R59513.92

Savings R31853.87

Petty Cash R 1071.20

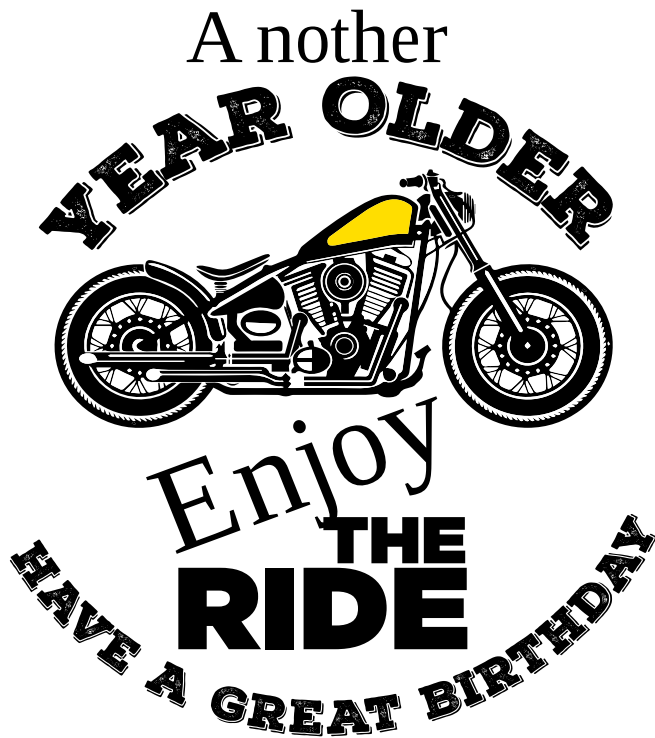
Current Total R92438,99 (Incl. Charity fund R1220)

Subs due as at 1 March 2023: Malcolm, Jeanette & Steven Kettleby (Total R750)

THIS MONTH BIRTHDAYS



SOCIAL & WEB
RODNEY CAMACHO
084 951 3336



APRIL:

1 - Iain Fergusson & Jenni de Kroon,
4 Tiaan Gilbert,
11 Erasmus Coetsee & Michele Davies,
14 Lizl Todd,
18 Anthony Searle,
19 Hannelie Gilbert & Peter Erasmus,
29 Annette Camacho,
30 Paul Schuter.



*Everyone from Odysseus family
hope you have the best birthday
and best of wishes for journey ahead.*

Diary 2023



MEETINGS FOR 2023



27 April Club Meeting
25 May Club Meeting
22 June Club Meeting

COMING CLUB RIDES 2023

16 April - Mike Kitchen
30 April - Elgin Valley Market
7 May - Dros Okovango
28/28 May - Poker Run
11 June - Frankie's Simonstown
25 June - Dunes Houtbay

COMING CLUB EVENTS 2023



27/28 May 2023
Poker Run Details to follow, run with a difference this time!



First Weekend
August 2023



July 2023 Quiz night - R50 per entry. Great prizes to be won again, Best Team, Fasted Finger.

and much more planned. Watch this space.....

PROUDLY BROUGHT TO YOU FROM ODYSSEUS Motorcycle Club

LAST RIDES

Botriver Hotel

19 March 2023

With predictions of thunderous storms and torrential rain in the late week preceding the Sunday ride date, it was doubtful that there would be many bikes on the ride and suggestions of us all attending on four wheels were the order of the day. Fortunately in this case, one can never trust weather predictions and the day turned out partly cloudy, but mostly pleasant. Those who did bring out the two wheels met at our usual departure point (McDonald's – N1 City) and the (too) many car contingent of Odysseus went directly to the venue. Upon arrival at N1, there were loads of motorcycles, much to my surprise. As it turned out the Cape Town Motorcycle Club also had a (mystery) ride leaving from there on the day. Cheeky sods – that's OUR spot!!!



Amongst the crowd was what looked like a lonely young couple who none of us knew, on a Yamaha R6. I got chatting to them and it turns out that they were there for a R6 run. Unfortunately, they soon discovered that the R6 run was planned for the following Sunday. So, it seems it's



not only our members who make these sorts of cock-ups from time to time. Some of the CTMCC members were trying to get them to join their mystery run, so I quickly stepped up and "kidnapped" them. We need potential new (young) members more than CTMCC.



LAST RIDES

Botriver Hotel

19 March 2023



It was a pretty direct route, but still included some decent twisties over the passes. We headed off up the N1, across the R300, up the N2 towards Sir Lowry's Pass. Dick de Kroon met us at that point on his recently acquired Blackbird (he had told me that he would be joining us there). We continued over the pass, past Grabouw, over the Houwhoek Pass and left off to Botrivier.



Now I had not been to the Botrivier Hotel probably since our last club run there, during which Susan and I both got fines on Clarence Drive for not having number plates on our bikes, two years back, so I was a little surprised to notice the changes that had been made to the place. It turns out that it changed ownership during COVID and the new owners are busy renovating the entire hotel. I am pleased to say though, that they are maintaining the old feel of the original building. We all got seated and started ordering drinks and our breakfasts and

socializing (as we do) and I decided to take some pics of the joviality (as I do). I decided to go outside to get a decent shot of the (new) terrace area where we were all seated. While standing in the parking area staring down the lens of my cell phone camera, I was nearly run over by an approaching Motor-home, with squeals of "Surprise!!!" com-



ing from within. It turns out Craig and Rina had decided to join us from their recent camping trip and had left at 06H30 from wherever they were to meet up with us at Botrivier.



ing from within. It turns out Craig and Rina had decided to join us from their recent camping trip and had left at 06H30 from wherever they were to meet up with us at Botrivier.



LAST RIDES



Botriver Hotel

19 March 2023



A short while later, I went and found the new owner and started chatting to him about the upgrades to the place. He showed me around and explained some of the renovations and facilities they are putting in place. They are redoing all the rooms, setting up dorm type accommodation (with ablutions), redoing the hall, bar area, etc. etc. It was then that that I had a moment of inspiration... Hold my beer. Off I went to find Basil and brought him into the conversation with the owner. We might just have a new end-point/venue for a future Odysseus function. And just as I suspected, Basil took the bait. Watch this space...

Anyhow, breakfast was served and drinks flowed. And it was a very good breakfast at that. The service was also excellent, so we had no complaints and it seems the new owners are on the ball and understand what it takes to run a hotel and restaurant – every request was seen to promptly.

All-in-all a good turnout and a great day. We had 34 people on 11 bikes and 7 cars and 1 driving house.

Jacqui and Peter had invited those who wanted to join, back to their place after for snacks and further merriment, so the party continued there for some of us. Thanks for your hospitality as always guys.

Until next time, stay safe.

Devin



Every Motorcycle in the John Wick Movies Every Motorcycle in the John Wick Movies



I still remember when the original “John Wick” (2014) hit the screen.

The film would later sweep across the nation, snatching up the country’s hearts and reawakening the demand for a new, rough-and-tumble neo-noir number – and with John Wick’s co-directors – Chad Stahelski and David Leitch – sporting a

history as stuntmen on the hit series “The Matrix,” you really couldn’t have landed a better Matrix-adjacent movie night... especially if you have an unhealthy obsession with Canadian actor Keanu Reeves.



Keanu Reeves and co-founder of Arch Motorcycles, Gard Bollinger.

Without further ado, let’s take a dig into every motorcycle in the John Wick movies... excepting the first one, as there aren’t any memorable bikes chosen for that particular contract.

“John Wick: Chapter 2” (2017)

2016 Suzuki
GSX-S750



For the sequel of the iconic series, John Wick has retired, having finally re-acquired his muscle-on-wheels masterpiece, a Boss 429 Mustang. Life wouldn’t be ideal without the super-assassin at large, though, and Italian gangster Santino D’Antonio seems to know this, calling Wick to demand repayment for past favors and reinstalling the hit man into the usual chaotic patterns of strife, pain, resolution.

In the beginning of the film, John Wick is chasing a no-gooder on a 2016 Suzuki GSX-S750, previously thought by the internet to be a GSX-S1000. We did a bit of digging to dispel those rumors.



Every Motorcycle in the John Wick Movies Every Motorcycle in the John Wick Movies

See the similarities?

Bottom line, the GSX-S750's bloody-murder scream suited this scene to a tee; there truly could have been none better for a nocturnal night chase.



"John Wick: Chapter 3 – Parabellum" (2019) 2014 Yamaha MT-09

In this third installment, John Wick finds himself in a state of 'Excommunicado' (membership revoked, all services banned, and contact with all members cut); with a hefty bounty on his head and all targets at his back, John Wick manages to weave through the scores of bounty hunters, assassins and a few other unfortunate scenarios that seem to be unavoidable in The City that Never Sleeps.

One chase scene over the Verrazzano Bridge made headlines as the series' singular use of CGI to achieve a saddle-happy fight scene where Wick scoots from bike to bike – the hunters soon become the hunted.

What better bike to feature razor-sharp handling, torque for days, and a neutral set of ergonomics for action-happy versatility?

Truly, Yammie's MT models are the Renaissance range of today's Powersports industry.



At first, finding evidence of ANY motorcycles wasn't easy – and no wonder.

With most of the trailers for "John Wick: Chapter 4" (2023) showing a run time of three to four minutes and the snippet of a bike affording a view lasting less than half a second, many assumed the film to be more or less devoid of chase scenes.

While they may be right, we can only look forward to the opening of the movie tonight to confirm... in the meantime, take a gander at what that split second afforded us



"John Wick: Chapter 4" (2023) 2022 Aprilia Tuono 660



WHICH TYRE IS BEST SUITED TO YOUR NEEDS?

There is no definitive answer here and the choice of construction should be determined by your riding conditions and preferences.

As a rule of thumb:

Radial Steel Belt for high-speed Tar use - Bias ply for Off-road use and lower speed Tar use.



Radial Steel Belt Anlas Capra R



Radial Steel Belt Anlas Capra RD



Bias Ply Anlas Capra X



Bias Ply Heidenau K60 Scout

Cut resistance

Bias ply tires have a number of fabric plies making for a thicker sidewall with improved sidewall cut resistance. These plies also contribute to a stiffer sidewall, making it more difficult for an object to penetrate.

Conversely, a radial tyre sidewall deflects more easily making it more susceptible to rocks and other foreign objects. However, in the crown area, radials are more resistant to cuts and penetrations due to the steel belt.

We would recommend bias ply tyres for off-road use (where sidewall punctures are a more common occurrence) and radial steel belts for road use (where punctures in the tread area are more likely).

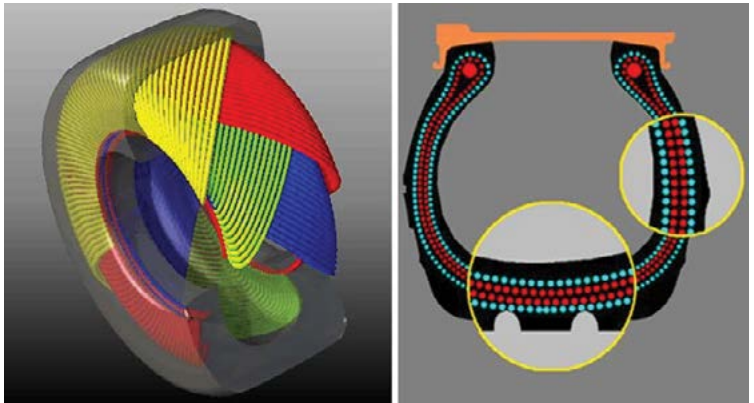
Bear in mind however that tread depth also has a bearing.

Most bias ply dual sport tyres have a deeper tread pattern which will assist in preventing punctures in the crown area.

Road biased radial tyres do not have such tread depth and will rely more on the steel belt for tread puncture resistance.

Traction

A bias ply tyre is constructed as a single working unit making an interdependent relationship between the sidewall and crown of the tyre. When the sidewalls deflect, the tread squeezes in and distorts causing a change in the footprint pattern. Such characteristics are more suited to off-road riding where the nature of the terrain (and tyre pressure) varies.



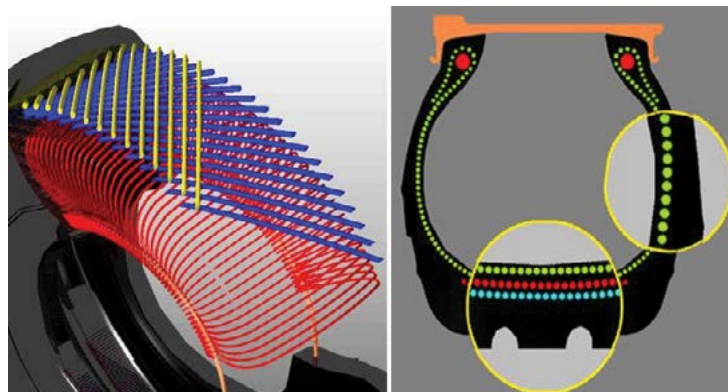
A bias tyre consists of multiple plies overlapping each other. The more plies the stronger the tyre. The crown and sidewalls are inter-dependent.

WHICH TYRE IS BEST SUITED TO YOUR NEEDS?

Radial tyre construction allows the sidewall and the tread area to work independently of each other. This allows the tread to sit much flatter on the ground and have a more evenly distributed contact patch.

Radial tyres have a bigger constant footprint, stiffer crown and distribute weight in a more uniform manner, making them ideal for high-speed road use.

Sidewall flex is not transmitted to the tread. The footprint only lengthens. The radial tyre allows the machine to transfer more power to the ground, contributing to more even wear and longer tyre life.



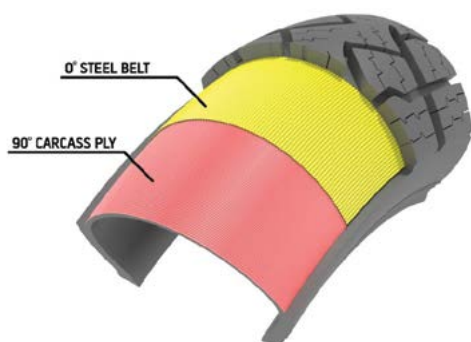
Ride Quality

Ride quality varies between radial and bias ply tyres.

Radials provide a smoother ride, while bias ply tyres offer more stability in the sidewall.

Sidewall stability is particularly useful when riding off-road, more so when standing as it aids control and tracking in slower technical conditions.

The sidewalls of a radial easily flex to allow greater vertical deflection. On road this isolates the rider and machine from uneven terrain, translating into a smoother, softer ride.



0 Degree Steel Belt

Anlas have taken the Radial steel belt one level higher by developing a 0 Degree Steel Belt, specifically for motorcycles. This technology can be found in both the Capra R and Capra RD range.

How does this differ from conventional radial steel belts?

Instead of the steel belt being at a conventional 90 degree angle to the bead it is now in the same direction as the rotation of the wheel i.e. it is at 0 degree to the bead.

The benefits of this are increased stability at high speed, less rolling resistance and higher mileage/increased tyre life.

Heat tolerance

Tyres are made of a conglomerate of different materials. In many instances, several types of rubber are vulcanized to produce the desired characteristics.

If a tyre is heated past this vulcanization temperature (e.g by running under-inflated), it starts to deteriorate.

Once overheated the tyre does not come back to its original vulcanized state. It reverts to a different state with completely different properties. The rubber may get brittle or you may witness other problems such as coking or de-lamination.

Heat buildup can be checked by monitoring your air pressure when cold and then after operation — the hot temperature pressure.

A good rule of thumb is that your air pressure buildup during operation should not exceed 25 percent of the initial cold pressure.

Radial tyres dissipate heat better than bias ply tyres, which allows them to travel at higher speeds for greater distance. Due to a rigid, shallower street orientated tread, single ply construction (with the absence of multiple nylon plies), radials are much more effective at reducing heat build up.

Conversely, Bias Ply tyres with deeper treads and multiple plies are very sensitive to overheating and should not be run under-inflated for protracted periods e.g when returning to tar roads ALWAYS re-inflate your tyres to the recommended manufacturers tyre pressure.

10 Tips for Riding in the Rain

Every motorcycle rider will eventually get caught in the rain, so it pays to be prepared.

Driving any vehicle in wet weather will significantly reduce your available traction. But on a motorcycle, riding in the rain makes that instability feel far more exaggerated. Not only are you exposed to the elements, but you're relying on just two small patches of rubber to keep you on the road.

1. Make a conscious effort to adjust your speed and following distance, because your bike needs more distance to stop on wet roads.
2. Remember that the build-up of fog on the inside of car windows dramatically reduces the drivers' vision, as do water droplets on the side windows. When riding next to a car, bear in mind that this effectively increases the size of the driver's blind spot.
3. Check that you have sufficient tread on your tyres to minimise the chances of your bike's wheels aquaplaning. Although the South African legal limit is a minimum of 1 mm of tyre tread, anything below 3 mm can greatly increase the risk of aquaplaning.
4. Where possible, avoid riding through puddles of water – when the road is wet, it is almost impossible to tell if the puddle is hiding a pothole.
5. If you hit a large patch of water, do not try to brake or swerve suddenly. Stay calm, keep your throttle open and concentrate on steering your bike. If you have to turn, do so as gently as possible.



6. Avoid abrupt acceleration, braking and steering movements. Sudden stops and turns may result in skidding.
7. Be wary of painted road markings, metal grids and oily patches on the road – these tend to become extremely slippery in the wet.
8. Cloudy and rainy weather makes for poor visibility, so take extra care when passing other vehicles. Spray from other vehicles also reduces visibility considerably.
9. Whenever possible, wear a rain suit in wet weather – being wet, cold and miserable makes it harder to fully concentrate on riding in already challenging conditions.
10. If you ride into a shower and stop to either don your rain suit or wait out the rain, make sure you do so in a safe place. Pull as far off the road as possible and turn on your hazard lights (or leave your lights on if your bike doesn't have hazard lights) to ensure that your bike is visible to the other traffic.

WHAT TYPE OF OIL DOES YOUR MOTORCYCLE NEED?

Like it says on the ads: It's more than just oil. It's liquid engineering. That's because while oil is an amazing natural resource, it's the way we refine, re-engineer and even synthesize oil that makes every Castrol oil an essential addition to your motorcycle.

Customized to meet the needs of your engine – and your riding style – Castrol motorcycle oils fall into three broad categories: mineral, part synthetic and full synthetic. They also feature a wide range of different properties, formulations and viscosities to ensure that you always have the right type and grade of oil for your motorcycle, as recommended by the manufacturer.



MOTORCYCLE OIL BRANDS →

Castrol® is the global leader in motorcycle lubricants technology and has taken performance testing to new limits at our state-of-the-art research and development facility in Pangbourne, UK.

Whether you ride a modern street racer, v-twin cruiser, vintage café racer or prefer an off-road adventure bike, Castrol has an oil to suit your bike and riding style.



SYNTHETIC MOTORCYCLE OIL →

Of all the different motorcycle oil types, synthetic motorcycle oils deliver the greatest protection and acceleration.

They combine low viscosity and high protection to meet all the demands of today's high temperature, high performance motorcycle engines. They also help to deliver optimum speed of throttle response.



MOTORCYCLE MINERAL OIL →

Motorcycle engine oil types include mineral, part synthetic and full synthetic.

Castrol's conventional mineral motorcycle engine oils are a budget-conscious choice, but still provide liquid engineering in the shape of Castrol's Deposit Control Formula and Trizone Technology™ to ensure all the cooling and protection your motorcycle deserves.



MOTORCYCLE RACE OIL →

Motorcycle racing engines generate internal pressures far beyond those of standard performance engines.

So if you race bikes, it's crucial that you use motorcycle racing oil. These contain high performance anti-wear additives and friction reducers that offer the protection racing engines need, but without reducing power or acceleration.



PART SYNTHETIC OILS →

Castrol's semi synthetic motorcycle oils deliver a balance between the throttle responsiveness of full synthetic motorcycle oil and the protection and economy of conventional or mineral motorcycle oils.

They also provide advanced liquid engineering such as Actibond™ technology to ensure continuous protection.



2-CYCLE ENGINE OILS →

2-cycle engine oil, also known as 2-stroke engine oil, is an essential lubricant for every two-stroke engine. Yet not all two-cycle engine oils are created equal.

Castrol's two-stroke engine oil is liquid engineered with additives that not only help to reduce exhaust smoke, but also control the build-up of harmful engine deposits.



4-CYCLE ENGINE OILS →

Some people think that a 4-stroke car engine works just as hard as a 4-stroke motorcycle engine.

The fact is that Motorcycle engines create higher pressures and more power per cc than car engines. This means that 4-stroke cycle engine oil has to work harder to provide the performance and the engine protection that motorcycle manufacturers demand.

FIVE SURPRISING HEALTH BENEFITS OF MOTORCYCLE RIDING

Ever heard the expression “free your mind, and the rest will follow?” Well, the adage may as well be applied to the long-term benefits of a healthy relationship with motorcycle riding. Don’t take our word for it, just consider how the positive benefits of regularly riding a motorcycle begin with the brain. When motorcycling make sure you have the protection you need with a Slipstreamer universal windshield.



Benefit #1 - Increase Your Brain Power on a Motorcycle

We would all love that perfectly toned body, but let’s not forget to appreciate the important role an active and healthy brain plays in achieving our physical goals. Don’t drive a car, ride a bike. When we sit a car, our bodies are sedentary, almost entirely at rest. However, navigating a motorcycle requires physical and mental work. Mentally, a bike activates the prefrontal areas of the brain, or in other words, the concentration required while riding keeps your brain functioning at its current prime and can even establish higher levels of cognitive function.

Benefit #2 - Improve Your Mental Health With Motorcycle Riding

In addition to keeping your brain functioning at its optimal level, motorcycle riding has been shown to positively impact mental health. Your mood improves and your stress reduces as you cruise down scenic back roads. Each time you accelerate on the bike, you feel a rush of adrenaline. Well, that’s your body releasing endorphins, which not only feels great but helps improve your mood as well. When you add your increased sun exposure and all of the extra Vitamin D you’ll absorb, you’re looking at a happy and healthy mind. As substantial as the mental benefits of motorcycle riding are, they’re significantly physical as well.

Benefit #3 - Enhance Your Core Strength and Stability by Motorcycle Riding

Amazing, right? Enjoying a scenic ride through the country can improve core strength. You have to work out your core just to keep yourself upright on a bike. By maintaining the correct posture, you are working the core, strengthening your neck, and working those back muscles. Now, factor in some wind and you are definitely working yourself out with an easy low-impact exercise.

Benefit #4 - Don’t Skip Leg Day - Ride a Motorcycle

Riding a motorcycle can also strengthen your knees and thighs. Rather than spending hours in the gym doing squats and deadlifts, consider the benefits of the bike. It requires you to use your knees and thighs, but without straining them too much. Over time, you’ll build muscle while eliminating any pains.

Benefit #5 - Burn More Calories - Motorcycles are a Total Body Workout

Riding takes effort, especially compared to driving in a car. Not only is it a physical and mental workout, but it increases your insulin sensitivity too, which helps your metabolism and will help you burn calories and store less fat. While burning these calories, you’re also gaining a full body workout. Considering that most motorcycles usually weigh at least a few hundred pounds, riders must use their bodies to help safely balance and steer. These demands use nearly every muscle, which, over time, improves muscle tone. So the next time you fret about wasting hours at the gym, try getting that mental and physical fitness in by doing something you already love - like motorcycling, and when you do, make sure you have the protection you need with a Slipstreamer universal windshield!

ONS GAAN NOU BRAAI!

CREAMY BRANDY AND MUSHROOM STEAK

4 x 25 mm thick cross discs
pinch of salt
freshly ground black pepper
150 g of butter
200 ml sour cream
3 garlic cloves, finely chopped
15 ml chopped fresh mixed herbs
packet of chopped fresh mushrooms
60 ml brandy
20 ml lemon juice

METHOD:

Mix the ingredients of the brandy and mushroom cream together.

Grill the meat over glowing coals until lightly cooked, 10-12 minutes on both sides, or medium-cooked, 16-18 minutes on both sides.

Season with salt and pepper. Divide the -brandy-and-mushroom cream into four equal parts and create a part of it on top of each slice of meat.

Serve immediately



ONS GAAN NOU AIR FRYER

Air-Fryer Meat Loaf

Ingredients

1 large egg
1/4 cup 2% milk
1/3 cup crushed saltines
3 tablespoons chopped onion
1/4 teaspoon salt
1/8 teaspoon rubbed sage
Dash pepper
1/2 pound lean ground beef (90% lean)
1/4 cup ketchup
2 tablespoons brown sugar
1/4 teaspoon Worcestershire sauce

Directions

In a large bowl, beat egg. Add the milk, cracker crumbs, onion, salt, sage and pepper. Crumble beef over mixture and mix well. Preheat air fryer to 325°. Shape into 2 loaves; place in greased air fryer. Cook 20 minutes.

Meanwhile, combine ketchup, brown sugar and Worcestershire sauce; spoon over meat loaves. Cook until a thermometer reads 160°, 10-15 minutes longer.



Air-Fryer Meat Loaf

If you're looking for a hearty meal perfect for two, then look no further. This air-fryer meat loaf cooks quickly. Plus, it's easy to double for sandwiches the next day

Brass Monkey Idea for 4-6 August 2023

Tentatively, we have spoken to Swellendam Caravan Park and have secured 10 chalets and campsites at Swellendam for that weekend.

The chalet sleeps four people, so we will have to bunk up with buddies and friends. Please have a chat with your buddies and confirm as soon as possible that you will be interested in joining us.

As before, when we went to a hotel or similar place, the cost had become extremely high, quotes we got ranged from R3190 to R4995 per couple and some clubbies could not afford it. So the alternative is to arrange the above at a much lower cost and still have some fun. The cost at this stage will be plus or minus R1650 – R1800 per couple, with some adjustments here and there.

What the plan is:

1. On Friday, arrive and have a communal braai below the chalets.
2. On Saturday morning, go on a bike ride to Buffelsjags One Stop farming stop on N2. Stop for a lekker old-style breakfast. (Costs will be covered in the weekend cost.)
3. Once breakfast is done, we will take a leisurely ride to Barrydale via Tredouw Pass and back to camp.
4. Back at camp, we make some boerie rolls (included in the price for the weekend) or a light snack. And then the fun starts with some sports that do require your biking skills to come out...
5. Around three/4 12ish, we will introduce a potjie competition with a difference. Ingredients to be supplied. Potjie kos packets will be supplied and then its up to you to make it special....
6. On Saturday eve, we will relax, chill, and dance a bit to music.
7. On Sunday morning, leave and stop at a Wimpy or similar for breakfast.

Above is a basic idea, but there are details to follow and plans to be confirmed...Please let me know if you are interested and send me a Whats App message. If you do not want to share a chalet, the cost will be slightly higher.



Nice relaxing weekend, so lets join in and have a great Club Family weekend.....

Nostalgia – Racing In The 80s

By Dave Cilliers - Mar 29, 2023



Maybe it's just an age thing when you find your mind wandering back to times gone by. It's just that living through the bike scene in SA in the late 1970s and early 1980s was truly special. To such an extent that it is hard to even imagine or visualise what it was like. Bike sales were booming. Dealers had the full range of bikes built by their factory on display, so we were spoiled for choice. Roads were billiard table smooth, traffic volumes were virtually non-existent by today's standards, petrol was 47c/litre and weekend trips to "ET" were regular occurrences. With the industry booming, sponsors were falling over themselves to get a piece of the action. The race scene, for both road racing and off-road racing, was absolutely rocking.



Take a stroll with me back through time as we go back over 40 years and relive one of the great road racing events in SA that played out in 1982. You may then better understand what it was like to ride bikes in the '80s.



It would not be fair to even talk about motorcycle racing in 1982 without honouring a man who was a driving force and made an absolutely massive contribution to motor racing in SA over that period. Bruce Joelson, MD of Elna, the sewing machine manufacturer. Bruce pumped huge funding into motorsport and motorcycle racing in particular. He was the title sponsor for the Elna Superbike International, held at Kyalami on the 3rd of October 1982. The day's programme was across five classes. Formula 1 (Modified Superbikes), Unlimited Superbikes, 750 Class, 550 Class and 250 and 125 Racing Class. The International Unlimited Superbike riders team was comprised of Peter Clifford (Britain-Suzuki), Kork Ballington (SA-Kawasaki), Joey Dunlop (Ireland-Honda) and Ron Haslam (Britain-Honda).

750 Class International riders were Gustav Reiner (Germany-Yamaha), Jeff Sayle (Australia-Kawasaki), Jon Ekerold (SA-Yamaha). 550 Class International riders Mick Grant (Britain-Ducati Pantah).

Taking a closer look at the bikes. The Superbike Honda's were the CB1100Rs, which were really factory-built production race bikes. The Honda came standard with a half fairing which, whilst great for the road, actually slowed the bike down as it was not great aerodynamically, so they got chucked off for racing. Honda later fixed this with the fully faired RC and RD models. Kawasaki responded with their Moriwaki-tuned KZ1100 JR, a wickedly quick modified successor to the Eddie Lawson Replica.

The Suzuki of the day was the 1100 Katana, enjoying its first race outing. The big Kat came in two variants. One with cast wheels and cv carbs, the other a homologation special with special light wire wheels and smooth bore carbs. We knew how to bend the rules in the '80s, haha. 750s were Honda CB750Fs, Suzuki GSX 750s and Yamaha XJ750s, the only shaft-driven bike in the field. The giant killer of the 750 class was undoubtedly the strong and good-handling Ducati Pantah 600. Suffice it to say no street Pantah could run with a Jap 750. On the racetrack, it was a different story. Ricardo Frisoli, the Chief technician at Continental Motorcycles, the Ducati Importer of the day, prepared the Pantahs. Ricci knew just how to make those little Duc's work.



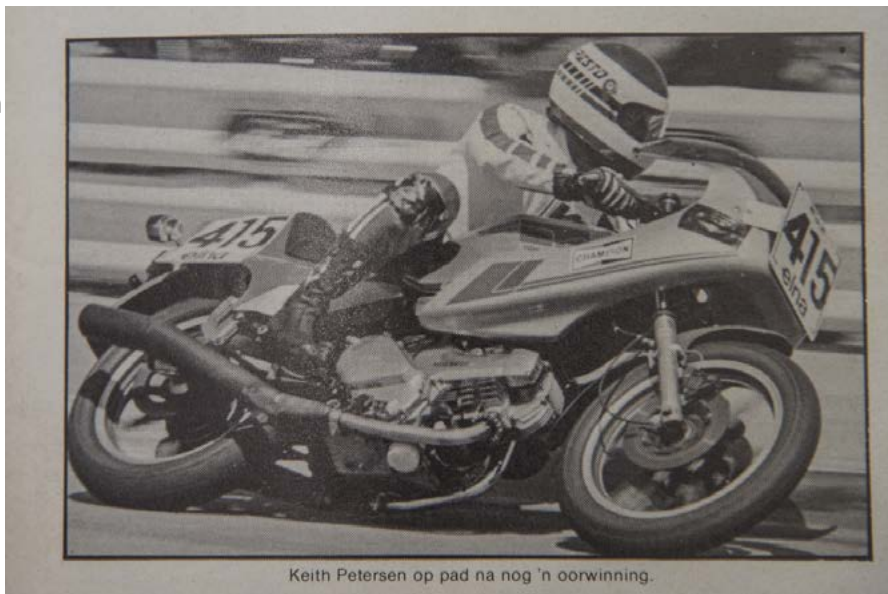
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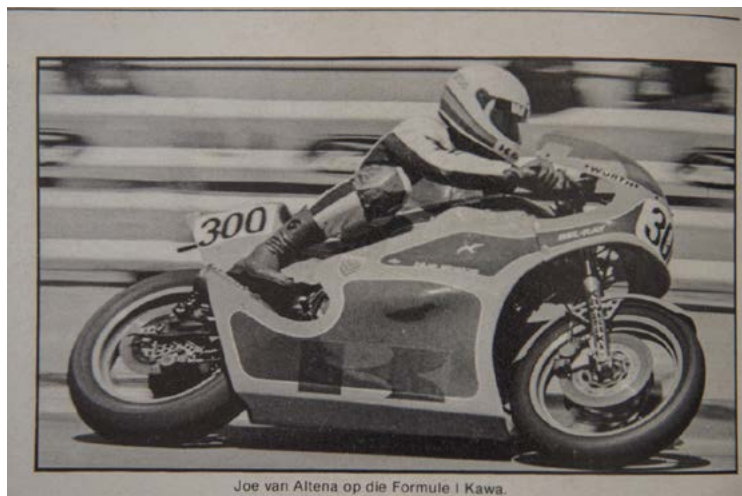


Formula 1 gave you the freedom to pretty much mod to your heart's content with the only restriction being not increasing engine size. Joe Van Altena, or JVA as he was known, dominated this class on a bike that he prepared himself. Known as "the JVA Special", it was a fully faired 1100 Kawasaki which had a serious turn of speed. The Formula 1 race was first up, with the field spiced up by some of the international riders on their Superbikes. In truth, it was a one-horse affair, with JVA clearing off from the start and disappearing into the distance, setting a new lap record of 1 min 33,56.

This event ran on the "old" Kyalami circuit. The track ran clockwise as opposed to Kyalami as we know it today. "Leeuwkop" was the corner which was at the highest point of the circuit and preceded a run down a straight, through "the kink" and over the start/finish line and downhill to "Crowthorne" corner, a right-hander. To get some perspective on speed, a well-tuned Kawasaki Z1 would run around 200 km/h, at best, down the straight. JVA's "Special" by comparison, blitzed the straight at a phenomenal 253,06 km/h during the Formula 1 race.



Keith Petersen op pad na nog 'n oorwinning.



Joe van Altena op die Formule 1 Kawa.

The bike obviously made wicked power but was also aided by a comprehensive full-fairing. Not too shabby for 1982! The bike was immaculately turned out in Kawasaki factory racing green and blue livery. Dave Petersen's spanking new Shell Suzuki Katana finished in second spot, with the big Kat managing a respectable 239,79 km/h top end. Blue Stratos rider Brett Hudson, who started the race from pole, slotted his Moriwaki Kawasaki Z1100 into third after a race-long scrap with Dave. The Kawi howled down the straight at an impressive 238,02 km/h. Dave Wooley, on his stock Honda CB1100R, finished in 4th, with the Honda clocking a respectable 237.40 km/h.



Hudson, wenner van Internasionaal.

Other interesting entrants were Keith Zeeman, on a fully faired Laverda Jota. The Italian triple sounded very different to the triples we have today, sounding almost "off-song". It had a decent turn of speed though, clocking 246,6 km/h, right up there with the best of them. Keith brought the Jota home in 5th place.

Now here is another interesting thing about racing in the '80s. The fields were huge, indicative of a booming motorcycle industry and a vibrant economy. 32 motorcycles lined up for the Formula 1 race. In fact, numbers had to be restricted by only allowing riders who qualified within 110% of the man in pole position to be able to enter the race.

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The International Unlimited Superbike class had 24 riders line up for the start, the 750 class 34 and the 550 class 24. Even the 250 and 125 Racing classes had 15 bikes entered. A variety of Yamaha TZ 250s and 125s as well as a couple of Honda 125s and a solitary Spondon Rotax. The faster TZ 250s and the Spondon were good for over 226 km/h, with the fastest 125 by far, at 183,55 being Curly Elliot's Honda. Not surprising perhaps considering that Curly was the technical boss at Honda SA.



Next up was the 550 cc Class and what a cracker it was! Robbie Petersen on his Kawasaki GPz550 smoked off the line and into an early lead. It quickly became a family affair as his big brother Keith soon assumed the lead on his debut ride on a Ducati Pantah 500. Making the most of the superb handling and braking ability of the little Bologna Bullet, Keith simply disappeared out of sight. It wasn't long before the podium got closed down as a Ducati benefit, with the two Richards, Porter and Prince moving into second and third respectively. John Sneesby on a Laverda Montjuic finished in fourth, making the first four bikes an Italian affair ahead of "the Italian Dutchman" Mario Rademeyer, on a Yamaha XJ550. Kevin Hellyer on a GPz550 edged Robbie Petersen into the 6th spot, with the first International rider, Mick Grant, finishing 8th on his Ducati Pantah.



Klas A op die eerste rondte met die twee Petersen-broers vooraan.

SUPERFIETS — OKTOBER 1981

The 750 Class race was keenly anticipated, with some top International riders in the fray. Two laps into the race and it was again the star of the day, Keith Petersen on a 600 Pantah who smoked the field.

To best understand how handling and braking trumps horsepower, is to note the top speeds recorded by the leading riders. Australian Jeff Sayle, who finished second to the flying Petersen, recorded a top end of 212,89 km/h on his Kawa Z750, whereas Keith could only coax the Pantah to 202,07 km/h. Despite this top-end deficit, Petersen managed to ride away from the field and clinch a convincing win. Another Aussie, Rob Phyllis, bagged 3rd on his GSX 750 Suzuki, pipping local ace Rod Gray into fourth.

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The 250 and 125 Racing class would probably have gone to Keith Petersen, had he not sold his TZ shortly before the race to Robert Larney, who brought the ex-KP TZ home in 3rd. The rampant winner was Kevin Hellyer, also a race bike specialist, ahead of Mario Rademeyer in 2nd. Curly Elliot beat all the 125s and a few TZ 250s to win the 125 class and record 8th overall. Now it was on to the big race, the Unlimited Superbike race with the top Saffers lining up against some of the best riders on the planet. Would Mike Crawford, who had already clinched the SA Champs in this class prevail, or would the likes of “Rocket” Ron Haslam or Joey Dunlop strut their stuff and show him the way around?

Rod Gray led for the first three laps on his big Honda CB1100R, despite Brett Hudson passing the Honda down the straight, only for Gray to out-brake the Kawasaki Z1100 JR into Sunset, resuming the lead around the back of the circuit. Dave Petersen on the new Katana, which was literally only uncrated two days before the race, was giving an incredible account of himself. He was circulating in third ahead of Dave Woolley from Mike Crawford, who was, in turn, struggling to hold off Brit Mick Grant on a quick JR Kawi. Dave Woolley was having the ride of his life. On around lap 8, he assumed the lead and it was game over. The two Natal boys, Woolley and Gray took their Honda's home in 1st and 2nd with Brett Hudson on his JR in 3rd. Dave Petersen brought the Katana home in a very creditable 4th with the National Champion Mike Crawford in 5th. The best of the International riders was next, with Ron Haslam on his Honda ahead of Mick Grant on his JR.



All of this excellent day's racing played out before a crowd of around 60 000 cheering spectators. Can you imagine the buzz around the circuit as drama upon drama unfolded? For weeks before and after the race every biking conversation was dominated by this spectacular event. I am certain that many sales followed these races as “what wins on Saturday gets bought on Monday”.



Standout performances, with the wisdom of hindsight, were that of Keith Petersen and his brace of Ducati's and obviously the SA boys who thrilled their fans by dominating the International and showed the International stars a clean pair of heels. Looking back at these results from 1982, I am gobsmacked to see how rapid the bikes of that era actually were. True speeds in excess of 235 km/h, as recorded by the quicker 1100s, are really fast considering that they would be indicating around 250 km/h, on a racetrack and that on “naked” bikes. I remind you guys that this was 41 years ago!

Ducati was serving notice of incredible race results to come, especially in the hands of Robbie and Keith

Petersen (who incredibly sadly would lose his life racing a Pantah at Kyalami). Again, with the wisdom of hindsight, we see how the Italian factory has dominated World Superbike racing for years and now is doing the same in MotoGP. It is hard to imagine what the motorcycle racing landscape will look like in 40 years time, but I cannot imagine that it can in any way trump the amazing '80s.

Nostalgia – Racing In The 80s

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As a parting shot, consider for a moment what we paid for bikes back in 1982. I know that our salaries were a fraction of what they are today, but somehow bikes seemed so much more affordable back then. A Honda CB1100 R could be had for R6 500, a Kawasaki GPZ1100 GP – R4 795 and a new Suzuki 1100 E a mere R4 399. At the other end of the spectrum, a C50 Step-through Honda would set you back R595. The most expensive BMW was their R100RT at R6 650. The legendary Yamaha XT500 retailed for R2 385. Given what good examples fetch today, it would have been worth buying a few as an investment to sell still crated. Boy, is it not great to dream? Those were heady days indeed!



Shaun Pietersen leads for a while while Dave Cilliers breathes down his neck.

Trip down Memory Lane.....

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**Poker Run Details
Brass Monkey Details**

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