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BROUGHT TO YOU BY ODYSSEUS MOTORCYCLE CLUB

THE ODYSSEIAN

JAN 2026 ISSUE 76

WHAT ARE WE PLANNING FOR 2026?

Poker Run 5th Anniversary,
Social Evenings,
Brass Monkey
Support Charities

SUNSET RIDE



THE WATERSKLOOF CLUB



ODYSSEIAN

Editors Note: Every effort has been made to ensure the accuracy of the content published in this magazine. The editor and committee cannot be held responsible or held liable for any omissions, errors, or inaccuracies that may occur. Any views expressed in this publication is not necessarily that of the editor, committee member or club members. All articles and photographs are published in good faith, this is a free service to the Odysseus Motorcycle Club(Cape Town).



SPOKESPERSON REPORT BY DEVIN JANUARY 2026

HGM MEETING 2026 AT PBC 22 JAN 2026

CLUB INFO & DATES

OUR COMMITTEE, FIN STATUS, BIRTHDAYS, RIDE INFO

EVENTS

CLUB RIDES, RALLIES

CEDERBERG OASIS ANNUAL SPITBRAAI A STORY BY STEVEN B.....

BREAKFAST BABALAS STEVEN B

RECIPE FOR BABELAAS BREAKFAST, WHILST ON THE ROAD.

WHAT TO EXPECT FROM MOTOGP SEASON 2026 BY DAVID EMMETT

SUNSET RIDEOUT

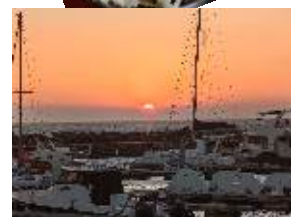
KRYSTAL BEACH HOTEL, HARBOUR ISLAND, GORDON'S BAY

THEEWATERSKLOOF SPORTS CLUB

THEEWATERSKLOOF SPORTS CLUB AT THE DAM

IN THE SPIRIT OF MEMORIAL RIDE

OUR YEARLY MEMORIAL RIDE TO FELLOW MEMBERS AND FAMILY



Birthdays for Feb

HAASBROEK LEN 9 February

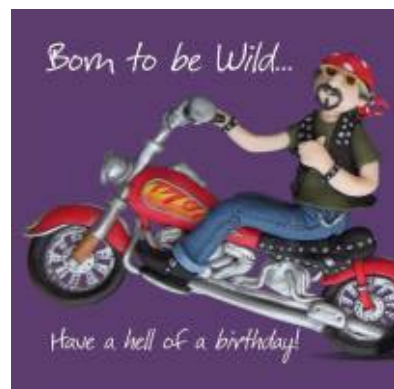
COLE BEATRICE 11 FEBRUARY

KUHNERT RALPH 13 February

YOUNG ROBERT 13 FEBRUARY

BENTLEY PENNY 17 FEBRUARY

WRANKMORE DEREK 18 February



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You Tube Channel



Were Back

ODYSSEUS
GET YOUR ITEMS SOLD HERE





Evening again all.

2025 is behind us now and as we head into the new year, we have some new tricks up our sleeves and it's wonderful to have Basil back in person serving on the committee. He has some great new ideas for the club and I look forward to working with him and the rest of the committee to bring them to fruition.

2025 had it's ups and downs, but all in all I think we had a positive year. We unfortunately had some resignations, namely, Robbie and Therese Doige, and Heath and Melissa Coleman. I wish them well going forward and hope them success with all future endeavors. It was with great sadness that we also lost a long-standing member due to ill health last year. R.I.P. Brian Botes - you are missed by us all. The club pulled together to organize and finance a memorial service for Brian and I took Megan on the back of my bike on the ride. I felt it's the least we could do.

On the positive side, we gained quite a few new members in 2025. These folks are, in no particular order, Peter and Sandra Hayes, Maria Corney, Dave and Kerri Betts, Dave Georgio, Janet DeKroon and Phillip's partner, Christia. So with 4 resignations and 8 new members, it's still a net positive result. There are also potentially one or two more hanging in the wings and will soon be coming onboard. Welcome aboard folks and I hope your stay with Odysseus Motorcycle Club will be a long and enjoyable one.

We have once again had a few wonderful club events. One was our annual Brass Monkey and we went back to Nuy Valley this year. Although the event itself went down very well and was thoroughly enjoyed by those who attended (especially Mr. Tumble Weed (a.k.a. Gavin Dodd), there were some rumblings around the decline of the rooms and facilities (and I do agree). It's a real pity, because it is a great venue for the event. A big thank you yet again to Peter and Jacqui Cowman for organizing it all. Well done guys!!!

Another event that we hosted was our annual Poker Run. It's a lot of work to put it together, so I must say a big thank you to all involved and all the helpers and card dealers along the route. The attendance wasn't bad at all, but I do feel that we would have had a much bigger turn out if it wasn't for the weather on the day. Bas has some plans in place for our next and 5th Annual Poker Run, so watch this space. It was his idea and baby to start with and I immediately got onboard with him, as I felt (and still feel) that it's an event worth hosting and it promotes our club in the Western Cape biking community. On a side note, I also need to say a big thanks to Steven Bentley for helping Guy Salmon get his bike back home on the day when it broke down.

Our third and final club event for 2025 was our annual Dinner-Dance. Wow!!!! What a roaring success - everything from the venue at Killarney to the decorations, the food and the band. It all worked out amazingly, so a big thank you to the Todds (Rob and Lizl) and the Roux's (Dave and Ellanore) for all your hard work in putting it together. Please forgive me if I have left anyone out, but thanks all.

As far as our rides are concerned, we have had a great year under the leadership of Peter Cowman & co. Pete, you (and Jacqui) will be missed on the committee, and you are leaving some big shoes to fill. It's been a while since our rides calendar has been so wonderfully organized, with dates and venues often available to members several months in advance. Your routes and venue selections have also been top notch, and we have had some great rides. Thanks also to Iain Fergusson and Phillip Kaplan for your contributions as well. A big thank you must also go to Jacs for keeping record of all the rubbish I speak up here and for minuting every word that gets said. Thanks for always making sure that all required communication goes out to members. Mr. Forbes - I can't thank you enough for all the work you always do behind the scenes, looking after our social media pages, website and for putting together and publishing our monthly Odysseian. You do an incredible job with it, so thanks. I am looking forward to having you back on the committee with me this year, but this time in person. Yes, Basil is back in the Cape for good. Finally, to our Bean Counter, Susan - This is a personal thanks from me for keeping the club finances in check and also for always being at my side to help me with anything whenever it's needed - she does so much more than just the finances behind the scenes - Thanks Peanut.

And finally, thanks to all of you, the members of our club for your spirit and support. We strive to do our best to make it enjoyable for you, so for those who support our rides and events, thanks a lot. Here's to a happy, fun and safe 2026 with Odysseus.

SOCIAL AGM MEETING



HELD ON
22 Jan 2026
AT PBC @ 19H30

ATTENDEES INVITED:

All Members

WELCOME & APOLOGIES: Iain Fergusson, Dick de Kroon, Derek Wrankmore, Rina & Craig Wilson, Hans Jooste, Hector & Linda Groves, Dave & Kerry Betts, Peter & Sandra Hayes, Maria Corney, Christia Rossouw Kaplan.

MATTERS ARISING FROM PREVIOUS MINUTES: None

PREVIOUS MINUTES ACCEPTANCE: Robert Todd & Peter Cowman.

CORRESPONDENCE: From CTCT: Club has lost lucrative sector 14; Dave Roux has sector 13 & Susan James has sector 15. 10 marshals needed- so far we have Ellanore Roux, Basil Forbes, Paul Schuter, Michael Willemse, so need 6 more. Call for volunteers.

MEMBERSHIP: New members Dave & Kerry Betts, Michael & Mari Willemse.

ACCOUNT BALANCES AS AT: 22 January 2026. (Treasurer – Susan James) **Report at the AGM meeting**

ODYSSEIAN: Report at the AGM meeting

LUCKY DRAW: Robert Todd & Anne Bareham.

SOCIAL RESPONSIBILITY: TBA

REGALIA:

BIRTHDAYS: February 7th-Penny Randall, 11th- Beatrice Cole, 9th- Len Haasbroek, 13th- Ralph Kuhnert, 18th- Derek Wrankmore, 30th- Rob Young.

PAST RIDES: 11.01.2026 – Sunset Run – Krystal Beach Hotel, Harbour Island, Gordon's Bay. 24 people (20 members) Good venue and service.

FUTURE RIDES: 25.01.2026 – Memorial Run – Theewaterskloof Yacht Club. - Peter. Normal run (memorial run changed to a later date). R25 entrance fee to be paid by club. About 16 people so far.

PAST EVENTS: 06.12.2025 – Christmas function. - Ellanore Roux & Lizl Todd, great job and many thanks.

FUTURE EVENTS: Nothing planned as yet.

GENERAL: None.

MEETING CLOSED AT: 8pm.

NEXT SOCIAL MEETING: 19th February 2026.

Notice of AGM: Sent out on **12 December 2025**

Acceptance of previous AGM minutes: Anne Bareham & Susan James.

Matters arising from previous AGM minutes: None

Correspondence: None.

Spokesperson's report for the year 2025: See attached report. Welcomes Basil's return.

Financial Reports for the year 2025: See attached financial report.

Chief Ride Coordinators Report for the year 2025: 21 rides, including Toy Run, Poker Run, Brass Monkey weekend and Charity run. See attached report.

The Odysseian Editors report for the year 2025: Basil promises new format and articles.

Election of new officers to serve on the 2025 HBC committee: Volunteers required. Nomination forms sent out with Formal Notice of AGM on 12 December 2025

2025 Club awards as voted by members - presented at YEF 07/12/2025

Clubman: Devin Corney

Good Samaritan: Robert Todd

Lady Penelope: Susan James.

Club awards taken from statistics:

Male Rider of the Year: Peter Cowman (91% of rides)

Female Rider of the Year: Susan James (86% of rides)

Pillion Rider of the Year: Jacqui Cowman (91% of rides)

Most regular visitors on club rides : John Powell & Cheryl Niewouldt.

AGM concluded at: 20.53pm.

What's On? Happening?

COMMITTEE

Club Meetings:

22 Jan AGM, 18 Feb, 26 March, 23 April, 28 June, 23 July,
27 August, 24 September, 22 October & 26 November

BIRTHDAYS: February -

HAASBROEK LEN 9 Feb COLE BEATRICE 11 Feb
KUHNERT RALPH 13 Feb YOUNG ROBERT 13 Feb
BENTLEY PENNY 17 Feb WRANKMORE DEREK 18 Feb

Finances @ 19 Feb 2026

MONEY MATTERS FINANCIAL REPORT

CLUB BANKING DETAILS:
BANK: ABSA, ACC Name: Odysseus Western Cape
Savings Account Account: 9263536308 Branch Code: 632005

Report Attached.

Planned Ride Dates -

15 Feb - Memorial Run - Dunes Houtbay
1 March - Venue TBC
15 March - TEARS Ride OFFICIAL CLUB RIDE
29 March - Venue TBC
12 April - Venue TBC
26 April CHARITY RIDE OFFICIAL CLUB RIDE
10 May - Venue TBC
24 May - Venue TBC
7 Jun - POKER RUN OFFICIAL CLUB RIDE
21 June - Venue TBC
5 July - Venue TBC
19 July - Venue TBC
8-10 August - BRASS MONKEY - Long Weekend
23 August - Venue TBC
6 Sept - Venue TBC
20 Sept - Venue TBC
11 Oct - Venue TBC
24 Oct - Venue TBC
8 Nov - Charity Ride
22 Nov - Venue TBC
29 Nov - TOY RUN



WE ALSO PLAN A FEW CLUB SOCIAL
EVENTS LIKE BINGO AND QUIZ NIGHTS



Spokesperson
Devin Corney
083 310 2485



Treasurer
Susan James
082 353 7531



Secretary
Events & Socials
Basil Forbes
084 513 2730



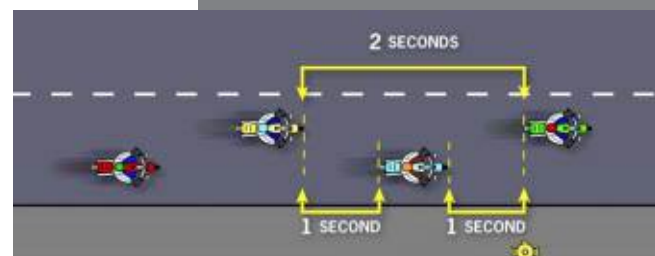
Chief Ride
Coordinator
Phillip Kaplan
082 881 3856



Ride Co-
ordinator
Dave Roux
083 658 2163

JUST A REMINDER - BECAUSE EVERY MOTORCYCLE RIDER SHOULD KNOW THIS AND THIS IS HOW ODYSSEUS RIDE FORMATION IS STRUCTURED IF YOU PLAN TO JOIN US ON A RIDE:

Staggered motorcycle riding is a group formation where bikes line up in a zigzag pattern, with the second bike positioned behind and to the right of the first, the third behind and to the left, and so on, to maximize space and safety. This formation, resembling a checkerboard, allows each rider a safe distance to react to hazards, provides more visibility, and creates a larger buffer zone, making it easier for the group to manoeuvre in their lane.



6th-8th
February.

STIEK YT RALLY

Pre entry R250
(ends 31/12/25)
Gate entry R300

2026

+27 82 442 6927
purevenom.mc@gmail.com

Dress Up, Saddle Up

RIDE FOR WORLD CANCER DAY

1 FEB
2026

🕒 Arrival - 10:00

📍 JHB: Sheldene 082 308 5822
CPT: Sanette 072 148 9390

SAVE THE DATE

and join Cancervive CBC for a powerful World Cancer Day ride happening across all provinces. Whether you're on a motorbike or in a car, you are welcome to ride, convoy, and stand with us in unity!

CANCERVIVE
CREATING AWARENESS - CARING - CELEBRATING LIFE

CANCERVIVE
Bikers Community



JOHAN: 082 420 9483 OR LORRAINE: 079 826 4724

WESTERN CAPE CRUISERS

DAY

JOL

Entry Fee R80

6 Staal Street, Brackenfell Industrial SAT 28 FEB 2026 14:00 till Late

DRINKS.GAMES.MUSIC.FOOD STALLS

METAL JOL 2026

7 - MARCH 2026
ENTRY: R 80 INC BADGE
LUCKY DRAWS
2 PM TILL LATE

ENTERTAINMENT

DJ ***** GAMES ***** VENDORS
LOTSA FUN & GIVE AWAYS

VIBEN LOUNGE :BRACKENFELL
12 VIBEN AVENUE BRACKENFELL INDUSTRIAL

AGE RESTRICTIONS: NO UNDER 18 & NO ONE

LIONS CLUB INTERNATIONAL

CHARITY

Ride FOR TEARS

SUNDAY MARCH 15 2026

tears ANIMAL RESCUE

DOG FOOD

SALDANHA BAY HOLIDAY RESORT

FREEDOM ROAD RALLY 2026

42nd

GREAT PRIZES

BONUS!!
PRE-ENTRY PRIZE DRAW TO THE VALUE OF R5000
Best represented club (pre-entry only)

Pre-entry: R220 (ends 31 Jan '26)
Gate entry: R300
13 - 17yrs: R200
Children 12yrs and younger: FREE
Day entries R120 (not eligible for a draw ticket)
Car entry: R100 (parking onsite)
Kids entertainment area: 6-12yrs: R70 (enter on-site)

Entry forms available on: "Freedom Road Rally 2026" Facebook page
Email individual entries to: cms.capetown@gmail.com

GENERAL ENQUIRIES: Stanley Polze - 083 285 4449 | ACCOMMODATIONS: Onko Swart - 082 922 2776

STEEL WINGS

TWO PASSES RALLY 2026

13-15 March 2026
Pre Rally party 12 March

Venue
Anew Resort Wilderness

Entry fee of R1050 pp includes:
Rally Gift pack for the first 200 entrants, Friday and Saturday Dinner and Entertainment, Awesome riding area and of course the unavoidable social family camaraderie between like minded Harley Davidson owners and riders, our Brothers and Sisters.

Registrations and Enquiries
Karen Baker - 083 679 4361 | bakkarena@gmail.com
(Enquiries)
Roelof Baker - 082 575 2736
Lisa Meyer - 076 041 3452

SAVE THE DATE!

SUNDAY 20 17TH OF MAY 26

TRIUMPH

MUZZIE MOVEMBER

CELEBRATING 15 YEARS OF RIDING DAPPER

GREMLIN Rally

11 - 13 SEPTEMBER 2026
GANZEKRAAL RESORT

Lucky Draws • Games • Biker Friendly Bar Prices • Concourse
Dyno • Sopnat Entertainment • Cash Prizes
Best Represented Club • Best Spirited Club • Mr & Mrs Gremlin

R280 Pre-Entry | R350 Gate Entry | R100 Per Car

*5 Years
In Loving Memory of Jewellyn Daries*

Staffs & Vendors
Philip - 071 590 9074
Chalets
Tania - 066 296 6626

Pre-Entries
Maureen - 078 894 1124
General Enquiries
Michael - 084 067 7612
Juan - 082 921 1558

Poker Run 5th Anniversary,
Social Evenings 4 for the year,
Brass Monkey in July - Venue TBC
Charities Raising events
Also want to bring in a bring and braai
weekends for social gathering
Members also invited to nominate social ideas!

WHAT ARE WE PLANNING FOR 2026?

Below Dates & info to be updated asap.

BINGO NIGHT

ALL MONEY'S GOING TO OUR CHARITY FOR
FALLS ANGELS

**WESTERN CAPE
ODYSSEUS
MOTORCYCLE CLUB**

R500 MAIN PRIZE | BRING A FRIEND

TBC APRIL 2026 | FROM 07:00 TILL 10:00

ODYSSEUS CLUB HOUSE

ENTRY FEE: R25 PER CARD
R15 ADDITIONAL CARD

**WESTERN CAPE
ODYSSEUS
MOTORCYCLE CLUB PRESENTS**

**70 & 80'S
TRIVIA NIGHT**

**Friday
TBC
MARCH**

7PM TO 11PM
4 PER TABLE (R25 PP)
BRING YOUR FRIENDS
70 & 80'S MUSIC AND A ODD
ONE IN BETWEEN R400 FOR
THE WINNING TABLE

PLEASE MAKE SURE YOUR TABLE IS BOOKED.

ODYSSEUS CLUB HOUSE

**Rev Up Your Engines
for our
5th Annual Poker Run
June 2026
! Save The Date**

We hope to get our bikes for the 5th Annual Poker Run

**WESTERN CAPE
ODYSSEUS
MOTORCYCLE CLUB**

7 June, 2026, 09:00 AM
Start @ Viper Lounge
More info to follow

Join us for an unforgettable adventure

**BRASS
MONKEY
WEEKEND AWAY**

July 24-26 2026 Venue TBC

FOOD, GAMES, AND LIVE
MUSIC

THE VENUE IS PWD ACCESSIBLE
Please contact us for additional
assistance or inquiries.

**OFF-ROAD MOTORCYCLE
ADVENTURE TRIP**

Join us for an unforgettable weekend of thrilling off-road motorcycle
adventure and excitement in the great outdoors with fellow enthusiasts

OCT 2026 **TWO DAY TENTED CAMP BY RICE DR 4x4**

REGISTRATION TBC

ODYSSEUS MOTORCYCLE CLUB INITIATIVE
For more info contact XYZ

**2026
Christmas Party
5 Dec TBC**



CEDERBERG OASIS ANNUAL SPITBRAAI 2025 - Steven B

Drinking beer with my Buddy Black Label is always exciting as each month SAB has a life skills or sport story on the beer can label. These vary from World Cup Rugby, thru AFCON Football, and “Real Men don’t hurt Women and Children” campaigns.

Socializing regularly with my Buddy is also a reminder of the annual Spit Braai at Cederberg Oasis. The date of the spit braai is printed on the bottom of the Black Label beer can...and reads as follows:

:BB:29: NOV:2025: F3:15:09:CO:
 “Buddy Bentley: 29th November 2025: Campsite F3: Arrival 15h00: Depart 09h00: Cederberg Oasis”

You must look next time...Castle advertises other Bike Rallies. With a date set, my Buddy suggested that we invite other adventure bike riders, and initially a take-up of eight riders made an excellent group from Odysseus and the Cape Landrover Club.

Then there was a “droll-in-die-drink-water” all the chalets and fixed tents were already booked out, so now it was one-man tents, blowjob mattresses, and a bag of clothes for a pillow. My Buddy was giggling as this was going to be a great adventure.



Stuart's BMW 1300R GS



It was not long before the excuses came in and, in the end, I rode with Stuart from the Cape Landrover Club. His first time out on gravel on his BMW 1300R GS Adventure. He is an experienced off-road rider and had recently upgraded. This BMW is fully automatic, selects different terrain rides, adjusts the load onto the rear wheel, changes the seating height to the road condition, adjusts the front screen height as you ride, ABS sorts itself out. Etc. etc.



My trusty Tenere 660 had just returned from a 100 000 km major service, which included new tyres. My Buddy in the top box remarked that the ride was a lot more comfortable and felt like a new bike. Friday rolled up and we hit the road at 12h00, over Wellington, Bains Kloof, Ceres, and up into the Cederberg. All obligatory stops made and fuelled to the top we enjoyed the cloudy weather in the Cederberg, eating up the kilometres without a care in the world, work was forgotten.



Cederberg Oasis was teaming with riders, and the swimming pool was full of bobbing heads and beer in hand. Tents pegged to the ground, mattresses inflated, roll on nighttime.

Friday night was food off the menu, a rack of ribs for Stuart and chicken schnitzel for me and copious chats with my Buddy Black Label. One thing about adventure bikers, you “know” everyone, and they “know” you.

CEDERBERG OASIS ANNUAL SPITBRAAI 2025 - Steven B

Midnight rolled on and the night sky was so bright you had to wear 'moon' glasses. By 02h00 the campsite sounded like the "Kruger National Park" The hyenas snoring in the tents and lions roaring in the chalets. My Buddy he was finished, tired and empty and slept outside the tent, reflecting a soft glow from the night sky on his bare bottom.

The sun rose at 05h00, and the free coffee at the restaurant

was a big treat. By 06h00 bikes were being fired up as guys on plastic bikes rode Eiselbank, whilst others tackled Katbakkies and tour thru Padstal, Bike-X and off down to the new Afrikaburn Site.

Stuart and I decided to do the Gentleman's Ride and took some leisurely back roads, exploring fauna and flora, as well as sitting under trees and expounding on life at sea. By mid-day, my Buddy was sick and tired of riding in the top box, so I let him out, only to discover the bugger had multiplied...must have been the damn freezer ice blocks!

By 16h00 we were back in the pool at Cederberg Oasis, and hundreds of bikes had arrived and there was now truly little camping space.

Chantal and her kitchen team were busy preparing the meat and salads, and by 19h30 we had the Thank You speeches, the Blessing of the Food, and now literally no-one had eaten all day, so the queue went down the stairs of the restaurant, right down past the row of permanent tents.

“ I decided to do the Gentleman's Ride and took some leisurely back roads.....



I was lucky that Stuart and I are both seafarers, so we waited as Captain eats last. There was plenty and the meat was now the tasty bits of lamb, pork crackling, Cederberg boerewors, and juicy "bloody" steak all braaied to perfection. Seconds, thirds and even fourths was not a problem.



My Buddy had bumped into Jack Daniels, and Johnny Walker so the evening got more exciting. Oh, I forgot we had earlier watched the Springboks beaten Wales so we were all suddenly "green-and-gold" proud.

With a day's riding, tasty food, pudding to die for, and too much chatter, the sore bodies soon called it quits, and by 11h30 the restaurant area had emptied. No, bikers do not sleep they look for their mates and wake them up with a stupid joke!



And the nights chatter and laughter were a soothing cacophony of noise to knock this rider into a disturbed slumber.

At 04h30 the sun broke the morning sky and by 05h00 Stuart and I were packed up and, on the road, riding in the incredibly early morning fresh mountain air. This is the time to ride

We saw buck, long eared rabbits, a couple eagles soaring, as well as baboons scavenging. That elusive Cederberg leopard is still to be found.

I left my Buddy behind, as he had misbehaved the previous evening, that Jack Daniels is a mischievous bugger. By full sunrise we were exiting the Cederberg and hastily rode down Slanghoek valley road to Rawsonville Ou Meul. Being the only bikers on the road we rode side by side on the gravel and the tar, just looking at nature's wonders as they also awakened to a new day. An "Ou Meul" coffee and down the new resurfaced old Du Toits Kloof Pass, had us realizing that we were back in civilization and the world closed in again. A couple of waves and Stuart gave that beast of a BMW 1300 an open throttle and disappeared down the empty N1. After an hour, the WhatsApp beeped "safe at home" another great weekend with like minded riders was over until next year. I promised my Buddy Black Label that I would be back in 2026, with a few more bikers, because he had battled to keep up with Jack Daniels.

Must Have Beer.

What does babalas mean in South Africa?

Google

*Babalas (or babalaas, babbelas) is a South African slang term meaning a hangover, referring to the unpleasant after-effects of drinking alcohol, and can also describe someone who is hungover. Originating from Afrikaans and Zulu (*ibhabhalazi), it's a common colloquialism in South Africa for feeling sick and groggy after a night of heavy drinking, and sometimes even used for a bad case of the "after-effects" of partying.*

BABELAAS BREAKFAST on the Road

by Steven B



Be prepared to wake up with a sore head when adventure riding. You never know what roadside café, farm stall or bundu pub will offer you, as a night's entertainment.

Recipe for babelaas breakfast, whilst on the road.

Ingredients

Cup of macaroni
Left over slap chips
from the day before
Bacon
Egg
Cheese from the day
before scone.

Utensils

Tiny pot
Eating Bowl
Mini Gas Stove
Tiny Frying pan
Beer & Water



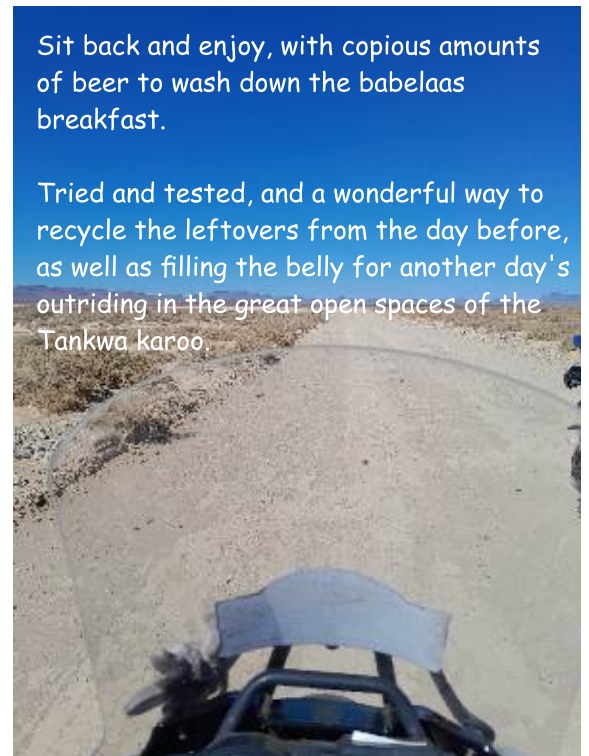
Select a quiet wind free spot off the road and setup the roadside "kitchen" preferably not in the hot early morning sunshine.

METHOD:

1. Boil three cups of water, make a cup of sachet coffee, then add the macaroni to the boiling water, and boil until soft. Skip the cooked macaroni into the eating bowl.
2. Fry the bacon until crispy, cut into tiny squares and place on top of the macaroni.
3. In the fatty bacon oil, warm up the slap chips from yesterday, browning the edges of the slap chips. Skip the warm chips onto the top of the bacon pieces.
4. Now fry the two eggs, using beer to stop them sticking to the frying pan.
5. Place the eggs on top of the slap chips in the bowl.
6. Add the grated cheese, from the day before jam scone at the farm stall.

Sit back and enjoy, with copious amounts of beer to wash down the babelaas breakfast.

Tried and tested, and a wonderful way to recycle the leftovers from the day before, as well as filling the belly for another day's outriding in the great open spaces of the Tankwa karoo.



2026 CALENDAR

 FEB MAR 27-01 THAILAND	 MAR APR 20-22 BRAZIL	 MAR APR 27-29 USA
 APR MAY 10-12 QATAR	 APR MAY 24-26 SPAIN	 MAY JUN 08-10 FRANCE
 MAY JUN 15-17 CATALONIA	 MAY JUN 29-31 ITALY	 JUN JUL 05-07 HUNGARY
 JUN JUL 19-21 CZECHIA	 JUN JUL 26-28 NETHERLANDS	 JUL AUG 10-12 GERMANY
 AUG SEP 07-09 GREAT BRITAIN	 AUG SEP 28-30 ARAGON	 SEP OCT 11-13 SAN MARINO
 SEP OCT 18-20 AUSTRIA	 OCT NOV 02-04 JAPAN	 OCT NOV 09-11 INDONESIA
 OCT NOV 28-30 AUSTRALIA	 OCT NOV 30-01 MALAYSIA	 NOV DEC 13-15 PORTUGAL
 NOV DEC 20-22 VALENCIA		

MotoGP

What to expect from MotoGP season 2026

It will be the final season of the premier class utilizing 1000cc engines and Michelin series specified tyres, before switching to new 850cc engine regulations and tyres sourced from Pirelli, among other technical changes, from the 2027 season onwards.

By David Emmett

2026 MotoGP Predictions

Top 3 In The Standings, And How Silly Season Will Play Out For 2027

The start of a new year means it's prediction time. Yesterday, I went through how my predictions from January 2025 fared. And today, it's time for the first part of my predictions for 2026. It is going to be a bit of a strange year. The last year of Michelin as official tire supplier means the tires will be pretty much identical to the ones raced in the last two seasons. And with the arrival of new technical rules in 2027 - 850cc engines, no ride-height devices, reduced aerodynamics - along with Pirelli taking over from Michelin, the manufacturers have an awful lot of work to do. What this means is that the factories will have to make choices. Focus on this year's bike, or put all of their effort into developing their 2027 machine? That makes getting this year's bike right even more important. They are likely to be stuck with the bike that turns up at the Sepang test, with every little development happening through the year. And all the while, the rumblings from the rider market will be looking to erupt, with riders having to make a choice about their futures without knowing how their choices might play out. Pirelli have already asked for more testing time with the contracted riders - currently, the Austria Monday test will be the place they get their first taste of the Pirellis. By that time, pretty much all the seats for next year will already have been filled. So to our predictions. Some easy, some obvious, some hard. And all to be read with a very large pinch of salt to hand.



Meet your 2026 MotoGP champion: Marc Marquez

Last year, I predicted that Marc Marquez would be champion in 2025.

If anything, I underestimated the advantage the now nine-time champion would have over the rest of the field. He walked away with the championship pretty much from the moment the lights went out for the first sprint race of the year in Buriram. Marquez' 2025 championship validated the fears Dorna management had about allowing him to race a Ducati. Putting the best rider in the world on the best bike in the world was only ever going to produce one result. You can argue over whether the Ducati GP25 was a better bike than the GP24 - my view is that the GP25 was a faster bike than the GP24, though whether that is the same as being better is debatable - but that was irrelevant to Marquez.



He found a way to ride around the weaknesses and exploit the strengths of the GP25. There is no reason to believe that 2026 will turn out any different to 2025. The only two riders who are in anything like the same league as Marquez are on a Yamaha and a KTM respectively, and those bikes are unlikely to be the tools necessary to take on Marc Marquez on a Ducati. Inside Ducati, his factory teammate Pecco Bagnaia showed few signs of being able to turn his 2025 around. Unless Ducati bring a very different bike, much more like the GP24 (or at least with the front end feel of that bike), then Bagnaia won't be a factor. As for Alex Marquez, the advantage the Gresini Ducati rider has is he will be on the same bike as his brother. But Marc proved throughout 2025 that he had the measure of his brother at pretty much every single track. Alex may challenge, but he won't beat Marc Marquez.

The one thing that might slow Marc Marquez down is his own body. The punishment he has inflicted on his body is slowly starting to take its toll. The aftermath of the Jerez 2020 crash taught him a lesson which he has heeded on the Ducati, but as he found out at Mandalika, in motorcycle racing you don't have your own physical safety entirely in your own hands. In terms of fitness, talent, ability, and above all ambition, Marc Marquez has another three or four MotoGP titles in him. But each crash brings him closer to the end of his career, and he knows it. The fact that he didn't try to return early from the shoulder injury he suffered in Indonesia is a sign of that, as is the advice he has given other injured riders to not come back too early, most notable Jorge Martin. Winning a tenth title will not be cause for Marc Marquez to retire. Nor will beating either Valentino Rossi's or Giacomo Agostini's GP victory totals. Marquez is not interested in records, he is only interested in winning. And like motorcycles and guitars, the ideal number of GP wins and titles for Marc Marquez is $n+1$, where n is his current number of GP victories and grand prix crowns. Marc Marquez will retire when his body stops him. That probably won't be in 2026. But it might not be all that long after. Your 2026 MotoGP runners up are: Marco Bezzecchi (2nd) and Alex Marquez (3rd)



Alex Marquez had an astonishing 2025. Comfortably runner up to his brother, he and the Gresini team put together a formidable campaign, finishing the season with 3 GP wins, 3 sprint wins, a total of 12 GP and 13 sprint podiums. He made just a couple of mistakes, the worst one being at Assen where he crashed and broke a bone in his hand. But the grinding consistency of his campaign, always near the front, always either on or in the fight for the podium, was genuinely impressive. Alex Marquez' season, combined with the dominance of Marc Marquez and the mesmerizing tectonic slide into failure of Pecco Bagnaia's season sucked up most of the attention in 2025. That allowed a lot of stories to slide under the radar. Including the huge steps made by Aprilia, especially in the second half of the year. After Le Mans, the sixth round of the season, Marco Bezzecchi was 12th in the championship, 111 points behind Alex Marquez. By the summer break, after Brno, he was fourth, eventually taking over third from Pecco Bagnaia in Australia. Bezzecchi finished the season in third, 114 points behind Alex Marquez. In 16 rounds, he dropped just 3 points to Alex Marquez. And that was in Bezzecchi's first year on an Aprilia, his first season not riding a Ducati, having to get to know a new team, learn a new bike, and get used to working in a factory team. The loss of Jorge Martin to injury meant he had to take on the responsibility of leading development of the Aprilia RS-GP, with little help from the more experienced Raul Fernandez, who was struggling with the bike.

2025 was a pivotal year for Marco Bezzecchi, as it was for Aprilia. The RS-GP is a competitive bike, nearly on a par with the Ducati. Bezzecchi has shown himself to be a fast learner, a calm and focused leader, and a real championship challenger. He may not have the talent of Fabio Quartararo or Pedro Acosta, but on a competitive bike, he is the best of the rest of the field.



I expect Alex Marquez to carry over his 2025 form into 2026. He will have more responsibility, given factory backing and a GP26 (whatever form that takes) by Ducati. He will almost certainly be as competitive in 2026 as he was last year. But he will finish behind Marco Bezzecchi, because with a year of experience on the Aprilia RS-GP under his belt, and another couple of tweaks to the bike, Bezzecchi is going to be competitive from round one. And that is going to put him in a position to beat Alex Marquez.

Silly Season will be wild, and this time I mean it

At the end of 2024, 19 riders were due to be out of contract. We speculated that year that the rider market would be frantic, with factories and riders engaged in a wild goose chase. But after first Pecco Bagnaia and then Fabio Quartararo chose to stay where they were, it went off not with a bang, but with a whimper. It livened up a bit with the battle of wills over the factory Ducati seat, Marc Marquez coming out

in top and Jorge Martin moving away to Aprilia, and Pramac choosing to leave Ducati and become a Yamaha satellite team. But it didn't live up to its billing.



The rider market for 2027 will be different, I promise. We are about to embark on a wild ride of speculation, rumor, bargaining, bartering, and backroom dealing that will shake up the MotoGP grid for the new rules for the 850cc era. Here's a series of predictions on what I expect to happen with the MotoGP rider line up for 2027.

Marc Marquez stays

I have written at length previously about why I think Marc Marquez will stay at Ducati. The short version is that Marquez knows he has just a few years left in the championship, and he doesn't have time to lose another potential title to a switch of manufacturers. For Ducati, also, they have every reason to want to keep him, not least so he won't go and win on another bike. So a Marc Marquez-Ducati deal is a small matter of money. Or rather, contract conditions. Marquez wants to win races and titles, and knows that Ducati is his best chance. Ducati know that Marquez doesn't need money - he has probably earned in the low hundreds of millions of euros in his career - but he also won't ride for free. Budgets are tight at Ducati, so they may try to find a different way to keep him happy. A reduction in media days and sponsor engagements may be enough for him. And the promise of a bike that he can win on.

All change in the factory teams



Marc Marquez may stay at Ducati, but there will be a lot of change in the factory line ups. Including in the factory Ducati team. Unless Pecco Bagnaia has a sensational start to the 2026 season, there will be too many other good options available to replace him. And possibly much cheaper options as well. Which may help pay for Marc Marquez' salary. Fabio Quartararo, Pedro Acosta, Fermin Aldeguer, Alex Marquez, all these and more could take the place of Bagnaia. But I believe the Ducati factory line up for 2027 will not be the same as 2026. And Ducati won't be the only factory team to change. Both Quartararo and Acosta have made it very clear they have no desire to stay with their current employers, having lost faith in their ability to give them a bike they can fight for a championship with. Quartararo has extended Yamaha a lot of patience (in exchange for large sums of money), to no avail. He now has enough stashed away to take a pay cut in 2027 in exchange for a competitive bike. Acosta, meanwhile, is eager to start winning, as hungry for success as a starving dog in a sausage factory. What Pedro Acosta wants most is a bike that he can win races on, and take the fight to Marc Marquez. Acosta was linked with a ride in the Pertamina VR46 team for 2026, until KTM refused to let him go. Acosta would have taken a massive pay cut to leave, but that shows just how much more important winning is than money. You can always earn more money. You can't buy GP victories or titles.

But neither Acosta nor Quartararo may need to take a pay cut. Honda have produced a bike which is on the verge of being capable of winning, and according to people who know this sort of thing, are out there waving fat checks around hoping to attract a top rider to race their bike. A competitive rider is seen as the missing piece of the puzzle, as they showed when they started talking to Jorge Martin earlier this year when he was still trying to get out of his Aprilia contract. So I expect Yamaha, KTM, and Honda all to change riders for 2027. All three factories will change at least one, and probably both riders. At Yamaha, Alex Rins hasn't lived up to early expectations, failing to get to grips with the Yamaha M1, and being easily beaten by Jack Miller at Pramac. KTM has been disappointed with Brad Binder's failure to improve his qualifying, which is proving to be his Achilles heel, and has left him badly outclassed by his teammate Acosta.



Honda have Joan Mir, who is fast but crashes far too often, and the cerebral Luca Marini, who has played a key role in outlining the development direction for the Honda. Yamaha will be hoping that the V4 is a big step forward (more on that tomorrow), and Alex Rins will be hoping it will suit him better. But if he doesn't make a step, there will be no reason to help him. With Toprak Razgatlioglu almost certain to step up to the factory team in 2027, Yamaha may choose to put Miller alongside the Turkish rider to do the development work he is so good at. KTM will be looking at Maverick Viñales and wondering if he will be a better bet than Brad Binder going forward. Viñales proved he could be fast at the start of the season, the only KTM rider to make progress early on. And paired with a youngster like Dani Holgado could be both more affordable and a better long-term investment for the future. At Honda, Joan Mir is fast but prone to crashing, and Honda is beyond that stage right now. Honda have a very large amount of money and will be waving it at anyone willing to listen, including Fabio Quartararo and Pedro Acosta. And even Moto2 rider David Alonso. Luca Marini is important for the development of the RC213V, but that is a role he can fulfill just as well at LCR Honda as in the factory squad. Aprilia is the only team I see with little incentive to change. Marco Bezzecchi is consolidating his position as the Noale factory's main title challenger, while Jorge Martin rebuilds his confidence and works toward 2027. Martin may be tempted by HRC money. But he might also just stay put.

Spring cleaning

The pre-2027 clear out will not be confined to the factory teams. There are a lot of riders who have proven themselves to be eminently disposable, rider in NFL contract terms is referred to as "just a guy". That doesn't mean they are slow and uncompetitive - far from it, in most cases - but they are a known quantity. You know what you will get from them. And that is at best an occasional podium, or if the die falls in their favor, a shot at a win.



There will be a large number of departures from MotoGP at the end of 2026, of riders who are surplus to requirements. Franco Morbidelli is capable of podiums on his day, but then again, he is on the best bike, so podiums is the least you can expect. Alex Rins has been treading water for the past year, and not showing any of the brilliance he produced on the Suzuki. Despite his unforgettable win at Le Mans, Johann Zarco is a known quantity, and could be displaced by Luca Marini if HRC need both seats in the factory team. Zarco has a contract for 2027 with Honda, but Miguel Oliveira had a contract with Yamaha for 2026, and he will still be racing for BMW in WorldSBK this year. Contracts have clauses which allow for early exits. There could be more cast offs. Raul Fernandez has probably done enough to keep his place in MotoGP, but he will need to sustain the form he showed at the end of 2025, rather than the form of the years before. Enea Bastianini will need to prove he is more than just a one-trick Ducati wonder, and be competitive on the KTM if someone is to give him a chance to stay. And Brad Binder may find himself fishing around the WorldSBK paddock rather than hoping for a chance in MotoGP.

Who gets to stay will come down to how many riders enter MotoGP as rookies. David Alonso is a dead cert to switch to MotoGP in 2027, with Dani Holgado another rider in with a shot. Collin Veijer, who had a horrific year in his personal life in 2025, bookended with family deaths with huge crashes thrown in for good measure. If he carries on his late 2025 form, he could earn a spot in MotoGP as well.



Then there's Manu Gonzalez, who lost the 2025 Moto2 crown when he crumbled under pressure. If he can rebuild and learn to manage his nerves, he has the speed to deserve a MotoGP seat. There's Nicolo Bulega, who Ducati are using as a test rider for their 850cc bike using Pirellis. There's Barry Baltus, who has strong backing and made huge steps forward in 2025.

Perhaps even Jose Antonio Rueda, if he is recovered from his horrific crash at Sepang and adapts as quickly to Moto2 as everyone hopes. In other words, it will be all change for MotoGP in 2027. In terms of rider line ups, as well as technical regulations. So much for the rider market. In part 2, some predictions on the factories, the calendar, and how Liberty Media's takeover of Dorna will finally start to make itself felt.



motogp Participants 2026

Team, No.:, DOB, Age,
Nationality



5

Johann Zarco

Team: Team LCR

Born: 1990-07-16 (age 35)

Nationality: France



7

Toprak Razgatlioglu

Team: Pramac Racing

Born: 1996-10-16 (age 29)

Nationality: Turkey



10

Luca Marini

Team: Honda HRC

Born: 1997-08-10 (age 28)

Nationality: Italy



42

Alex Rins

Team: Yamaha Factory Racing

Born: 1995-12-08 (age 30)

Nationality: Spain



49

Fabio Di Giannantonio

Team: Team VR46

Born: 1998-10-10 (age 27)

Nationality: Italy



11

Diogo Moreira

Team: Team LCR

Nationality: Brazil



12

Maverick Viñales

Team: Tech 3

Born: 1995-01-12 (age 31)

Nationality: Spain



20

Fabio Quartararo

Team: Yamaha Factory Racing

Born: 1999-04-20 (age 26)

Nationality: France



54

Fermin Aldeguer

Team: Gresini Racing

Born: 2005-04-05 (age 20)

Nationality: Spain



72

Marco Bezzecchi

Team: Aprilia Racing Team

Born: 1998-11-12 (age 27)

Nationality: Italy



21

Franco Morbidelli

Team: Team VR46

Born: 1994-12-04 (age 31)

Nationality: Italy



23

Enea Bastianini

Team: Tech 3

Born: 1997-12-30 (age 28)

Nationality: Italy



25

Raúl Fernández

Team: Trackhouse Racing Team

Born: 2000-10-23 (age 25)

Nationality: Spain



43

Jack Miller

Team: Pramac Racing

Born: 1995-01-18 (age 30)

Nationality: Australia



33

Brad Binder

Team: Red Bull KTM Factory Racing

Born: 1995-08-11 (age 30)

Nationality: South Africa



36

Joan Mir

Team: Honda HRC

Born: 1997-09-01 (age 28)

Nationality: Spain



37

Pedro Acosta

Team: Red Bull KTM Factory Racing

Born: 2004-05-25 (age 21)

Nationality: Spain



63

Francesco Bagnaia

Team: Ducati Team

Born: 1997-01-14 (age 28)

Nationality: Italy



73

Alex Marquez

Team: Gresini Racing

Born: 1996-04-23 (age 29)

Nationality: Spain



79

Ai Ogura

Team: Trackhouse Racing Team

Born: 2001-01-26 (age 24)

Nationality: Japan



89

Jorge Martin

Team: Aprilia Racing Team

Born: 1998-01-29 (age 27)

Nationality: Spain



93

Marc Marquez

Team: Ducati Team

Born: 1993-02-17 (age 32)

Nationality: Spain

Sunset Run – 10 January 2026

Venue: Krystal Beach Hotel, Harbour Island,
Gordon's Bay

By: Peter Cowman



The group departed from N1 City with six bikes, riders and pillions, accompanied by Devin and Susan travelling by car (believe it or not!). Their previous rather disastrous experience at this very event was the deciding factor. The remaining members travelled directly to the venue by car.

The ride route took us via the N1, Stellenbosch and Somerset West. The pace was comfortable, the group stayed together throughout, and there were no stragglers. Despite the intense heat of 34 degrees, tempered slightly by a welcome breeze, we arrived at the venue on time — and very thirsty.



We were not disappointed on arrival. Free underground parking was available, the air conditioning bravely battled the heat, and occasional cooling gusts added some relief. Harbour Island once again delivered its charm, with boats and yachts moored just outside the hotel, creating a relaxed and scenic setting.

Meals were selected from the menu and were met with plenty of praise all round. Service was excellent and settling the bill was quick and hassle-free.

After dinner, some members headed home, while others stayed on to enjoy the sunset, relax outdoors, and share a few cold beverages.

All in all, this was a fantastic way to kick off the New Year, with many more great events to look forward to.



Sunset Run – 10 January 2026

Venue: Krystal Beach Hotel, Harbour Island,
Gordon's Bay

By: Peter Cowman



We had a great turnout with 20 members and 4 visitors joining us for our first ride of the year.



Club Ride in Review

Club Run to Theewaterskloof By: Peter Cowman



Initially, the planned route was to take us over Franschhoek Pass, which in the days leading up to the ride had been opened and closed several times due to wildfires and heavy smoke in the area.

Numerous calls were made to various authorities in an attempt to get the latest updates, but without much success — until Robert Todd came to the rescue with the most recent and detailed report. Thanks, Rob!



At that stage, the pass was open, but several active fire spots remained in the higher-lying areas, with fire-fighting crews still busy with mopping-up operations in the mountains. Authorities also warned that conditions could change rapidly if the wind picked up or shifted direction, potentially affecting visibility and safety. In light of this, we opted for the safer route via Grabouw — a decision that soon proved to be the right one. When we stopped at the viewpoint overlooking Theewaterskloof and the surrounding areas, it was clear just how smoky the Franschhoek Mountains were, being completely enveloped in dense haze.



The weather was good and the ride itself was very pleasant, with no incidents along the way. There was a slight misunderstanding at the entrance gate regarding payment of the entrance fee, but this was quickly resolved and we continued on to the Venue. In the end the Venue generously cancelled the fee which would have been paid by the club.



Club Ride in Review



Ride Coordinators aim to select dates and venues as far in advance as possible, primarily for two reasons:

- to allow members to diarise upcoming rides and events, and
- to give members the opportunity to provide constructive feedback well before reservations are made with venues.

The Memorial Run to Theewaterskloof was posted many months in advance, announced at each Social Meeting, and included in The Odysseian. Unfortunately, the disappointing response in the recent attendance poll led to the matter being discussed at last Thursday's AGM/Social Meeting. It was concluded that many members would prefer venues closer to where the majority of members reside.



Club Run to Theewaterskloof By: Peter Cowman



We were treated to our own shaded tables with lovely views over the lake. The food and service were excellent, with very reasonable prices. And of course, although only 13 members attended, the company was great as always. A big thank you to everyone who supported the ride.



As a result, the Memorial Run has been postponed until early February. On such occasions, it is regrettable that the Ride Coordinator — who has already made reservations based on previous attendance figures — must then undertake the unpleasant task of cancelling or amending arrangements with the Venue.

I have now stepped down from the Committee, and Philip Kaplan has taken over as Chief Ride Coordinator. Philip, at spritely 80 + years of age, is the oldest participating member in the club. I urge those who have not previously given their time and effort to the Committee to consider volunteering in order to help lighten the workload. Please give Philip your utmost support.

Peter C



A motorcycle memorial is a meaningful way for the riding community to honour the life and legacy of a fallen rider. It reflects our shared passion for the open road, the bond of brotherhood, and the freedom that unites us all on two wheels.

Memorial Ride – “The Last Ride”

A memorial ride sees fellow bikers riding together in a unified procession, often escorting the hearse or the rider’s motorcycle to their final resting place. This powerful collective tribute allows us to show respect, share our grief, and celebrate a life lived with purpose, loyalty, and love for the road. Riding together one last time offers comfort, healing, and a reminder that no rider ever rides alone.

Last Rev for Our Loved Ones

Odysseus Motorcycle Club



Every time we swing a leg over a bike,

We accept a risk that most people never have to think about. To us it’s just a ride. To the people we love, it could be goodbye. This isn’t war. But it is reality. Somewhere, every single ride, a family is waiting. A wife checking the driveway. A kid listening for the door, ready to yell, “Daaaaad, you’re home!” We don’t ride just for ourselves — we ride to make it back to them.

A helmet doesn’t make you invincible, but it gives you a fighting chance. Gear doesn’t ruin the ride — it protects the life that exists after it. You don’t have an airbag. You don’t fall gracefully most times. When things go wrong, you fly like a bag in the wind.

It isn’t cinematic. It isn’t fun. The ride is the fun part. The crash is not.

So dress for the slide, not the ride. No matter the bike. No matter the distance. No matter how good you feel today.

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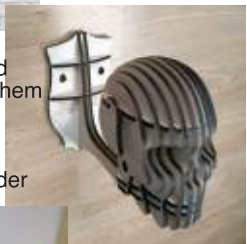
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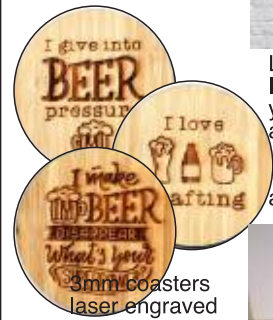


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NEXT ISSUE**

