

THE ODYSSEIAN

July 2023 Issue 50

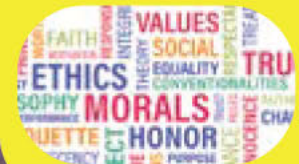
www.odysseusmc.co.za



YAMAHA XR900

A Mixture of Mature Styling and Potent Japanese Engineering

Motorcycle Etiquette



Chain Maintenance



Lily Rose Charity



EVENTS
NEXT FEW MONTH

Brass Monkey August 2023
Buffalo Rally Oct 2023
Carp Rally CTMCC Nov 2023



PROUDLY BROUGHT TO YOU FROM ODYSSEUS MOTORCYCLE CLUB

CONTENT IN THIS ISSUE

A word from the spokesperson	Pg 3
Statistics	Pg 3-4
Minutes from last social meeting	Pg 5-6
Committee 2023 & Money Matters	Pg 7
Birthdays	Pg 8
Coming Rides / Outings	Pg 9
Diary and Money Matters	Pg 10
Ride Report Riebeek Kasteel	Pg 11
Ride Report Spur Bloubos	Pg 12
New Ride - Yamaha XR90	Pg 13-15
What the Law Says PART 2 - Rob Young	Pg 16
Motorcycle Etiquette	Pg 17
Chain Maintenance	Pg 18-20
Regalia	Pg 21-22
Classifieds	Pg 23-24
See the next issue!!!!	



OUR OBJECTIVES AS A STRONG CLUB

To help aging bikers to stay active, alive and well. To encourage others who look like they could be getting old to stop it and to do things to enjoy life, preferably on bikes. To encourage members to keep on biking or to enjoy biking activities. To foster an interest in motorcycles and to promote unity amongst bikers. To encourage and support all forms of road and off-road biking activities. To enhance relationships between bikers and those less fortunate. To organize social biking events

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 Motor Cycle Club (Cape Town) Member and friends, and is not for profit or gain.

CHAIRMAN'S REPORT JULY 2023

Good day, Club members.

We look downhill toward December 2023, when families will be planning well-earned vacations, with another month behind us and excellent rides and companionship.



Brass monkey in the distance We wish a leka weekend to everyone taking part. I want to express my gratitude to Devin and Susan for stepping in at the last minute to help with all the preparation.

Members are aware of my emotions regarding members participation in rides and club events, but despite the fact that it is now winter and weather is a key factor, we are still far from where I had hoped. I still believe we can increase ride attendance in the future. Yes, we heard members indicate that rides might be offered once a month, with a separate unofficial ride enabling the one.

Yes, we will talk about it at HBC. Despite the fact that the dates are already established, we can meet look at the requests or suggestions made.

Thank you once more to everyone who attended for your support and wonderful company at all times.

Be safe and have a leka Brass!

Put some rubber on the ground the next time, and keep your wheel upright!

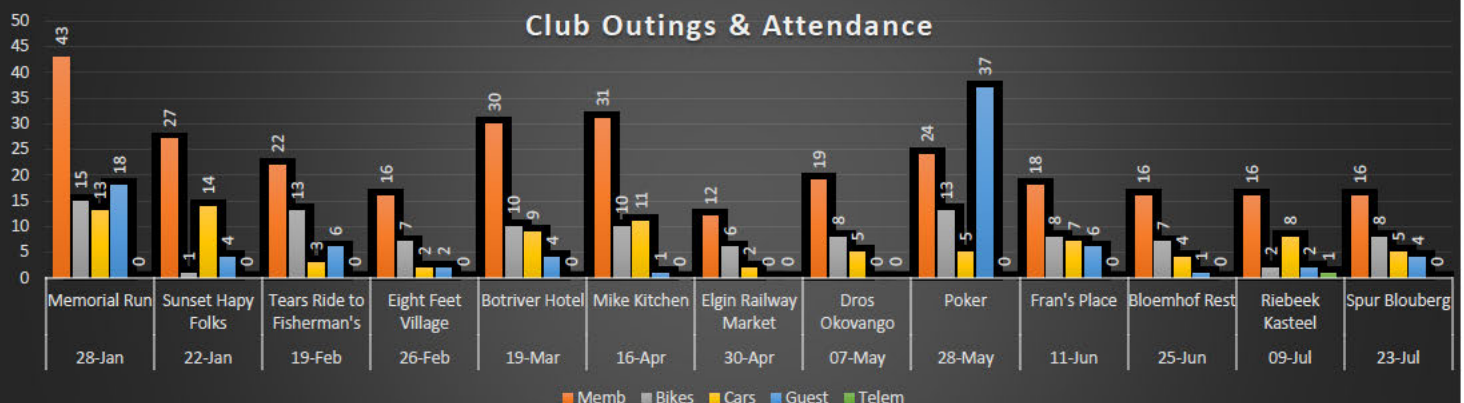
Bas..

STATISTICS REPORT

Odysseus Members partaking in Rides for 2023

Date:	28-Jan	22-Jan	19-Feb	26-Feb	19-Mar	16-Apr	30-Apr	07-May	28-May	11-Jun	25-Jun	09-Jul	23-Jul	27-Aug									17-Dec	Average	% vs Members
Where	Memorial Run	Sunset Hapy Folks	Tears Ride to Fisherman's	Eight Feet Village	Botriver Hotel	Mike Kitchen	Elgin Railway Market	Dros Okovango	Poker	Fran's Place	Bloemhof Rest	Riebeek Kasteel	Spur Blouberg											22	25%
Memb	43	27	22	16	30	31	12	19	24	18	16	16	16											22	
Bikes	15	1	13	7	10	10	6	8	13	8	7	2	8											8	
Cars	13	14	3	2	9	11	2	5	5	7	4	8	5											7	
Guest	18	4	6	2	4	1	0	0	37	6	1	2	4											7	
Telem	0	0	0	0	0	0	0	0	0	0	0	1	0											0	

Club Outings & Attendance



STATISTICS REPORT

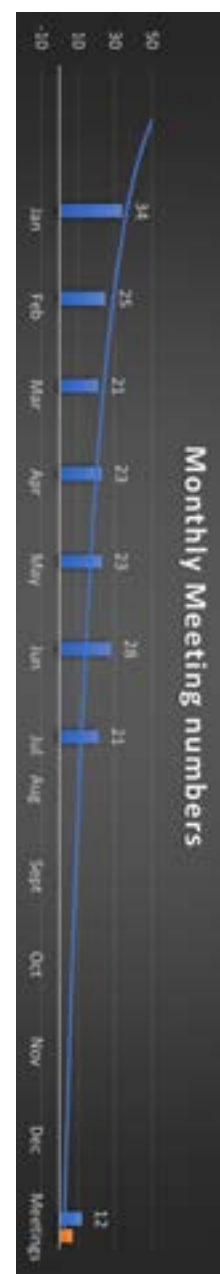
Odysseus Members Rides Attendance

Odysseus Members Rides Attendance			14-Jan Sunset Happy Folks Tears Eight Feet Villa Botriver Hotel Mike Kitchen Egin Railway Dros Okovang Poker Frant's Place Bloemhof Rest Riebeeck Kasteel Spur Blouberg 20 Rides																Total Runs & Meet	% Ride Active
			43	27	22	16	30	31	12	19	24	18	16	16	16	13				
1	CORNEY	DEVIN	M	1	1	1	1	1	1	1	1	1	1	1	13	100%				
2	CORNEY-----JAMES	SUZAN	F	1	1	1	1	1	1	1	1	1	1	1	13	100%				
3	FORBES	BASIL	M	1	1	1	1	1	1		1	1	1	1	12	92%				
4	GROVES	HECTOR	M	1		1	1	1	1	1	1	1	1	1	12	92%				
5	GROVES	LINDA	F	1		1	1	1	1	1	1	1	1	1	12	92%				
6	MURTAGH	ERROL	M	1	1		1	1	1	1		1	1	1	10	77%				
7	COWMAN	JACQUI	F	1		1	1	1	1		1	1	1	1	9	69%				
8	COWMAN	PETER	M	1		1	1	1	1		1	1	1	1	9	69%				
9	FORBES	CHERILEA	F	1	1	1	1	1	1		1		1	1	9	69%				
10	CAMACHO	RODNEY	M	1	1			1	1		1		1	1	8	62%				
11	DOIDGE	ROBBIE	M	1	1	1	1		1	1		1			8	62%				
12	BAREHAM	ANNE	F	1	1			1	1		1		1		7	54%				
13	BAREHAM	ROB	M	1	1			1	1		1		1		7	54%				
14	CAMACHO	ANNETTE	F	1	1			1	1		1		1		7	54%				
15	CLARKE	DESMOND	M	1	1	1		1	1		1			1	7	54%				
16	CLARKE	DENISE	F	1	1	1		1	1		1			1	7	54%				
17	DOIDGE	THERESA	F	1	1	1	1		1		1		1		7	54%				
18	GILBERT	HANNELIE	M		1	1	1			1	1	1		1	7	54%				
19	GILBERT---COETZEE	ERASMUS	M		1	1	1			1	1	1		1	7	54%				
20	REEVES	KEITH	M	1					1		1	1	1	1	6	46%				
21	WALKER	MARK	M	1	1	1	1	1	1						6	46%				
22	YOUNG	ROBERT	M		1	1	1		1		1	1			6	46%				
23	YOUNG	ISABELLA	F		1	1	1		1		1	1			6	46%				
24	ROUX	DAVE	M	1		1					1		1	1	5	38%				
25	ROUX	ELLANOR	F	1		1					1		1	1	5	38%				
26	ALDIS	GRAHAM	M	1		1		1			1				4	31%				
27	MAKEPEACE	JOHN	M	1				1		1			1		4	31%				
28	RULE	TERENCE	M	1	1				1					1	4	31%				
29	WALLIS	BOB	M	1	1				1			1			4	31%				
30	BENTLEY	STEVEN	M		1				1			1			3	23%				
31	BENTLEY-----RANDALL	PENNY	F		1				1			1			3	23%				
32	COLEMAN	HEATH											1	1	1	3	23%			
33	DAVIS	MICHELE	F	1				1						1		3	23%			
34	DODD	GAVIN	M	1				1			1					3	23%			
35	DODD	FREDA	F	1				1			1					3	23%			
36	FERGUSSON	IAIN	M		1								1		1	3	23%			
37	MAKE--COETZER	KATHY	F	1				1		1						3	23%			
38	SCHUTER	PAUL	M	1	1	1										3	23%			
39	THOMPSETT	JULIE	F			1		1				1				3	23%			
40	WILSON	RINA	F	1				1	1							3	23%			
41	BOTES	BRIAN	M	1	1											2	15%			
42	BOTES--BOTH	MEGAN	F	1	1											2	15%			

STATISTICS REPORT

43	ERASMUS	ANNA MARE	F					1							1	2	15%
44	ERASMUS	PETER	M					1							1	2	15%
45	GILBERT (YOUNG)	TIAAN	F						1		1					2	15%
46	KYLE	TONY	M						1		1					2	15%
47	McGEEAN	MALCOLM	M	1								1				2	15%
48	NOY	BRUCE	M									1	1			2	15%
49	ROSSOUW	DELVA	F					1		1						2	15%
50	ROSSOUW	TIKI	M					1		1						2	15%
51	RULE-----GOCH	PAULINE	F	1	1											2	15%
52	TODD	ROBERT	M	1					1							2	15%
53	TODD	LIZL	F	1					1							2	15%
54	WILSON	CRAIG	M	1					1							2	15%
55	ARMSTRONG	CHAVONNE	F	1												1	8%
56	ARMSTRONG	WAYNE	M	1												1	8%
57	COETZEE	RUTH	F	1												1	8%
58	DE KROON	DICK	M					1								1	8%
59	JOOSTE	HANS	M									1				1	8%
60	SUMNER	DAVE	M	1												1	8%
61	SUMNER---DAVIES	JENNY	F	1												1	8%
62	WRANKMORE	DEREK	M					1								1	8%

Odysseus Members Meeting Attendance			25-Jan	23-Feb	27-Mar	27-Apr	###	22-Jun	27-Jul	Meetings	% Ride Ach
			34	25	21	23	23	28	21	12	27.69%
			37.36%	27.47%	23.08%	25.27%	25.27%	30.77%	23.08%	7	
1	CORNEY	DEVIN	1	1	1	1	1	1	1	7	100%
2	CORNEY-----JAMES	SUZAN	1	1	1	1	1	1	1	7	100%
3	COWMAN	JACQUI	1	1	1	1	1	1	1	7	100%
4	COWMAN	PETER	1	1	1	1	1	1	1	7	100%
5	DOIDGE	ROBBIE	1	1	1	1	1	1	1	7	100%
6	DOIDGE	THERESA	1	1	1	1	1	1	1	7	100%
7	FORBES	BASIL	1	1	1	1	1	1	1	7	100%
8	BAREHAM	ROB	1		1	1	1	1	1	6	86%
9	BENTLEY	STEVEN	1	1		1	1	1	1	6	86%
10	FORBES	CHERILEA	1		1	1	1	1	1	6	86%
11	GROVES	HECTOR	1	1	1	1	1	1		6	86%
12	GROVES	LINDA	1	1	1	1	1	1		6	86%
13	ROUX	DAVE		1	1	1	1	1	1	6	86%
14	ROUX	ELLANOR		1	1	1	1	1	1	6	86%
15	DODD	GAVIN	1	1		1		1	1	5	71%
16	DODD	FREDA	1	1		1		1	1	5	71%
17	MURTAGH	ERROL	1	1	1		1	1		5	71%
18	WALLIS	BOB	1			1	1	1	1	5	71%
19	BAREHAM	ANNE	1			1		1	1	4	57%
20	REEVES	KEITH			1	1	1		1	4	57%
21	RULE	TERENCE	1	1			1	1		4	57%
22	WALKER	MARK	1	1	1	1				4	57%
23	WILSON	CRAIG	1	1	1	1				4	57%
24	WILSON	RIINA	1	1	1	1				4	57%
25	YOUNG	ROBERT	1	1			1		1	4	57%
26	YOUNG	ISABELLA	1	1			1		1	4	57%
27	CAMACHO	RODNEY	1		1				1	3	43%
28	SUMNER	DAVE	1	1				1		3	43%
29	TODD	ROBERT	1		1			1		3	43%
30	TODD	LIZL	1		1			1		3	43%
31	ALDIS	GRAHAM	1	1						2	29%
32	COLEMAN	HEATH						1	1	2	29%
33	FERGUSSON	IAIN	1					1		2	29%
34	JOOSTE	HANS	1				1			2	29%
35	KYLE	TONY				1		1		2	29%
36	SCHUTER	PAUL		1				1		2	29%
37	SUMNER---DAVIES	JENNY		1				1		2	29%
38	BOTES	BRIAN	1							1	14%
39	BOTES--BOTH	MEGAN	1							1	14%
40	DAVIS	MICHELE	1							1	14%
41	GILBERT (YOUNG)	TIAAN					1			1	14%



SOCIAL MEETING

Held on
27 July 2023,
19H00 @ JAGGERS

Invitees: 19 Members & 1 Probationist

Welcome & Apologies: Hannelie & Erasmus, Rob & Lizl Todd, Hector & Linda Groves, Grumpy, Michele D.

Unwell member:

Matters Arising from Previous Minutes: None

Previous Minutes Acceptance: Robbie & Pink

Correspondence: None

Membership : Heath Coleman due to get Patch at next meeting – Basil to put Pack together.

Finance

Birthdays

ROSSOUW TIKI 4,
TODD ROBERT 11,
DODD FREDA 15,

PIKE COLLIN 10,
GIBBONS PETER 12,
BRUCE NOY 26.

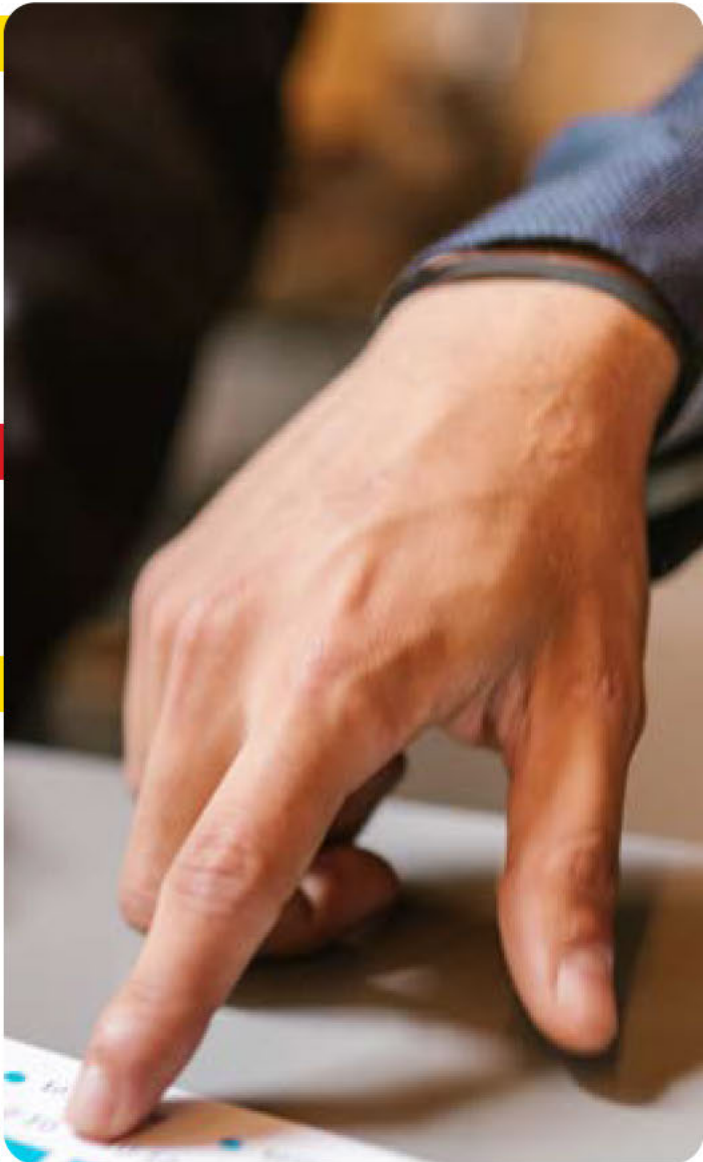
Rides:

Official Rides:

Past Rides:

July 9 - Riebeeck Valley Hotel - Devin Expressed his disappointment in turnout after members committed to join. Discussed the general arrangements of the run and explained that when he books, he negotiates a price and then 19 arrive out of 27 said they will come and it has a bad reflection on him and the club.

July 23 - Iain Melkbos SPUR - Devin feedback, Spur run was a good short run. Iain had to Ask Susan and Devin to assist on this ride due to the passing of his mother. Our condolences are with him and his family.



SOCIAL MEETING

Held on
27 July 2023,
19H00 @ JAGGERS

FUTURE RIDES

Aug 27 - "Die Eike" on the Slanghoek rd, formally The Dam Fine Cafe which will be a lunch run - times TBC - Peter and Jacqui explained the ride for the 27 August.....also sent Devin a menu so the members can pick food upfront, reasoning behind this is that all will get served at the same time. So no waiting from first to last person.....this is to be in to Peter & Jacqui by Monday/Wednesday before the ride.

Sept 10 - Terrance - Possibly up West Coast
Oct 1 - TBC
Nov 12 - TBC

FUTURE EVENTS

Brass Monkey -To be held @ Swellendam Caravan Park
(4,5,6 Aug 2023)
Sept 16 - Quiz night
Oct 6-7 Oct at Biker Forge Tulbagh - Beaver Rally
Oct 29 - Buff Rally
Nov 17- 19 Carpe Rally

General:

Rides as per minutes was discussed: Again the poor attendance of members was and the following came to light:

Keith: he knows over the years the times and frequency of rides changed as the committee changed but many years ago the club had 1 Ride at the last Sunday of the month, and then 1 unofficial ride in the beginning or middle of the month.

Devin Welcomed the discussion as it is what is required to get members to participate in the meetings and the decisions on rides. HBC to discuss at next HBC meeting that maybe go back to 1 official ride per month and 1 unofficial. Making it more affordable for others to join in the last run.

Gavin Also mentioned in the past there was only one run per month and then this was changed once summer peeped out again to two runs per month.

Basil asked if we always must have breakfast on a run, why can we not have a longer run and then just have a cuppa coffee and



ride back, seeing it's all about the ride.
Also the attendance of rides via the Poll on the W/A is always an idea on who will be at the ride and who will not but lately the feedback is poor due to members not bothered to vote and just arrive at the venue not that it is a problem but planning for the CHIEF ride coordinator is made difficult due to number given.
DEVIN again raised the point of non-participation of members to runs and meetings. – poor attendance, acknowledging its winter but a concern.
Susan - Change of Bank account progress.
Website - www.odysseusmc.co.za Website is up and running – one or two more changes then Devin will take over the Website activities.
Establishing a Marketing Subcommittee (to take our club forward.)
Updated member information sheets outstanding- A request again went out to members to update their info sheets and return to Linda. We need to update the master folder list of club members.

OUR 2023 COMMITTEE



SPOKESPERSON
Basil Forbes
060 548 3928



TREASURER
SUSAN JAMES
082 353 7531



SECRETARY
LINDA GROVES
083 626 8796



**CHIEF
RIDE COORDINATOR**
Devin Corney
083 310 2485



Social
RODNEY CAMACHO
084 951 3336



REGALIA
CHERILEA FORBES
084 717 1221



RIDE CO ORDINATOR
IAIN FERGUSON
083 555 5787



RIDE CO ORDINATOR
TERENCE RULE
082 673 0513

MONEY MATTERS FINANCIAL REPORT

July 2023

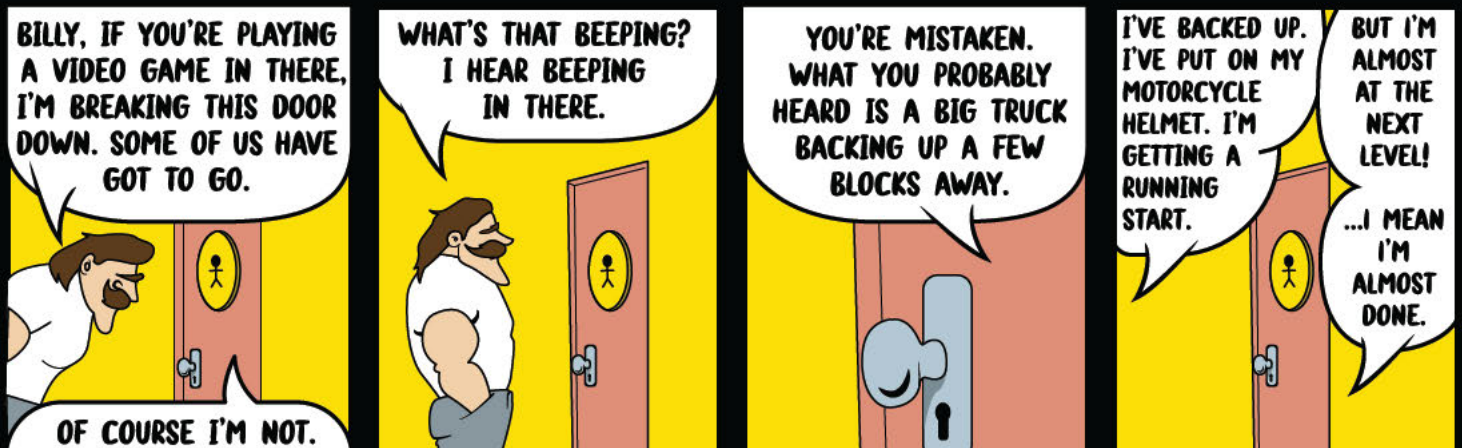
CLUB BANKING DETAILS:

BANK: ABSA ACC Name: Odysseus Western Cape
Account: 9263536308
Savings Account Branch Code: 632005

THIS MONTHS BIRTHDAYS



**ROSSOUW TIKI 4,
PIKE COLLIN 10,
TODD ROBERT 11,
GIBBONS PETER 12,
DODD FREDA 15,
BRUCE NOY 26.**



THIS August



RIDES



**27 August -
Die Eike
Slanghoek**

**BLA-BLA-Bla bla bla hour
or so on.....
Route and Time TBC -
Lunch Run**



BRASS MONKEY

4-6 August 2023



Swellendam is the fifth oldest town in South Africa, a town with 17,537 inhabitants situated in the Western Cape province. The town has over 50 provincial heritage sites, most of them buildings of Cape Dutch architecture. Swellendam is situated on the N2, approximately 220 km from both Cape Town and George.

R1900 Per Couple
As per arrangement with Treasurer.

WHAT'S ALL INCLUDED
Bed, Dinner & breakfast for 2 Night
(Starts Friday from 14:00, depart Sunday
after morning Breakfast.

Friday Night the Pizza Night at Barrel & Blues
Saturday Night with Entertainment
Menus as per your choices made.

**PLEASE BRING OWN BEDDING - IF YOU ON BIKE ARRANGE WITH
SOMEONE THAT IS GOING BY CAR TO ASSIST YOU.**

NOTE

All meals are picked and you can not be changed once at the restaurants as it will be prepared to eliminated long waiting for foods.

CONTACT:
BASIL - 060 548 3928

Banking Details as per Money Matters but include your name and Brass Monkey as reference please, send POP to Susan

Diary 2023

MEETINGS 2023

27 July 2023

20 October Due To buff we have general meeting week earlier

23 November

24 August 2023

14 Dec

22 September

27 August - Cowman's Ride - De Eike Slanghoek Road - Lunch Run - Time TBC

10 Sept - Terence - West Coast Way.

12 Nov TBC 26 Nov TBC 17 Dec Charity Ride

UP COMING
CLUB RIDES

Club Events

9 Dec Year End Party

Up coming Rally Events



Cape Town Motorcycle Club annual
CARP Rally 17-19 Nov.



ATKV HARTENBOS
MOSSEL BAY 27 to 29 OCTOBER 2023

1st Prize **R135 000 Cash!**

2nd Prize: **R25 000** & 3rd Prize: **R10 000**

Hosted by

NOMADS MOTORCYCLE CLUB

Contact: 062 599 7729 / 072 545 7228 / 021 568 8537

Visit www.nomads.org.za/buffalo-rally for details

Email: nomadsmcc@mweb.co.za

EMAIL ENTRIES CLOSE **30 SEPTEMBER 2023**

FOR THE **R450pp ENTRY FEE.**

Thereafter **entry & payment** to be made at the Gate.

GATE ENTRY R550 / +18 YEARS ONLY / CASH BAR / LIVE MUSIC

Past 9 July



RIDES

Riebeek Kasteel

This run was planned around our delivery of goods to Lilly Rose, so I was tasked to find a venue in that general direction. I tried a few venues in the Riebeek West and Riebeek Kasteel areas, but found that the prices were a little steep for a normal breakfast. It seems that these little “dorpies” on the outskirts of Cape Town have become rather fashionable and “arty-farty”, so they no longer seem to be catering to the biker scum and have rather opted to go the pricier tourist route. It was then that I decided to investigate the Riebeek Valley Hotel, as we have been there several times before and they had usually put out a good buffet spread for us. The price was similar at around the R130 to R150



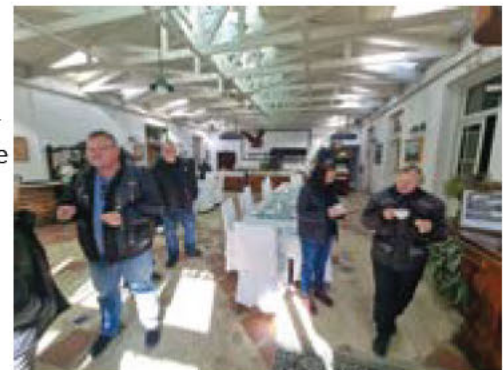
mark, but at least it wasn't just a normal Bacon and Eggs breakfast, so I thought it would be better value for money. I negotiated a bit and managed to get it at R130 per person, based on the number of “confirmed” attendees (27). Now this brings me to a rather sore point... Please people, understand that us ride coordinators need to arrange and book the venues in advance and we need to know the numbers for several reasons. For one (and as I mentioned above), I/we can negotiate certain things with the venue owners based on a group booking and the amount of people confirmed. In addition, the venues often need to know how many people will be in attendance for both seating and catering purposes. So, I am going to ask this again – if you confirm, please make sure that you actually arrive on the day. I had 27 “confirmed”, of which only 19 arrived. This is embarrassing for both me and Odysseus Motorcycle Club. Rant over.

It was a cold and wet start, so I put it out there to the group and asked who would rather bin the ride and go by car. From the majority responses I received, car seemed to be the consensus. So be it. I put it out again that the ride itself would be canceled and we would NOT be meeting at McDonald's, but rather going straight to the venue by car. This was at about 07H25. At about 08H35, I received communication from Peter Cowman asking where everyone was (they were at McDonald's). I told him to check the Whats app group, which he did and then informed me that he only received the message now. No Peter – you only opened and read the message “now”. LOL That resolved, everyone made their way to the Riebeek Valley Hotel. There were only a couple of brave souls who opted to go by bike – Peter and Jacqui and Hannelie and Erasmus (although they only live about 3KM away from Riebeek West). It was for the same reason (weather) that Robbie and Pink decided not to deliver the goods on the day, as they expected that the sandy road up to Lilly Rose would be a mud-bath. They were to deliver at a later stage in the following week, which was done I believe.



Upon arrival, the breakfast “starters” were laid out on the serving tables. These included several cereals, juices, coffee, breads, muffins and the like, which went down well with the cold and hungry group. After that the mains of bacon, eggs, fried tomato, sausage, etc. was served. I had decided (and announced) that due to the cost, the club would sponsor R20 per member towards their breakfast as a little thank you for those who support our runs. I am sure this was appreciated.

After breakfast, the sun began peeping out, so a few of us decided to sit out on the veranda and have a drink or two and enjoy each other's company. Generally and despite the cold, I think a good morning was had by most. We had 19 people in total, which consisted of 15 members, 1 prospect, 1 Telemachus and 2 visitors on 2 bikes and 8 cars.



I feel that Spring should be on the way shortly, so hopefully we'll start seeing some warmer weather and longer and more pleasant runs, but thanks to those who have stuck it out and supported through this exceptionally cold Cape Town winter. See ya all next time.
Devlin



Past

23 July



RIDES

Spur Bloubos

The ride had been organized by Iain, but he phoned us early on Sunday morning to ask if we could lead the ride as he had received the sad news of his Mom's passing. Sincere condolences to Iain and the family.

The rain had cleared up, but the roads were still very wet, so by majority vote it was decided that we would take the short route to Melkbosstrand. We left NI City at 9am and it was a fairly straightforward route – N1, N7 onto the Melkbosstrand off-ramp and across the West Coast Road into Melkbosstrand.

Iain had booked for 20 people and that was exactly the right number! The friendly Spur staff had kept tables reserved for us.



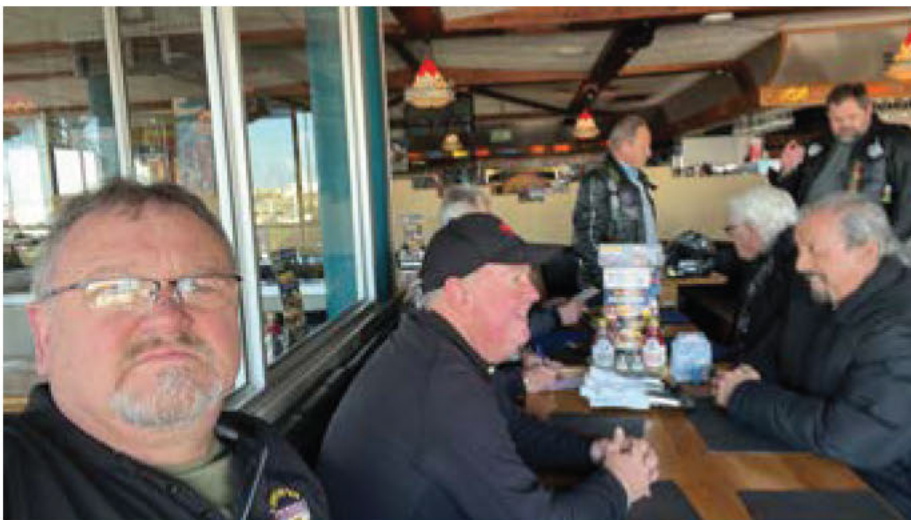
We ordered our coffees, lattes, teas etc, and then most people opted for the R50 breakfast. The breakfast was tasty and good value for money.

Being a Spur, they billed per table and we all managed to sort out our individual amounts due.

After that, quite a few of us went on to the Viper Lounge for a few drinks and good laughs.

There were 15 members, 1 prospect and 4 visitors on the ride, attending on 8 bikes and in 5 cars.

Till next time,
Cheers for now!
Susan



**A
Mixture
of Mature
Styling and Potent
Japanese Engineering**

YAMAHA XR 900



We are truly living in a golden age of motorcycle design and engineering, where the vast majority of new motorcycles in any category are incredibly polished and competent, easy and satisfying to ride. Yes, I know that that could be said for every era of motorcycle development, when looked at from within its own era – from the

growing popularity of the parallel-twin engine giving unprecedented levels of performance (which is being repeated today), to the advent of the in-line four-cylinder engine and disc brakes, through the eras of the superbike and adventure bike and electronics. But, have any of those eras given us so many impeccable and thoroughly supremely competent and brilliant motorcycles to ride as we have now?

The 1950s and '60s are held up as a high water mark of the British motorcycle, while the 1970s, '80s and '90s belong to the Japanese. However, even in those times, there were plenty of really bad motorcycles and even the good ones weren't always 100% good for a variety of reasons: they often went well in a straight line but show them a corner and things got quite hairy very quickly, because of chassis, suspension and brake performance, let alone the issue of reliability. No, no matter how rosy your tinted spectacles, we are currently in a period of motorcycle engineering that has vaulted so far ahead of what we think is possible that we are in danger of not realising how good



we have it because we simply cannot keep up with

everything that is happening: motorcycle development is taking place at an incredible rate at the moment.

Today and in any class of motorcycle, there is not one model from any manufacturer that is inferior to another similar model from a different manufacturer. There are differences, naturally, and different solutions to similar problems but none of the models are inherently worse than any other: none of them have defects that are patently dangerous and all of them are as good as each other if you look at it dispassionately. Having said all of that, however, there are still some bikes that stand out head and shoulders above the rest.

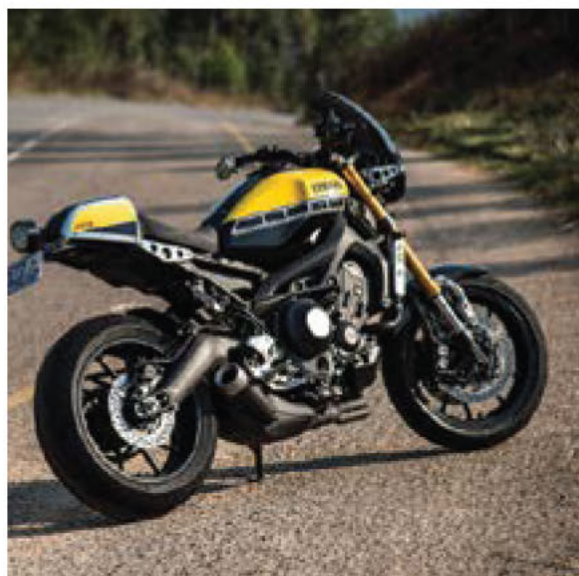
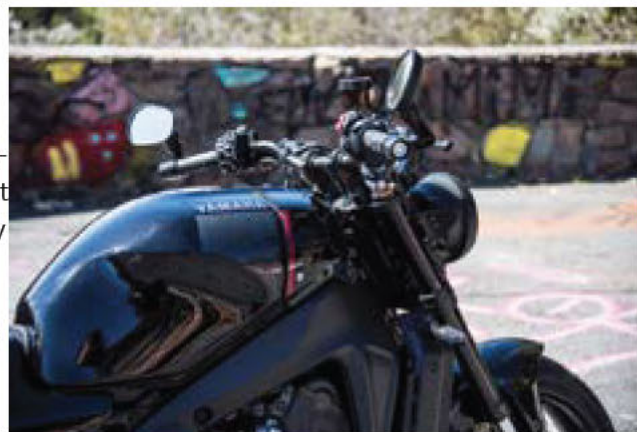
A Mixture of Mature Styling and Potent Japanese Engineering

YAMAHA XSR900



The motorcycle that has prompted this lengthy introduction is the latest version of the XSR900 from Yamaha. Nominally, it is their retro or 'modern classic' model, although really, it is an MT-09 with a more café racer feel to it and not as convincing a retro recreation as anything that has come from Triumph in this class, although the shape of the petrol tank is slightly reminiscent of '80s/'90s FZR's.

But, to try and pigeonhole the XSR900 into the retro class is to completely miss the point: it's not trying to be retro. The only thing that convinced us that it was trying to be retro is the yellow and black paint job it gave one of the earlier XSR900 models, aping the GP race bikes of Kenny Roberts. And, if it's a modern interpretation of a café racer, then that's just a style of motorcycle that's back in vogue and as far from anything Yamaha produced in the 1970s and '80s as the Ténéré 700 is. Look past the retro appeal, however, and this is a fantastic road bike. The CP3 engine is just lovely, full



of power and torque and character, with a great soundtrack from the exhaust. If only the exhaust looked as good as it sounds but more of that anon.

The electronics have been upgraded to Bosch cornering ABS, there are four power modes and three riding modes, the sportiest of



both making the throttle a little sharp, especially around town in traffic, but knocking it back a step or two smooths things out nicely. The twin four-piston brakes up front have a superb feel allied to huge power when called for.

There is a bidirectional quick shifter and, if the TFT dash is a little small, then it is still legible and, really, it's perfectly big enough for practical purposes and it is well positioned for quick glances. There is even cruise control.

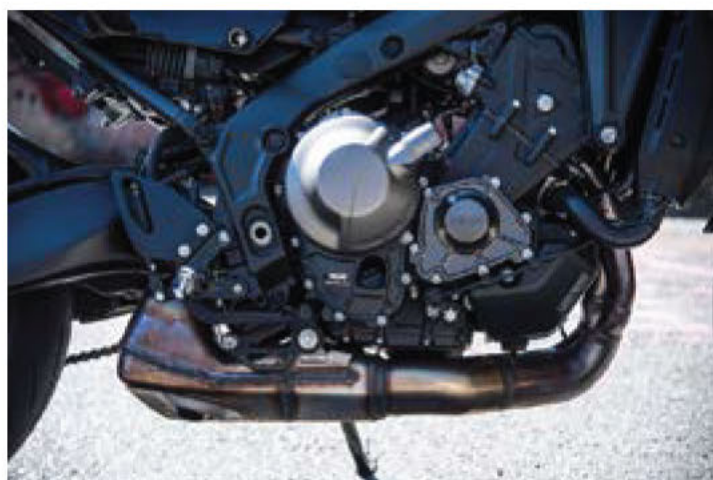
A Mixture of Mature Styling and Potent Japanese Engineering

YAMAHA XR 900



The riding position is absolutely spot-on, even for tall old me: you are lent forward into an attacking position but there never seems to be too much weight on the wrists and it manages to be at once both racy and comfortable, no matter the riding situation. Hell, it's even great on the highway. There is a lot of adjustment built into both the handlebars – vertical and rotated fore and aft – and the foot pegs – up and down and backwards.

117 horsepower is more than enough, especially when the power is delivered with a creamy smooth urge from anywhere in the rev range all the way up to the limit: the midrange is punchy and that punch continues all the way to the top. It's massively impressive and so easy to tap into. Yamaha has done a lot of work on the chassis, which is now 2.3kg lighter and an incredible 50% stiffer, as is the swing arm, which is also 59mm longer, increasing the wheelbase and allowing the rider to be positioned further back, improving the weight distribution. The seat is 20mm lower than on the previous XSR900.



The stability is impressive, the steering pin-sharp but never too quick to make progress jerky.



The upshot of all this is a motorcycle that is so completely easy to ride and get the most out of. Getting on and riding away, you immediately feel comfortable and at one with the bike and encouraged to push the performance envelope. The forks are fully adjustable but, if I were you, I'd leave them well alone and simply concentrate on riding, letting the bike's dynamics do all the work for you.

A Mixture of Mature Styling and Potent Japanese Engineering

YAMAHA XR 900



I've left the looks to last for one specific reason and that is to allow the important factors to shine, although I realize that leaving my one criticism to last might leave the reader with the wrong impression. Let me reiterate that this is a fantastically brilliant bike, with absolutely no vices whatsoever and a completely engaging character.

Overall, I like the looks. The test bike was the black version which suits the bike but, to my mind, the blue and gold version really takes the laurels. Of course, it changes nothing about the riding experience but it really matches the character of the bike.



The one blot on the landscape is the exhaust. Three slender header pipes emerge from the engine, converging on a surprisingly large diameter collector pipe. From there it goes into what has to be one of the largest and ugliest catalytic converter/silencer boxes I've ever seen on a motorcycle. With the bike on the side stand and looking at it from the right-hand side, it is just huge and really unsightly and Yamaha has made absolutely no effort to disguise it, which I find really surprising and a little disappointing.

There are no silencers in the conventional sense at all, the exhaust gases exiting from the bottom of the box, which is a neat enough solution and it certainly makes all the right noises but, boy, is it unsightly. If it was my bike, the first thing I would do is fit an aftermarket full system exhaust.

Is it enough to cross this bike off the want list? Of course not: the XSR900 is too good everywhere else to let something you can't even see when riding it have the casting vote.

And, believe me, it is good. No, it's better than good: it's brilliant, and it was one of those bikes that I was completely reluctant to give back. I just can't see a time when I would be bored of it or need anything else in the garage.



What the Law - Part 2 - Traffic Violations by Rob Young

METHOD TO SECURE THE ATTENDANCE OF AND ACCUSED IN COURT: PART TWO

Disclaimer

This article is intended to share information as it exists in legislation and is not intended to be legal advice and should not be construed to be such. Legal advice is given on specific instructions and merits and cannot be dispensed generally. Should you experience a legal problem similar in nature to the information contained in this article please seek the advice of a legal practitioner.



WRITTEN NOTICE

A written notice is issued in terms of section 56 of the Criminal Procedure Act (CPA) and must be issued by a Peace Officer. A written notice will normally be issued by a Traffic Officer when he or she stops a motorist for a traffic offence. It is important to note that the National Road Traffic Act (NRTA) also defines a metro police officer and a member of the SAPS as traffic officers, and they therefore have all the powers of a traffic officer in terms of the NRTA. A written notice can be issued by any Peace Officer empowered thereto and includes, for example Law Enforcement Officers, Building Inspectors etc. These notices will be issued to an alleged offender there and then and are not posted. There is no requirement in law as to the form a written notice must take other than the minimum information that must be contained therein, this includes:

- The name, residential address and occupation or status of the accused.
- Court and court date where the accused must appear.
- An admission of guilt fine (AG); and
- A declaration by the officer concerned that the original was handed to the accused and the import thereof explained to him or her.

A written notice can therefore take any form provided the minimum requirements are contained therein. The City of Cape Town and Western Cape Provincial Traffic Department, for example, use an electronic system that prints out a written notice that looks like a till slip while other authorities use handwritten notices.

There is no requirement in law that an accused must sign for a written notice and any signing thereof is purely to prove receipt thereof and is in no way an admission of guilt. You can also not be forced to sign receipt. However, should you refuse to sign it is not proof that you did not receive such notice and the declaration by the peace officer will suffice. I cannot think of any reason why a person should refuse to sign receipt of a written notice unless you have a valid reason to believe the person is not authorized to serve such notice. In which case I suggest you seek legal advice.

A written notice must contain an AG and this amount, per charge, may not exceed Five Thousand Rand. Admission of guilt fines are set by the Chief Magistrate for a specific offence and a traffic officer has no powers to alter these. He or she cannot reduce or increase an AG as set by the Chief Magistrate. Should the AG for a specific offence exceed Five Thousand Rand the accused will be arrested for the alleged offence as a written notice cannot be issued, so for example should you exceed the speed limit and there is no AG available for that offence or the amount set exceeds Five Thousand Rand you will be arrested.

Admission of Guilt fines for speeding, for example, will be approved as follows (please note this is an example and is not the actual fines prescribed):

Exceeding the speed limit in a 60Kmh area:

61 – 65 R500

66 – 70 R1000

71 - 75 R2000

76 – 80 R3000

81 – 85 R4000

86 – 90 R5000

91 – 95 R6000

In the above example should a person drive at a speed of 95 km h in a 60 area a written notice cannot be issued, and he or she will be arrested.

Should you be issued with a written notice you have two options, in terms of law:

1. Pay the AG and avoid appearing in court; and
2. Appear in the court on the day provided.

Should you follow a third option and fail to do either of these, a warrant will be issued for your arrest.

If you wish to admit your guilt, you can make representations to the public prosecutor concerned who may reduce the AG or you can appear in court and plead in mitigation.

Presently notices issued by a local authority are captured on their fine management system and it is a case of the left hand not knowing what the right hand is doing. So, for example, should you attend the Brass Monkey in Swellendam and collect numerous notices during your trip the different local authorities will be unaware of notices issued outside of their jurisdiction, for example Swellendam will be unaware of any notices issued to you in Cape Town or Robertson.

Motorcycle Etiquette: 5 Unwritten Rules of Motorcycle Riding



The rules of the road apply to all drivers, including motorcyclists. You need to be respectful of other people's needs and intentions when making decisions behind the wheel. A slight hesitation or the wrong right-of-way will irritate other motorists. These kinds of mistakes can even increase your risk of injury. Learn the dos and don'ts of motorcycle etiquette to avoid making costly mistakes on the road.

Follow the Laws

It all starts with obeying all traffic and safety laws. The National Highway Transportation Safety Administration is here to remind you to follow the speed limit, obey traffic lights and signs and always check behind you before changing lanes. Drive defensively and expect others to make mistakes. Most multi-vehicle motorcycle crashes happen because other drivers simply didn't see the motorcyclist. You can increase your visibility by adding high-vis markers to your riding jacket and keeping your headlights on even during the day.

Keep Your Eyes on the Road

You shouldn't take your eyes off the road for any reason. Obstacles can appear at a moment's notice, so always be on guard. If you need to use your phone or GPS while riding, mount it to the handlebars to keep it in view and use a motorcycle helmet Bluetooth headset to wirelessly interact with your device. Just speak into the receiver to check the map, send a message or to see who's calling. It should connect automatically to the other riders in your group, so you don't have to manually reset the connection every time you fall out of range.



Watch Out for Your Fellow Driver

We're all in this together. Motorcyclists can run into all sorts of problems on the road, including minor headaches and life-threatening injuries. If you see a fellow rider in need, slow down and come to a stop on the side of the road as soon as possible to see if they need assistance. You can quickly call for help using your Bluetooth headset without physically taking out your phone. Bring along an emergency repair kit to fix the problem on the spot.

Leave Room for Others

Motorcyclists love to ride in groups large and small, but you need to share the road. Be mindful of drivers when riding in a pack and try to occupy as few lanes as possible. You can ride in a zigzag formation in one lane while keeping a safe distance from the next closest person in the group.

If there is only one lane, watch out for emergency vehicles and other drivers looking to pass. The person in the rear can give the other riders a heads-up that someone is looking to pass so everyone can slow down or pull to the side.



If necessary, break up your flock into smaller groups of five or less people each to make it easier for others to pass.

The same is true of parking. Avoid taking up an entire parking space with one motorcycle. Leave room for others by parking either at the top of the space or to the side. You should be able to fit two bikes to one space, depending on the make and model.

Practice Active Listening

Being able to hear important sounds while riding is key to navigating traffic. Drivers may honk at you for various reasons, so you need to keep your ears open even when using a Bluetooth headset. Use a device with quality JBL helmet speakers that will automatically adjust the volume based on the surrounding noise level, so you don't have to do it manually. Listen for sirens and even pedestrians trying to get your attention when riding in crowded areas.

Our Sponsored Charity - Lily Rose Community Farm



After the original date for the Charity Run was postponed due to rain, it was decided that seeing as only a handful of members with off-road capabilities are able to drive into the Lily Rose site, that only one vehicle which could handle the off-road conditions would do the trip. Upon agreement with the Spokesperson, Pink Bob kindly offered his vehicle & fuel and I accompanied him on a more weather-pleasant day.

After many requests for dona-

tions, we managed to accumulate a full bakkie-load of goods - which comprised clothes, groceries, household items and bedding - all of which is much-needed during these freezing winter months!

Upon arrival, we were met by a couple of residents who helped unpack the load. Needless to say, there was much excitement and appreciation. Unfortunately Charmaine wasn't available, as she had another appointment at the new premises.

A huge thank you to Basil for his donation, Pink Bob for the use of his vehicle and Errol for his cash donation (which will be used for the next donation to Lily Rose).

My personal thanks to my family & friends who so generously donated the balance.

Odysseus is a club that likes to give back to the community!

Take care & stay warm!

Regards

Robbie



Our Sponsored Charity - Lilly Rose Community Farm



Here is extraction on more about the communicate:

We met Charmaine about 2 years ago on a visit to the farm. We were overcome with respect for these folk who with very little, have achieved so much. It was then that we said we would like to support them and get involved.

Many had no SASSA grant but that did not stop her from taking them in and giving them a roof over their heads, food to eat and safety. In fact, of the +-100 residents on the farm, only between 50 – 60 actually pay and then they don't always pay the full amount.

She says people with good hearts and giving natures who want to help the less fortunate.

She has always been upfront and truthful about how she charges people that can afford it and what they get for the money they pay her. When Charmaine's Mom passed away, Charmaine was left some money and could buy about 8Ha of land close to Atlantis with the view and intention to move the Community to their own land, where they would not be under threat from neighboring camps and settlements.



Her vision is to create an Eco Village, with proper sanitation for the mostly elderly folk who have nowhere else to go. They cannot afford to go into old age homes and obviously their families are not able to take them in, for whatever reason. I asked Charmaine one day why she does not move to the new farm in the interim and she said that her daughter and son-in law are there to ensure that no squatters arrive there and she will stay with her Community. She does not live in luxury, nor does she have luxuries that the people who live there don't.



There are many who live at Lilly Rose Community who do not have the means to contribute financially and many of these people work for the Community and assist where necessary in lieu of board and lodging. I see nothing wrong with this arrangement as the elderly are unable to do heavy labour and many need assistance to get to the bathrooms etc.

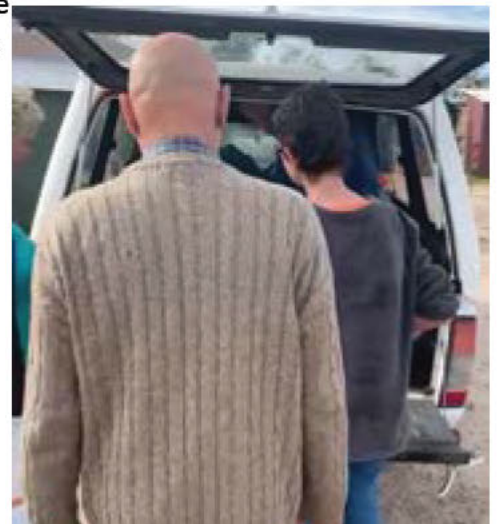
I have been to the farm a few times and leave there every time feeling humbled and at peace to see a community of people, from different walks of life, living together in harmony. Yes, they do have their internal battles but just as any normal household that has their squabbles, they have each other and each other's backs.

I would like to take this opportunity to extend an invite to all that have their doubts, questions or concerns, to please go and pay Lilly Rose Community a visit.

Go and see what they have, speak to the people that live there and try



and help them with whatever you can. When we ask for donations this will help many people and you do not understand the gratitude we see when we deliver. So please do not stop to donate.....



Chain Maintenance the Motul Way



The modern motorcycle chain is truly a thing of wonder. It certainly has not always been so. Those like me that have done a significant number of laps around the sun can attest to that fact. In 1975, when my mate Willem and I did an extended tour of Rhodesia (back then, Rhodesia was the World's third largest producer of maize on the planet, behind the US and Canada, and the top tobacco producer bar none), Willem had no chain issues as he was riding a brand-spanking new Honda GL1000 Goldwing. On this trip, I was on my Honda CB500 Four, which I had bored out to 605cc, gas-flowed the head and fitted a Yoshimura 4 into 1 exhaust. The big bore kit turned the little Honda into a 750 eater; however, the chain took serious strain with the big torque increase of the hopped-up motor. I fitted a new DID chain to negate chain issues on the trip and reduce the need for frequent chain adjustment.



To no avail. I ended up having to adjust the chain daily and on some long days, twice a day. This was due to two factors. Firstly, the advent of O and X-ring chains were still many years away, and secondly, gear oil was the best we had to lube our chains. The result was that the spinning sprocket would deposit the oil everywhere, but keeping it on the chain. Real bikers were distinguishable by their greasy 'chain side' pants leg. My, isn't progress just peachy!

Today we only need to adjust our chains when they are giving notice that they are on their way out, and no

one would know that we are bikers by scrutinizing our pants! This is thanks to modern chain design and the superb chain lubes that we are blessed to have these days. Up at the top of the pile are the various chain lubes from French giant Motul. I am sure that Motul's history of supporting motorcycle endurance racing has been a big contributing factor in the development of its quality chain care products.

Motul have no less than three chain lubes, each designed and engineered for a specific application. 'Road' is for broad spectrum tar road travel, 'Off Road' I suppose rather obviously is for those who like to venture off the beaten track, and then we have 'Factory Line', for Road Racing. Before I get into the specific lubes and their application, I would like to chat about general chain maintenance dos and don'ts.



Chain Maintenance the Motul Way

Number one in chain maintenance is to start your care regimen by cleaning the chain. By getting your chain properly clean before lubing it you are allowing the lube to have unimpeded access to all areas of the chain. It is vital that you clean your chain using a solvent that does not damage the O or X rings of your chain. These rings are seals on the sides of each individual chain link which trap bespoke grease inside every link. This has contributed massively to the reduction in overall chain wear enjoyed by modern-day bikers.

Motul makes a 'Chain Clean' spray which gets all the accumulated crud off your chain without harming the sealing rings. It is vital when choosing a lube that it too is O-ring friendly. So, first up is applying the cleaning spray liberally to your chain. Leave it for 5 minutes and, if really dirty, scrub the chain lightly with a soft brush. I then rub the chain up with an old rag, leaving it clean and crud free. A clean chain just looks the business too!



Now we can get down to lubing the chain. This is always easiest achieved if the rear wheel can be rotated, which is why main stands rock! Race bikes and dirt bikes will ideally need a paddock stand. While the back wheel is rotated by engine or by hand, you apply the lube of your choice to the inside run of the chain. In other words, on the bottom run of the chain between the rear and front sprockets.

Centrifugal force then moves the lube through the link to the outside, completing the lubrication process. Spraying it on the chain where it goes around the back sprocket encourages the lube to fling off without totally penetrating the chain links. I have found that it is best to allow the lube to dry and settle before riding off. When touring, if I stop for a coffee and see that my chain needs lube, I lube the chain first, then have my coffee. By the time I ride off the lube is all cosy on the chain.



Chain Maintenance the Motul Way



Motul's Factory Line is designed for the extreme conditions of road racing. It is white in colour and contains solid additives that best meet the needs of racing motorcycle chains, limiting wear and rolling resistance for maximum performance. It has phenomenal adherence qualities which is a huge benefit to the chain of racing motorcycles. This does make it harder to get the over-spray off your back rim. As the old saying goes, "no pain no gain".



The colourless 'Road' lube is a broader spectrum. It does the lubricating thing, resists flinging off and inhibits rust and corrosion. More in line with the everyday requirements of road riders.



Last up is the 'Off Road'. It is a funky greeny yellow in colour, more in keeping with the countryside where you ride, I suppose. It protects the chain in extreme wet and muddy conditions, also inhibiting rust. It is less 'sticky' so that it doesn't attract dirt.

So, there you have it, Motul have a specific lube to meet your particular need. But, as they say in the Classics, "That is not all". New, and common to all these products, is a rather clever spray nozzle. Previously, the cans came with a cap which you removed to expose a short, detachable spray nozzle, and a loose, longer pipe nozzle which could be substituted to reach more inaccessible areas.

Typically, the cap got mislaid, and the long pipe nozzle kept detaching and losing itself, leaving you frustrated and irritated. Well guys 'n gals, that ship has sailed thankfully! Motul now has super funky nozzles on their cans which has a permanently attached long tube which can bend at 90 degrees, allowing it to fold up for storage.

The spray can be used with the long pipe folded in, mimicking the short old pipe, or folded out for the long pipe access. Storage is a cinch as the pipe lies flush with the side of the can when folded. No more caps or pipes to lose. Brilliant! Form and function in harmony.

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Telemachus Patch Small.....	R	35.00
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