



PROUDLY BROUGHT TO YOU FROM ODYSSEUS MOTORCYCLE CLUB

www.odysseusmc.co.za



Many still believe the future of motorcycles is electric!! **OR NOT!!**



MOTORCYCLE LATEST NEWS

page 18
Who says
What



XRAMP

*The Think-
ing Man's
Bike Hauling
Solution*

What MotoGP's
2023 crash stats
say about the
sprint format



Go Gravel 40L
Duffel Bag

NEW
PRODUCT LAUNCH



ODYSSEUS MOTORCYCLE CLUB

CEDERBERG OASIS OUTRIDE 2024

"LET THE ADVENTURE BEGIN"

January '24
ISSUE - 55

CLUB
NEWS



IN THIS ISSUE CONTENT

Regulars

Contents pg **2**; Chairmans Report pg **3**; General Meeting pg **4/5**; Committee & Finance pg **6**; Birthdays & Diary & Events pg **7/8**; February Rides pg **9**; Stats pg **10**;

Features

Motorcycle News Pg 11

Jaggers Family Day - Pg 12 -13



Stellenbosch Airport Trip Pg 14 -16



What MotoGP's 2023 crash stats say - Pg 17-18



XRAMP - Car KIT-Pg 22 - 23



Lifestyle and Outdoor Section
Pg 19 - 20



Cederberg Trip - Odysseus Pg 24-26



The Motorcycles of CES 2024-Pg 21



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.



Hi All,

December started with a bang. The year-end function was a highlight not to be missed. Basil started the ball rolling & decided on a Western theme, but as he was unable to continue, the rest of the crew got together and did a fantastic job of decorating the hall in true Western style – the only thing missing was John Wayne!

As Jagers was eventually closing doors on 23 December, the Club decided to have a “Last Blast” and held a family braai on the 17th December, which was well-attended and most enjoyable.

Whilst looking for new premises, we were allocated various venues to investigate & I happened to approach the Pinelands Bowling Club as a possible new “home” for Odysseus. We were well received and the committee there were very accommodating & welcomed us with opened arms. We held our first meeting (AGM) there on Thursday, 25 January 2024 and all our members were very pleased with the new venue. We hope for a long & mutually rewarding association with the Pinelands Bowling Club.

As I step down from my position as interim Spokesperson, all that is left is for me to do is wish the newly elected Handlebar Committee all the very best for 2024!

Robbie

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

19H00 @ JAGGERS

Increased subs wef from Jan 31 2024 -As Voted By members at AGM 2023



AGM MEETING

Held on
January 2024
19H00 @ JAGGERS

AGM concluded at: 20H15

Followed by General meeting;

- Birthdays for Feb 2024; 9 Len Haasbroek, 11 Beatrice Cole, 13 Ralph Kunert & Robert Young, 17 Penny Bentley, 18 Derek Wrankmore, 28 Adrian Knight,
- All members note both The Buff / Springbok rallies were cancelled and will not take place during 2024
- Errol suggested after leaving meeting area NI City riders should regroup on N (due to traffic lights) in order to avoid long gaps in formation. Pink Bob mentioned Old rule should be applied whereby each rider must ensure the rider behind is visible at all times (ie slow down)
- Memorial Run: Terance organised venue with breakfast first (due to time constraints at Restaurant) at Doodles(Bloubergstrand) and afterwards walk across Marine rd to beach where eulogy will be read,
- Devin appealed to members to participate in the Tears Ride on 18 Feb 2024.

Meeting concluded @ 20H30



[illegible]

THIS MONTH

BIRTHDAYS



9 Len Haasbroek
11 Beatrice Cole
13 Ralph Kunert
13 Robert Young
17 Penny Bentley
18 Derek Wrangmore
28 Adrian Knight

Diary 2024

Meetings 2024

22 Feb - 28 March - 25 April - 23 May - 27 June -
25 July - 22 August - 26 Sept - 24 Oct - 21 Nov

EVENTS

Fri Feb 2-4, 2024

All day Stiek Yt Rally - Pure Venom MCC

Where: Palmiet Caravan Park Kleinmond, 1 Harbour Rd, Kleinmond, 7195, South Africa

Fri Feb 16-18, 2024

All day CMA Freedom Road Rally 2024

Where: Saldanha Bay Holiday Resort

Mari White Biking ODYSSEUS - March 10 - CT Cycle Tour being held - Appeal to all members as more volunteers needed in order to secure Sector Positions.

ODYSSEUS - March 10 - CT Cycle Tour being held -

Appeal to all members as more volunteers needed in order to secure Sector Positions.

Fri Mar 22-24, 2024

All day Swallows rally

Where: Nekkies Holiday Resort, South Africa

Purple Windmill Farm,
Klapmuts
R44

Entry Fee
R50 donation
Kids under
12 free



NEW LIFE
CAR & BIKE SHOW
COME DISPLAY YOUR WHEELS



03 March 2024 - 09:00
Prize-giving
13:00

Esri Malan
072 634 1095
Susan Malan
082 962 6269

Pre-entry for exhibitors
susanjmalan@gmail.com

EVENTS

BIKERS FUNDAY

DATE: 10/02/2024

VENUE: SIR GARNET HOTEL
WOLSELEY

TIME: 08:00 best represented/spirited club

ENTRY: R50 concourse
burnouts

games

prizes

wheelies

trophies

Food
drinks

CONTACT: JAPIE 0765542 123

ROAD THUNDERS
1STE DAY JOL

3DE FEBRUARY 2024

JUFFROUSHOOGTE
Vredenburg R45
road

12H00-18H00

R50 ENTRY
R20 BADGE

Games met Pryse
Lucky Draws

more info
Gert - 073 029 6781
Cindy - 064 768 8917

Stalletjies

GEEN BAD STANDING LEDE OF CLUBS

RALLY TIME in LAMBERTS BAY
COME JOIN US AT MALKOPPAN 3-5 MAY 2024

LOBSTER RALLY

STALLS - CASH BAR - LIVE MUSIC
GAMES - BURNOUTS - CONCOURSE
MR&MISS LOBSTER - LOADS OF PRIZES
BEST REPRESENTED AND SPIRITED CLUBS

AVAILABLE

WE ARE LOOKING FOR ANY DONATIONS.
BLANKETS, SCARVES, SOCKS, SEATBELTS
DONATION TO THE LOCAL OLD AGE HOME IN
LAMBERTS BAY. PLEASE BRING SOMETHING
ALONG FOR THE OLD FOLK. GOD BLESS

Pre Entry R240
Late Entry R279
Day Pass R150
Vehicles R120
Badges R20 + accommodation
PRE ENTRIES OUT FROM 1 FEB

FOR MORE INFO CONTACT
ANTON: 086 8508 752
STEPHEN: 083 2842 268
RVAUSD: 072 8875 656 [ACCOMMODATION]

HOSTED BY the
AFRICANS

TWO PASSES RALLY
2024

VENUE
Wilderness Hotel
Wilderness
Garden Route.

DATE:
Pre Rally meet and greet:
14th March 2024
Official Rally Starts:
15th -17th March 2024

Registrations and Enquiries
Karen Baker-0836794361
bakkaren@gmail.com
(Enquiries)
Roelof Baker-0825752736
Lisa Meyer-0760413452

Entry fee of R900,00 includes:
Rally Gift pack for the first 200 entrants, Friday and Saturday
Dinner, Entertainment, Awesome riding area and of course the
unavoidable social family camaraderie between like minded
Harley Davidson owners and riders, our Brothers and Sisters.

SWARTLAND RALLY'S
10TH
CHARITY BIKERZ BRAAI

CHARITY BIKERZ BRAAI

UNDAUNTED 2022
NAUGHTY BOYZ 2023

5-7 APRIL '24

Pre-Entry @ R220
Gate @R250
Accommodation, stalls & Pre Entries

LIVE ENTERTAINMENT-DRINKS-MUSIC-BRAAI-FOOD-GAMES-PRIZES-STALLS



RIDES

February

Sunset Ride on the 11th Feb to SEAT @ Eden on the Bay 17h00 onwards.



Sunday 25th Feb Ride to be Confirmed. - Refer to HBC

Statistics

Meeting Attendance

Date	Odysseus Members Meeting Attendance Members	Odysseus Members Meeting Attendance Visitor
26-Jan	33	1
23-Feb	0	0
27-Mar	0	0
27-Apr	0	0
25-May	0	0
22-Jun	0	0
27-Jul	0	0
24-Aug	0	0
29-Sep	0	0
24-Oct	0	0
23-Nov	0	0
14-Dec	12	0

Members	29	0
Visitors	8	0
Bikes	21	0
Pillions	10	0
Cars	5	0

[illegible]

MOTOGP NEWS ON FUELS:

2024 regulations require the use of fuels of minimum 40% non-fossil origin, rising to 100% non-fossil origin from 2027. The detailed fuel specification and testing parameters for 2024 have now been agreed by the FIM, IRTA, Dorna, official testing laboratories, and the MSMA, including input from fuel suppliers.

Marini: Honda ‘has the power’ to return to the front in MotoGP soon

Luca Marini says Honda “has the power” to return to the front of the grid in MotoGP “soon” in his first official interview as a rider for the Japanese manufacturer.

The multiple MotoGP podium finisher has joined the factory Honda squad on a two-year deal to replace Marc Marquez, who has signed for Gresini Ducati for 2024.

Marini made his debut with Honda at the post-season Valencia test, having had his HRC deal announced only the day before, and performed solidly in 10th and just 0.703s off the pace. However, due to contractual stipulations, Marini has not been able to publicly comment on Honda until now. In an interview conducted by the Japanese manufacturer, Marini – who had originally signed to remain with VR46 Ducati for 2024 – said of his move to Honda: “It was a shock after Marc announced his change. “So, me and my group, my manager, we tried to find a way to approach this new project and improve together and try to build a better bike, better performance, to come back and win races and win world titles. “This is our goal, our target, so I am sure there will be very, very satisfying moments too.”

When asked what made him want to join Honda, Marini added: “First of all, it’s the best [team] in the history.

“Numbers and statistics speak for themselves, and it is a very particular moment now, but I think we have the power to come back very, very soon.

“I will try to give all my feedback and my energy to this project and I’m sure that we will find the correct direction. We will have the power to stay at the top for many years.” Marini says he wants “to start the season with an open mind” and has desires to fight for podiums and victories, but concedes that this will “maybe be tough, but we need to look ahead”.

The Italian also praised “the culture” within the Japanese manufacturer and called it “a dream” to work in a factory surrounding. “It was amazing, passing in a very fast way and the day was already finished,” he said of his first day with Honda in the Valencia test.

“But we will have a lot of time during winter, during the test, during the season to speak with all the members of this team because it’s full of people.

“It’s just a dream to work with all these people and also with the Japanese. I have a very good feeling. I love the culture, we can have a very good synergy.”

Isle of Man TT 2024 dates revealed

The schedule for the 2024 Isle of Man TT has been revealed by organisers, with the programme largely unchanged from this year.

This year’s TT featured an increased race schedule, which included an additional Superstock and Supertwin contest.

In total, there were eight solo races (Superbike TT, Supersport TT 1, Supertwin TT 1, Superstock TT1, Supersport TT 2, Superstock TT 2, Supertwin TT 2 and the Senior TT) and a pair of Sidecar outings.

That format will remain for 2024, with race action beginning on Saturday 1 June headlined by the first Supersport race and the first Sidecar contest.

Sunday 2 June will feature the Superbike TT, won this year by Michael Dunlop on the Hawk Racing Honda.

A rest day follows on 3 June before the first Superstock and Supertwin race take place on 4 June, with the second Supersport and final Sidecar outings on 5 June.

A second rest day has been penciled in for 6 June, before the final Superstock and Supertwin races take place on 7 June, with the grand finale Senior TT concluding the programme on 8 June.

Practice week begins on Monday 27 June with an untimed morning session, before the first timed session of the event that afternoon.

Qualifying continues through Friday 31 May before racing begins.

Provisional TT 2024 schedule

Monday 27 May – Morning practice and afternoon qualifying

Tuesday 28 May – Evening qualifying

Wednesday 29 May – Evening qualifying

Thursday 30 May – Evening qualifying

Friday 31 May – Afternoon qualifying

Saturday 1 June – Supersport TT 1 and Sidecar TT 1

Sunday 2 June – Superbike TT

Tuesday 4 June – Superstock TT 1 and Supertwin TT 1

Wednesday 5 June – Supersport TT 2 and Sidecar TT 2

Friday 7 June – Superstock TT 2 and Supertwin TT 2

Saturday 8 June – Senior TT

Family Day at Jaggers



And so came the last Jol at Jaggers for 2023 and Jaggers. We will miss you Jaggers, all the fun, and all the meetings. We will miss the Evenings without Power and still look back and say "What a great venue for the last few or many years" As in the Words Of Devin if I recall - It is like saying goodbye to Somebody whom you had a great bond with and a place for friends to gather.



Family Day at Jaggers



Club Family Braai and farewell to Jaggers Bowling Club 17th December 2023

We had a good braai and farewell to our home and clubhouse on Sunday, the 17th December 2023. There was a nice turnout of somewhere between 35 and 40 of us there (including visitors). As per normal, the club supplied salads and rolls and everyone brought their own meat to braai. Thanks Robbie and Therese for doing the potato salad, Linda for the Green salad and Susan and I who did the bean salad. Also thanks to Handsome Huey for the snacks. The day went down well and people braaied and chatted as the afternoon rolled on. We had brought the

club speakers and I (or my phone) played DJ for the afternoon. I tried to get a group photo of members at the Jaggers bar for old time's sake – I hope I got everybody in, as I am not sure if anyone had already left by that stage.

During the proceedings Linda and Susan did a stock take of our regalia and had to unpack it all and pack it into boxes, as our regalia cupboard was leaving with us on the day to be transported to its new home. Thank you Robbie for the use of your trailer (again) and thanks to my daughter, Shannon and "Heef" and Melissa's three boys for lifting the cupboard and carrying out to the trailer for us.

As the afternoon drew to a close, folks began to walk out of the Jaggers doors for the last time. Goodbye Jaggers Bowling Club. You have served us well for many years. I have been going there at least once a month for over 30 years - 19 Years as a Nomads member and about 12 or 13 years as an Odysseus member. I and most of us have lots of memories there - club meetings, functions, etc. My three daughters were all there when they were still all babies. We have seen many friends and club members come and go through those doors - unfortunately many are no longer with us.

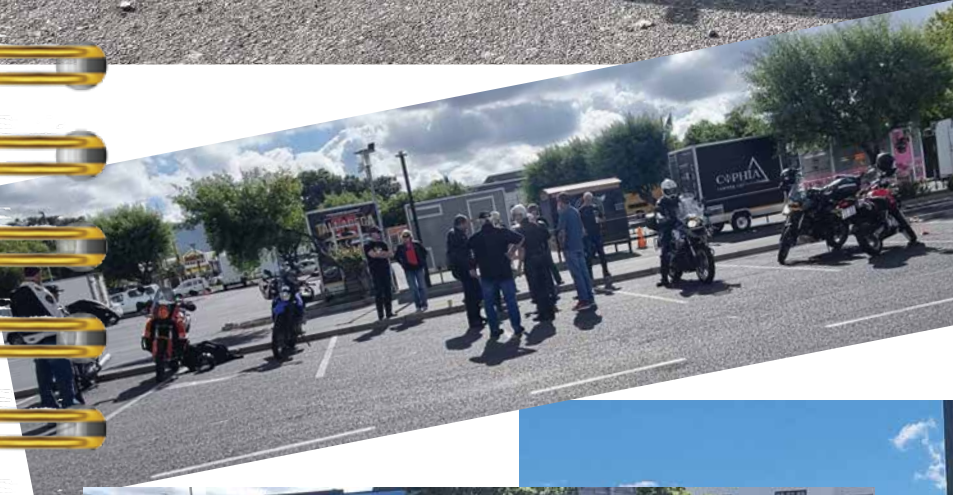
Farewell Jaggers.

Onto new beginnings from 2024.

See you on the other side,

Devin

Our first club run today for 2024



Our first club run today for 2024



Club run – 14th January 2024 – Stellenbosch Flying Club

It was our first club run for 2024 and I wanted it to be a good one, so I asked for suggestions from members on our various groups. I had a few, but decided on the Stellenbosch Flying Club, which was suggested by Michele – thanks girl. We had not been there for many years, but I had good memories of the place from when we were last there, which was in 2014 if I recall. In fact, if memory serves, that was my

very first ride as newly appointed Ride Co-ordinator on my first stint on the Odysseus committee. I also remember (very well), Anne Bareham crapping on me from a dizzying height when we arrived there for “riding too fast”. It’s alright Anne – it’s all water under the bridge now. All is forgiven – lol.

Anyhow, the weather was near perfect, it was a good choice of venue and it was the first ride of the year, so I was expecting a decent turnout – the club didn’t disappoint. We had 29 members and 8 visitors!!! Well done guys – let’s keep up the support!!!

The venue was great (as I remembered it from previously) and we had a good time watching light planes and helicopters taking off and landing. The only thing that might have been a little concerning, was that in some cases the service was a bit slow and I had to chase the waiters a bit to get the orders to various tables but in all fairness, besides our large turnout, there were a lot of other people there too and they were also attending to them and their orders, so I guess it can be expected.

Generally, I think the day went down well and everyone enjoyed themselves (I hope). Peter and Jacqui Cowman had again invited whoever would like, back to their place for drinks and snacks. Several of us took them up on their offer and the festivities continued at the “Cowpatch”. I think Susan and I only got back home somewhere around 20h00 in the evening, so it was quite a “breakfast run”. Thanks for the invite.



By the time this issue is out, we will have had our next run, which is the Memorial Run and I hope we had a good turnout for that one too, as the Memorial Run is to remember and pay respects to fallen family and friends. See you all on the road,
Devin

Our first club run today for 2024



What MotoGP's 2023 crash stats say about the sprint format

OPINION: No race in the 2023 MotoGP season featured the full-time grid starting, as injuries plagued the field. The finger for this has been pointed at the new sprint race format, and a look at the crash data for 2023 shows the campaign featured the most falls in over a decade. But can the sprints be fully blamed for this?

Like them or lump them, sprint races are here to stay in MotoGP. Their introduction may have been sudden and overwhelming, but the primary aim of them was to get more people interested in the series. And a look at the trackside figures for 2023 reveals that was definitely the case.



Of the 20 rounds run in 2023, 15 events showed an uptick in Saturday attendance compared to 2022. Of the rest, Austin's figures are not available, India was a first-time event, Indonesia and Argentina dipped slightly, while Australia's schedule was altered due to the weather, meaning the GP ran on Saturday. Overall, 16 events topped their 2022 figures.

There are some caveats to this that must be factored in. The 2022 season was still very much in the throes of the COVID hangover, and so some events were likely to have been affected by that. The French GP saw an all-time attendance record of 278,805 last year. But France has two immensely popular riders and Claude Michy's promotion of the event – as well as its cost-effectiveness for the average punter – has always made Le Mans something of an exception rather than the rule.

But cause and effect must also be considered: MotoGP adding an entertaining alternative to a fourth practice does coincide with a strong year of trackside attendance. And so, Dorna Sports deserves credit for its push to evolve a series that has run stagnant in recent years.

But the fact none of the 39 races run in 2023 in either sprint or grand prix format featured the entire 2023 grid is a worrying statistic that comes alongside last year being the highest-crashing campaign in over a decade.

A total of 358 crashes were registered in the MotoGP class across the 20-round season last year from a sample given to the media by Dorna dating back to 2010. That year saw the lowest tally in this span of 134 – back when only 17 full-time riders on the grid contested 18 rounds, versus 22 riders last season.



Compared to 2022 at 335 crashes however, there was only an increase in 23. Of the year's total, 49 came in the sprints. Of the nine riders who missed races last year, five of them suffered injuries in sprints; Enea Bastianini in Portugal, Luca Marini in India, Miguel Oliveira in Qatar, Joan Mir in Argentina, and Alex Rins in Italy.

What MotoGP's 2023 crash stats say about the sprint format

Most crashes, however, still occurred in grands prix – 86 in total. Throughout the season, we saw numerous early-race pile-ups. This wasn't necessarily a sprint issue, but one crash statistic perhaps points to why this – and the overall increase in falls in 2023 – is at least in part down to the sprint framework.

Across the second session on a Friday – designated as FP2 pre-British GP when combined times at the end of FP2 decided who went straight to Q2 and then as Practice from Silverstone, where it was the only session determining this – there were 108 crashes (65 in FP2 and 43 in Practice). In 2022, there were just 50 crashes in the Friday afternoon session – when combined times at the end of FP3 decided the qualifying groups. FP2 and FP3 in 2022 combined to make 118 falls, with 68 in FP3.

The new sprint format placed much more emphasis on Fridays. Finishing outside of the top 10 cut-off could spell disaster for the rest of your weekend if you couldn't then make it out of Q1 – no mean feat anymore in a championship as tightly contested as MotoGP is now.

One of the biggest casualties of the new format was Tech3 GasGas rider Pol Espargaro. He suffered horrendous injuries in a nasty crash in the closing stages of FP2 in Portugal on his out-lap as he geared up for a push to get into Q2. He would not be seen again until August's British GP and later lost his ride for 2024.

The shift to only second practice deciding the qualifying groups from the British GP onwards was brought about after the riders protested the stresses they were being put under and felt this move was in the best interest of safety. The number of crashes in the newly designated Practice from Silverstone onwards (which took in 12 rounds) registered one more crash than 20 rounds of FP1s, 11 more than 20 rounds of Q2 pole shootouts and just six fewer than 19 sprints (Australia's was cancelled due to poor weather).

*"We cannot do this anymore. I am not the guy that organises everything, I don't know what the opinion is for all of the other riders. But I don't think it's the correct way" **Fabio Quartararo***

The increase in crashes in 2023 can't fully be blamed on the sprint format. The new tyre pressure rules, especially with the front, coupled with the increase in aerodynamic wake modern bikes produce led to overtaking becoming much harder. The knock-on effects of this were myriad.

A narrow window before the front became precarious under the new pressure rules led to a need to get out of dirty air quickly; the difficulties in actually overtaking not only put your front tyre in the firing line but made it harder to make progress through the field. And the need to push harder to make moves increased the pressure on your front tyre and also increased the likelihood of a crash.



But the sprints meant riders had to go through this twice every weekend. So, again, while the new format can't be fully blamed for the increase in crashes, there is definitely a causality that can't be ignored.

"It's not a coincidence, it's a big problem," 2021 world champion Fabio Quartararo said last November when talking about the fact no race in 2023 featured the full-time grid. "I think it's already a dangerous sport, but as a rider I can guarantee you that in the sprint race you get much more tired in the sprint than in the long race.

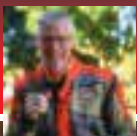
"And physically the bike that we are using is every time more physical and I don't think we need one sprint race in every single GP. You are in Valencia, it's the end of the season, you know that it's always full. So, why do you want to add another one on Saturday?

"We cannot do this anymore. I am not the guy that organises everything, I don't know what the opinion is for all of the other riders. But I don't think it's the correct way."

Quartararo's opinion is shared by a number of riders, but there are also those who feel the opposite. That's human nature – no decision one way or the other will ever be able satiate everyone. Usually in motorsport, your opinion is crafted from the point of view of what position you're regularly taking the chequered flag.

As already mentioned, MotoGP did see an increase in Saturday crowds in 2023 compared to the year before.

Our New 'Lifestyle & Outdoors' Section



GO GRAVEL, 40L, (LITTLE KARBOO) DUFFEL BAG



I recently had the opportunity to do a really proper test of GoGravel's 40L duffel bag. The bag looks good in a grey material finish emblazoned with a funky Go Gravel logo in yellow. As technical motorcycle luggage goes, it certainly looks the part. The bag is made of a material called TPU, which is rated at 450 denier. It is light, abrasion resistant, UV resistant and can withstand big changes in ambient temperature.

All the seams are welded for weather band dust proofing. The bag has a double layer bottom for strength and durability.

The neck is as wide as the bag making packing and unpacking hassle free. The top of the neck has two firm strips with a wide strip of velcro in the middle. This facilitates proper closure, keeping the closing strips aligned as you roll the top and secure it on each side with two clips.



The handles are robust and reinforced. You will have to really abuse the bag to have any problems toting it around. A shoulder strap comes as standard and can be attached in



seconds for further carrying convenience. The bag has a IP 66 dust and waterproof rating, if that means anything to you. So there, you have the specs, how does it work in the real world?



Our New 'Lifestyle & Outdoors' Section

I did a two week roadtrip on my BMW R1200GS Adventure and needed to take a really huge amount of kit. With the panniers full, I put a lot of bulky clothing in the bag as I was expecting cold and grotty weather. Attaching the bag was really easy. The four cinch straps provided have a clip on the one end to attach to the well placed heavy duty plastic loops on the bag and a loop on the other end to attach to the bike.

They are long enough for any imaginable application and I literally had the bag secured in 5 minutes max. A nice feature is the plastic screw type air bleed valve which allows one to pull the bag tight around the contents with the two integrated compression straps, then



close the valve to keep the contents snug and airtight. Almost "vacuum packed"!

Over my 5000 odd kilometre trip, I encountered hours of rain and cold, yet had absolute peace of mind that the contents of the bag would emerge unscathed, and indeed they did. If water cannot penetrate the bag then neither will dust. I would go anywhere with this bag in a heartbeat. Two parallel strips of heavy duty loops run the length of the bag, allowing you to strap a tent or sleeping bag on top, if needs be. This typifies the amount of thought that has gone into the

construction and design of this bag. Perhaps the only improvement I can think of is strategically placed velcro on the cinch straps to stop excess strapping from flapping. Come to think of it, I don't really know of any manufacturer that has solved that problem yet.

In summary, I think that Go Gravel can be justifiably proud of this "proudly South African" product. At a suggested retail price of around R1200, it offers decent value for money, and judging by the build integrity and material quality, it should give years of solid service.

Check out the

Go Gravel website at: www.gogravel.co.za, for other products in their ever expanding range of goodies for adventure travel.



By Dave Cilliers

The Motorcycles of CES 2024

The Motorcycles of CES 2024: Who's Going, and What to Expect.

Damon Motors to Present Hyperfighter Alongside Honda's New EV Fleet

CES 2024 to feature brands such as Honda Motors, Damon Motors, Verge Motorcycles and Yadea Honda to showcase their incubating EV fleet.

Damon to come full circle in presenting their Hyperfighter

Many still believe the future of motorcycles is electric.

For the above hopeful souls, there is no better place to catch up on the latest hype-happy, zero-emission tech than the Consumer Electronics Show, or "CES."

Gunning for a place on this year's stage is a modest mingle of motorcycle brands keen on showing that they are at the forefront of contributing to the future of motorcycling.



The Verge TS Pro is the future of electric motorcycling. The Verge TS Ultra with its motor integrated into the back wheel means results in huge torque, some 1,200 Nm. First, the entire body of the bike can be given over to a battery pack. This gives the thing a range of up to 375 km (233 miles) for the top-end TS Ultra model. Verge says it hasn't even used the most energy-dense batteries it could, so the range could conceivably be made to go even higher. Low-energy-density batteries also charge quickly: The Ultra can get to 80 percent charge in just 25 minutes with DC fast charging.

Second, there's no transmission: no shafts, gears, belt, or chain transferring rotational movement from engine to wheel. With fewer moving parts, Verge says, the bike is both more reliable and more powerful, because less energy is lost to friction. The thing packs from 700 to 1,200 Newton-meters (516 to 885 foot-pounds) of torque and 80 to 150 kW (107 to 201 hp) of power depending on the model, putting it among the top electric superbikes.



Damon Motors returns to CES to showcase the Hyper-Fighter motorcycle, a naked, electric streetfighter outfitted with award-winning technology. The motorcycle offers 200 hp, 200 nm of torque, a top speed of 170 miles per hour, and an estimated 146-mile range on a single charge.

CES 2024: Who's Going? Amongst the hundreds of exhibitors, we're watching out for four motorcycle marques. Honda Motors will be in attendance as well as Damon Motors, with Verge Motorcycles and Yadea contributing their own techy advancements



Honda Motor co.

On January 9, 2024 at 10:30am, Honda will show off their fleet of electric motorcycles. The move aligns perfectly with the brand's drive to punt out "30 new EVs globally by 2030 with a global sales volume of 2 million units" (Honda).

XRAMP – The Thinking Man's Bike Hauling Solution



Over the years I have owned a number of trailers with which to

haul bikes. Sometimes it was taking dirt bikes to the trailhead, or maybe taking a bike with me on holiday. At this stage of my life, I found that the benefits of having a trailer were being outweighed by the hassle of a trailer.

The last trailer I owned was a one-bike trailer which could be stored on its end. It 'broke' at the neck and could then be stood up. This was a nice feature, as it partly solved one

of the main hassles that I refer to, and that is where do you store the trailer that you only use a few times a year? Even when folded, this trailer took up significant room in my already crowded garage. It also necessitated moving my garage around when I did want to put it to use, as it was logically put at the back of the garage where it would not impede access to other things (usually bikes) in my garage. So, by and large, it stood outside my townhouse, a constant source of irritation to my wife.

Then I learned of XRAMP. To understand how an XRAMP works, it is easiest to just look at the pictures. In essence, it is a ramp which slides into two bespoke mounting brackets bolted to the chassis of your vehicle,

not the towbar as some people tend to think. The XRAMP has a mounting ramp as part which allows you to roll the bike onto the carrying ramp which then positions your bike parallel to the back and in the slipstream of your vehicle. Four anchor points as well as recesses for the wheels in the carrying ramp keep the bike securely in position. The bike rides far enough behind the vehicle for there not to be issues with handlebars or other bike hardware clearing the back of the vehicle.

The XRAMP probably works best on load-bearing vehicles like single and double-cab bakkies or vans. I drive a



Suzuki Grand Vitara 4x4 2.4, the last of the Vitara's to be equipped with a low-range transfer case. It is a medium-sized vehicle with permanent 4-wheel drive. It is ideal for what I want from a 4x4. The problem from an XRAMP perspective is that the car has coil spring-independent suspension all around. After fitting the XRAMP I found that the weight of my bike behind the Vitara caused too much sag in the rear ride height of my vehicle. In truth, it has been an issue when loading my car with all my camping gear as well.



XRAMP – The Thinking Man's Bike Hauling Solution



My problem was solved by fitting Firestone air assist 'springs' at the back. These are heavy-duty airbags which fit inside the rear coil springs. There are valves which allow you to pump them up to maintain rear-ride height when carrying a load. Perfect for my XRAMP too. Bakkies, obviously don't have any issues and ride better with a bit of a load to temper what can be overly hard rear suspension.

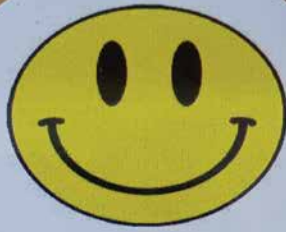
I have now used my XRAMP several times and find it a pleasure. I load my bikes single-handedly without hassle and find it makes life much simpler than a trailer. I now also only have 4 wheels to worry about as opposed to those on a trailer as well. I am an XRAMP convert.



Your XRAMP also comes with a wall mount which allows you to store it in your garage without taking up useable space. So, if you need to solve your bike-hauling issues, take a serious look at XRAMP. There are some interesting developments in the pipeline at XRAMP allowing you to adapt your XRAMP for hauling bicycles as well.

If you think that an XRAMP could just be the answer to your problems, give Marthin MacKillican at XRAMP a ring at 0794496002. He is more than qualified to help. An XRAMP like mine will set you back R6950 (excluding delivery & fitment).





ODYSSEUS MOTORCYCLE CLUB
CEDERBERG OASIS OUTRIDE 2024
"LET THE ADVENTURE BEGIN"



**CEDERBERG
OASIS OUT-
RIDE 2024**
by:
Steven Bentley



Many folk have a misunderstanding about 'Adventure Bike Riding' and conjure up ideas of bikes scrambling rocks similar to the Roof of Africa in Lesotho. Rather, it can better be described as taking the other route less travelled. Susan asked me one evening around the camp fire if I could show her 'adventure riding' with

Devin echoing that he would like to visit Cederberg Oasis. The date was set for a sleep-over on 4 January 2024 at Oasis. What started as a 3-bike ride grew as more members wished to join, Steven, Susan, Devin, Huey, Heath, Iain, as well as Steve and Mike from the CLRC. Meeting point was NI Engen, and after a short briefing we were underway, with first stop being Bains Kloof Pass via Lady Loch Bridge and Wellington. At the steel pipes before the pass, we were stopped by traffic police as a heavy truck had jack-knifed on the pass and we were diverted via Gouda.

Nipping thru the back of Wellington we were soon on the gravel road to Gouda, but needing to get onto the tar earlier than planned as the traffic officer said the two river crossings were impassable after the November floods. We pushed on in stifling heat and arrived at Ceres an hour out of schedule, and rather thirsty motorbikes as we filled up. After a snack and drinks we were on the road again, heading for 'Op-die-berg' where the small tank bikes must top up fuel.

The co-op petrol was the usual friendly stop, all filling on one account for payment. This was followed by a briefing of the next



stage of the trip. By now the temperature was at 38C, and we were cooking in our bike gear. We pushed on and hit the dirt road at Klein Ceder. Due to the extreme heat in the Mountain valley at 41C, I decided to skip the outride to Klein Ceder, and rather push on to Oasis. Enjoying the climbing of the first two mountain passes and down over the rivers, it was time to stop at Goederertrou Farm Stall under a huge tree, where I accidentally allowed by Yamaha to fall onto me when the foot peg sank away in the soil, knocking me out for a second.



CEDERBERG OASIS OUTRIDE 2024

"LET THE ADVENTURE BEGIN"



CEDERBERG OASIS OUTRIDE 2024

Chilly water from nearby and I was good to go. All thoughts of any side outrides were abandoned as the temperature had grown to 43C.

A short briefing about the next two mountain passes, with a stop at the cattle grid on the last mountain top, to enjoy the views down the two valleys. Oasis was visible in the distance, and very soon we were stripped of jackets laying on the sofas outside the Oasis office. Straight to the fridge and two beers did not touch sides. My friend Black Label refused to exit the fridge and had to be forced in my direction by Huey. After an hour cool off, we were allocated our tents and we all met in

the swimming pool. By now BL had agreed to join me in the pool, as we rested and cooled off for over an hour and a half. The pool was a cacophony of riders and bike stories as we all enlisted our tales of the day's adventures into the mix of chatter. You can travel anywhere, and you will meet a biker that knows your buddy, (BL of course!) and has been to the same rally or out-ride. The brotherhood of bikers is strong, it is out there waiting for us all to make it stronger. Huey, Heath, and Mike were feeling the hunger pangs after a long day in the saddle and the heat, and full ribs was ordered. The rest of us ordered a variety of excellent food, prepared very quickly from a farm kitchen. By now the temperature was cooling, and being in a deep valley at Oasis the sun was already gone by 18h00.



The ribs arrived and the guys looked like the "Flintstones" devouring a baby dinosaur, with grunts of mmmmm, delicious, tasty being uttered. What was a huge, big rack of ribs soon disappeared into the hungry stomachs. Much merriment and laughter followed as the drinks flowed,

interspersed with odd ice-cream from the freezer. The use of an honesty bar and kitchen makes for a relaxing evening, ending with a lay-back on the soft lawn looking at the stars. With no city light pollution, the night sky was a geography lesson of note as various members contributed their knowledge of the night sky. Fascinating was the continuous orbiting of satellites, and Susan's favourite the shooting stars.

By midnight the entire Oasis campsite, which was fully booked including other bikers, and 4x4 travellers sounded like the "Kruger National Park".



CEDERBERG OASIS OUTSIDE 2024

"LET THE ADVENTURE BEGIN"

My Buddy hid away in the fridge for the night, as we tossed at first in the heat, and after midnight covered ourselves with the thin duvet as the night air chilled.

That big yellow thing in the sky was up early, and soon we were gathering in shorts at the farm house for free coffee and laughter. My buddy glared at me from behind the glass door, daring me to expose him to the growing morning heat.

We decided to plan for breakfast at another location in the Cederberg, and to do a 48km out-ride before we headed back to the tar road leading to Ceres.

After paying all our honesty expenses we hit the gravel road, often riding in the shadows of the huge mountain peaks, and really enjoying the rock formations. Just before we reached our turn-off for the out-ride I stopped the group and advised them that we were going to travel in the heat of the day and not really enjoy the deviation to the straight home ride. With bikes already at maximum temperature due to the slow and hard climbing road riding, as well as the fatigued bodies from the day before, and the fuzzy heads from the night before it was agreed that the diversion out-ride would be left for another ride. Sadly, the gravel road reached an end and soon we were on a narrow tar road riding through beautiful fruit orchards, and still amazing rock formations. Breakfast time found us at the Wimpy in Ceres, and with tummies full we headed for Cape Town. On the top of Baines Kloof, we said our good-byes as we all scattered across the Peninsula and had alternative ride routes. By 16h00 that Friday afternoon the WhatsApp group had reported all "Safe at Home".

In conclusion the ride turned out to be a great adventure and the shared knowledge between the riders made for great learnings, and the confidence gained was immense in all the riders. I for one have not travelled off-road with Penny as a Pillion for many years and it was great having her as a passenger. I have shown the riders all the essential fuel stops, where to obtain 'farm' spares at the various co-ops, and the location of refreshment stops, all for their own out-rides.

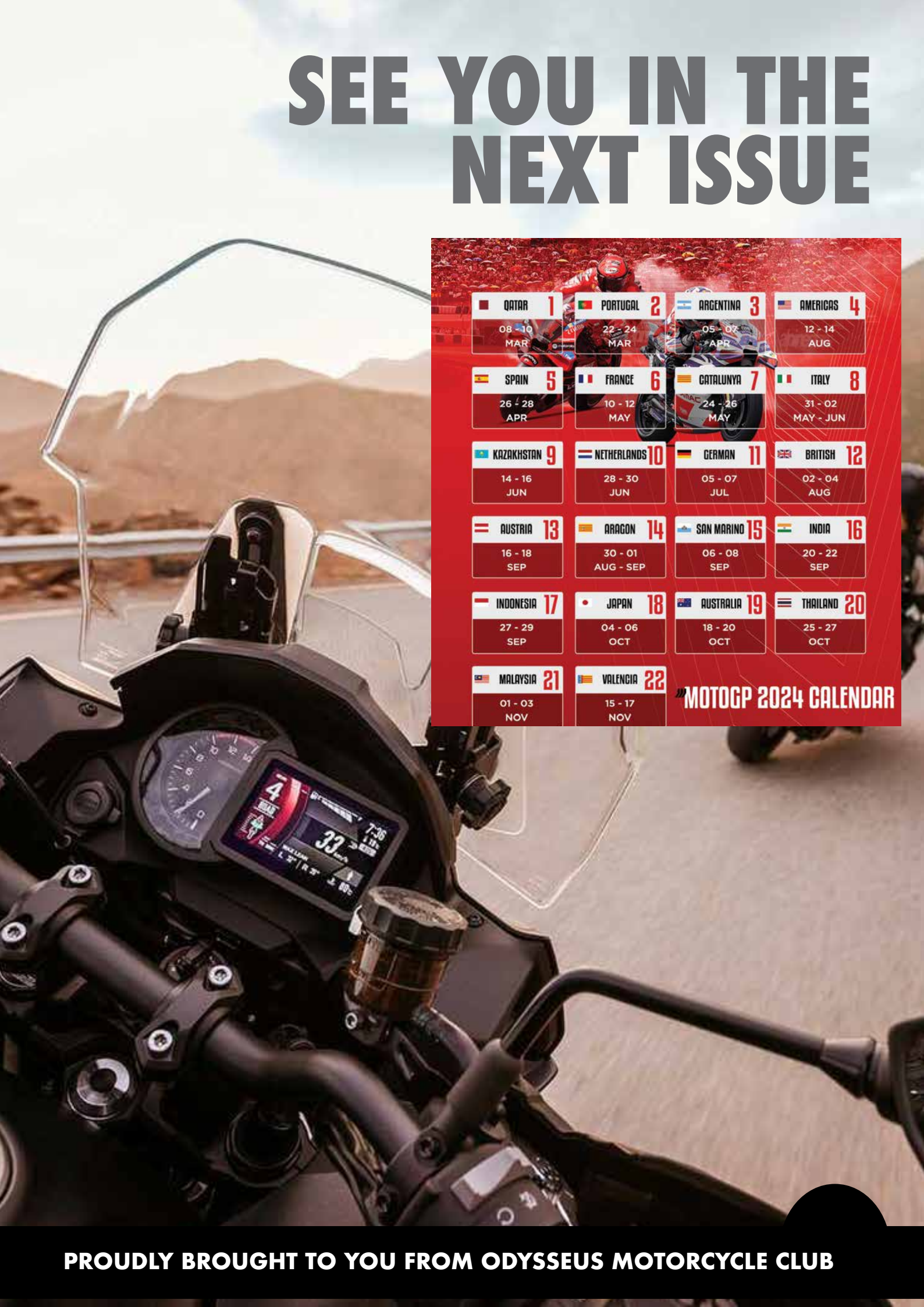
For the future all agreed that this type of ride was definitely an event for the club calendar, so it will be further discussed at the Handle Bar Committee. A big thank you to all that rode, and the mix between the riders of Odysseus and the Cape Landrover Club made for great banter and cross conversations. As for my Buddy, he has told me he is waiting for us on our next out-ride in 2024.

Need More Beer.

More Pic on Facebook



SEE YOU IN THE NEXT ISSUE



 QATAR 1 08 - 10 MAR	 PORTUGAL 2 22 - 24 MAR	 ARGENTINA 3 05 - 07 APR	 AMERICAS 4 12 - 14 AUG
 SPAIN 5 26 - 28 APR	 FRANCE 6 10 - 12 MAY	 CATALUNYA 7 24 - 26 MAY	 ITALY 8 31 - 02 MAY - JUN
 KAZAKHSTAN 9 14 - 16 JUN	 NETHERLANDS 10 28 - 30 JUN	 GERMAN 11 05 - 07 JUL	 BRITISH 12 02 - 04 AUG
 AUSTRIA 13 16 - 18 SEP	 ARAGON 14 30 - 01 AUG - SEP	 SAN MARINO 15 06 - 08 SEP	 INDIA 16 20 - 22 SEP
 INDONESIA 17 27 - 29 SEP	 JAPAN 18 04 - 06 OCT	 AUSTRALIA 19 18 - 20 OCT	 THAILAND 20 25 - 27 OCT
 MALAYSIA 21 01 - 03 NOV	 VALENCIA 22 15 - 17 NOV	MOTOGP 2024 CALENDAR	

PROUDLY BROUGHT TO YOU FROM ODYSSEUS MOTORCYCLE CLUB