



Dubbo and Western Plains Ulysses Branch Newsletter Jan - Feb 2011

We are a Branch of the Ulysses Club Inc. with an informal committee, and as such we do not have official meetings. One day we may elect a leader and a small committee to organise our activities; meanwhile our purpose is to enjoy our motorcycles and each others company. Friends and non members are welcome to ride with us. If you want to ride then simply be at the starting point at the appointed time. There's more fine print on the back page.

Branch Meeting

"The time has come," the Walrus said, "To talk of many things ..."

We need to call a meeting to determine the future of the Dubbo & Western Plains Branch of the Ulysses Club Inc. The meeting will be held at 3:00pm Saturday 5th February 2011 in the function room at the Macquarie Inn Dubbo. The purpose of the meeting is to determine:

- a) Should the Branch continue? Hopefully the answer will be Yes!
- b) Who should run the Branch? We need, at least, Branch President, Secretary, Treasurer and Ride Committee, but could also include other Committee Members, Social Committee, Welfare Officer, Newsletter Editor, Patron(s), etc.

c) How should they do this? We could decide to operate as a "Formal Branch" or continue with an "Informal" structure, albeit slightly less informal than we have been in the past.

The original Western Plains Ulysses Group became inactive in the 1990s. It re-formed as the Dubbo & Western Plains Ulysses Group (now

Branch) in 2000. Very active, but operating on informal guidelines – this being the first general meeting ever called. The Branch has \$1,764.25 in the bank and a current mailing list of 426 for the Branch Newsletter. Of these 173 are in the 2830 postcode and 344 are in the "Western Plains" region extending from Lightning Ridge to Forbes and Dunedoo to Cobar. We operate the annual Salvation Army Toy Run and Wild Roads and Cheap Pubs Runs which pull good numbers, and we have over 20 starters for the coming six-day run to the SuperBikes.

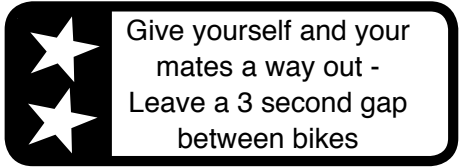
The Branch is in pretty good shape, it's just that the guys who were the driving force ten years ago are now ten years older; distracted by grand-kids, retirement plans and arthritis; and feeling slightly out of touch with the newfangled ways of doing things. We are under a little pressure from Head Office to pull our finger out, so we reckon it's time for the next generation to take over and do it their way.

If you would like to see the local branch continue, come along, have your say, and see what happens.

We will treat the meeting as the official Branch Annual General Meeting, so refer to the official meeting notification on page 2 of this newsletter.

JAN/FEB RIDES (details page 5)

Jan 26	Aust Day Brunch
Feb 5th	Branch AGM
Feb 21	Superbikes Phillip Is



Jingellic 'n all that

The White Rabbit reports on the run to Jingellic – and Bendigo:

The second weekend in November was scheduled for our jaunt to Jingellic. We would leave on Thursday and get home Sunday – a 4-Day weekend. Well ... that was the plan.

As it turned out some left on Thursday, some on Friday, and some on Saturday. Most got home on Sunday; but we got home on Tuesday after a side trip to Bendigo. This is how it went:

On the Wednesday She-who-must had most of the gear ready to pack in the panniers when I got a call from a guy in Bendigo. Could I drop in and see him? After our piss-up in Jingellic I'd be two thirds of the way there, so "OK. See ya Monday", and to SWM "Better pack some extra knickers".

Six of us on five bikes got away from the Shell at 7:30am Thursday and took the Yeoval back-road to Parkes where Tony was patiently waiting to join us. "30 Ks of Newell Highway to Forbes for coffee. We can handle that". Or so we thought!

But at 100 KpH the Newell is a shocker. The trucks and B-doubles set their speed at exactly 100 KpH by their GPS – fair enough. But half the cars are running at 100 KpH according to their speedo, which means they are travelling at anywhere from 90 to 96 KpH with the trucks right up their arse and trying to overtake. But there's precious few

opportunities to overtake because reducing the speed limit from 110 to 100 means there's 9.1% more traffic on the road (work it out – the RTA can't!). Result is a shambles, especially when you're lead bike of six stuck behind a convoy of five B-doubles.

As we were finishing our coffee we noticed BT from Narromine go past on his Pat Mallone. He didn't want to come with us coz he reckons we ride too fast; but he took a longer route, left later, made more stops, and arrived in Jingellic about the same time as us. Oh well, to each his own.

From Forbes we head for Temora via "places" such as Garema, Quandialla, Morangarell and Narraburra. Don't try this without a GPS, the roads were quirky in their own sorta way and had names like "Deaths Lane" and "Driftway Road", but they were all bitumen and there was no traffic to contend with – and no lines down the middle, which Jammo tells me means "no speed limit".

Fuel in Temora then straight through Junee and onto more quirky, but very pretty, roads via Wantabadgery to Adelong.

Lunch "Two pies and a Red Bull please". This is where the Snowies start – a very pretty ride up

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Dubbo & Western Plains Ulysses Branch

Notice of Branch Annual General Meeting

3.00 pm Saturday 5th February 2011

Macquarie Inn, Dubbo

Agenda

1. President's Report
2. Treasurer's Report
3. Discussion re Branch structure and future direction
4. Election of Office Bearers
 - Nominations will be accepted from the floor
 - Only financial members of Ulysses Club Inc may be nominated
 - Only financial members of Ulysses Club Inc may vote.
5. General Business

**Kevin Lucan
Branch President**

Jingellic ... from previous page

to Wondalga and the start of The Forest Road - 45 Ks of motorcycle heaven right through to Rosewood. "Meet youse at the other end!"

This was the third time I'd been on The Forest Road in a month, so I figured I'd see if I could get from one end to the other without upsetting the pillion. "Keep it smooooth, 'n no scraping the pegs!". The trick is to find a speed that She's comfortable at and then make sure you hold it - corners and all. Tried that and ... it worked! She was all smiles when we got to Rosewood, rabbiting on about the marvellous views, the smell of the pine trees and the cooler air. I was pretty happy too - the guys that charged past in the straights were only one corner ahead at the end.

Half way along there's a T intersection where you have to turn right else you go to Batlow. Griffo and Dave were in front of me and as I approached the intersection I could see Dave had pulled up, presumably to show the others where to go. Nup, nothing so noble. He'd pulled up there because his phone rang. Meanwhile we could hear the logging truckers on Channel 40 chuckling about "the bike rider in front who had charged straight up the road to Batlow while all his mates turned for Rosewood".

SWM comes on the intercom "Oooh. Griffo's lost. Should we go and find him?"

"Nah. He's a big boy. Surely he can find his way to Jingellic, it's only 50 K away". (Did I mention that I was enjoying the ride?).

We regather at Rosewood. No Griffo. Dave and Kev want to mount a search party but I don't want a

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Jingellic ... from previous page

bar of it. Déjà vu – years before we'd had exactly the same scenario at the same place when Hoppy had taken a wrong turn and we'd had guys searching thither and non while he was sipping latte in Tummy. We'd lost two hours then and I wasn't gonna do it again. "See ya's in Jingellic!"

I set off after Marg, with Jane and Tony following. It's a lovely ride down through Mannus to Jingellic – one of my favourite roads. I love it when you come over a rise and see the next six corners laid out in front of you. Gas it 'n go!



You crest a rise and the next six corners just open up before your eyes. Gas it 'n Go!!

Jingellic. We've arrived. Well, some of us. Dave and Kev limped in with Griffo – his excursion had used all his fuel and he was running on fumes. The rest came in in dribs and drabs over the next three days. The guys hit the bar and the girls headed for the showers.

There had been floods in the area as we had discovered when returning from the GPs. Our group overflowed the pub's accommodation so six of us were staying in the B&B next door and this had been under water. They'd done a really good job of cleaning it up but all the mud in the yard made parking the bikes tricky indeed.

The Murray River level was still well up, so on Friday morning we toddled along the River Road (the dirt road following the northern bank to Tintaldra) to enjoy the scenery and take some photos. Very spectacular, so we did the tourist thing taking in Tintaldra and Corryong before wandering back along the Walwa Road (southern bank) and putting our feet up for the afternoon.

Saturday. Some of us left our feet up, ... to page 6

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Ride Calendar - Jan/Feb 2011



Runs marked with 🕒 in the heading means the group will depart at the appointed time. If there is no 🕒 then you should make your own way to the event.

When not stated otherwise, rides depart Shell West Dubbo. Informal rides may be arranged at the Macquarie Inn on Friday evenings.

Forthcoming scheduled rides:

🕒 Jan Wed 26th – 9:00am Australia Day Brunch

Depart Shell West Dubbo at 9.00 am, we ride to a suitable venue for brunch, then play it by ear.

Note the 9.00 am start. Contact Marg at Readfords 6884 4888.

🕒 Feb 5th – 3.00 pm Branch AGM at Macquarie Inn

See pages 1 and 2 for details.

🕒 Feb 21st – March 1st SuperBikes Phillip Island

Depart Shell West Dubbo at 7.30 am Thursday, 24th. Parkes–Tumut–Beechworth (overnight), Whitfield–Marysville–Phillip Island. 3 nights villa accommodation at All Seasons Island Eco Resort. Bookings essential, contact TWR.



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Jingellic ... from page 4

others went riding up into the hills or along the river as far as Albury. The weather turned threatening and it fair pelted down on Saturday night.

Sunday morning. Everyone's keen to head for home but it's still raining. I consult my iPhone and decide if I wait an hour we should be able to slide between storms as we exit west towards Bendigo. Kev and Dave don't trust the technology "We're going now, see you next week".

SWM and I had a bit of rain around Albury, but the rest of our trip was fine. Kev reported to me later that they had rain for all but the last 50 Ks of their run home to Dubbo. Unfortunately he also reported that Marg had an argument with a shove-mound on The Forest Road and low-sided off a corner. Apparently a few aches and bruises but thankfully nothing major. Well there you go Marg, you've broken your duck. As Jammo says "There's only two types of riders. Them that's come off, and them that's going to."

Our ride to Bendigo was interesting, especially as we followed the Murray all the way down to Yarrawonga. It was flowing well as we left Jingellic but by Granya we could see that the Hume Dam was obviously backing up. The further we went the more spectacular it got with the water up to within four feet of the road level and the river several kilometres wide. The long iron bridge at Bellbridge (near Hume Weir) that is normally runs 60 feet up in the air was only about three feet above water level.

The country between Albury and Yarrawonga had copped some 75mm of rain overnight, so there



The Murray is two kilometres wide near Granya

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was still plenty of water about – even covering the road in places. But as we got along the sun came out and everything was just green, green, green.

Bendigo's nice, but I don't think much of their tram tracks. Not a good idea to get your front tyre trapped in the gap alongside the flat shiny bit! Caused a quite a heart flutter as I was about to turn into the motel.

Monday. Saw the guy I had to see, did what had to be done, load the bike and point it for home. There was still rain in the east, so we would track to the west avoiding the Newell Highway where at all possible. We head to Echuca where

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Jingellic ... from previous page

we decide to round off our Murray experience with a one hour river cruise in a paddle steamer. Love those big lazy steam engines!! And despite what they tell you, when nature takes its course the Murray River is impressive. There's a lot of political anger out there at the moment – best summed up by the bumper sticker with pride of place in the Jingellic Pub "The only true wilderness is between

a Greenie's ears".

We're back in NSW. The bike is much happier. At least this side of the river the coppers have a half decent sense of humour – not like their Victorian brothers who will book you at one K over.

Deniliquin, Conargo, Jerilderie as we skirt around the Hay Plain, then straight, very bloody straight, up to Griffith. Never been there before – totally different to what I expected. Stayed the

night then a pleasant ride up to Rankins Springs followed by a ripper run up to Lake Cargelligo. The road is way, way better than the town – there's nothing open for coffee so we beetle off to Condobolin.

A quick stop in Parkes for fuel then Yeoval, Geurie and home and ... "Jeez! It's been raining here!"

The White Rabbit



Lots of houseboats with spas at Echuca

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The “Landrover” Project

I never made a conscious decision to buy an FJR. I was bikeless; just out of hospital having demolished a perfectly good CBRXX Blackbird; Honda couldn't find a demo ST1300 and Redders was pestering me to take his FJR for a test ride. I relented, and finished up buying because I couldn't find anything wrong - apart from a nagging feeling that it looked like a cross between a praying mantis and a Landrover. Here we are 114,000 Ks later and “Landrover” wins out 'coz it goes anywhere and, like the old Landies of the '60's, the FJR is a great platform to bolt things onto.

Funny how little things influence our thinking. On the last run to the GPs we had stopped for fuel somewhere when one of the locals tried to flog us a set of imported, go-faster cans for an FJR. “Not interested. Why would I throw away a perfectly good set of pipes, to replace them with something guaranteed to attract the coppers?”

Redders fobbed him off by saying “The only way to get more grunt out of an FJR is to fit a Power Commander”.

“What's a Power Commander?” thinks I, more preoccupied with an occasional rattle from the Landrover's engine Redders claimed was a timing chain – I didn't know what that was either.

On the return trip we're chasing each other along The Forrest Road. Nicely cranked over in fourth gear on an uphill sweeper, I squeeze the gas on and ... not a lot happens! Mmm ... must be the timing chain.

Those little thoughts festered away for the next few weeks. Maybe it's time for a new bike, but what would I buy? There's nothing that grabs my fancy, and it would take ages to kit a new one out with all the extras on the Landrover. I talk it over with She-who-must “We won't get a new bike. We'll fix the timing chain and fit a Power Commander to freshen it up a bit”.

I get on the 'net to do the research. A Power Commander III (PCIII) is a little computer the size of a pack of cigarettes that modifies the signals from the ECU to the engine to change the amount of fuel and timing of the spark. This is managed by way of a “map” in the PCIII which holds percentage variances from norm for all the combinations of revs and throttle position. You can modify the map via



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the PCIII, or plug in a laptop to download maps from the internet, or make your own, or whatever. With optional extras you can have two maps in the PCIII with a switch to flick from one to the other; or you can run different settings for each cylinder; or you can make your maps sensitive to speed and/or gear selection. Tricky stuff indeed. Reports from guys who have installed them claim the bike is “much smoother” (What do they mean by that?) and can deliver maybe 20 extra horses.

Without understanding what it all meant I ordered the PCIII with the option for two maps and the switch. The guys at Redder's shop installed it all while doing a number on the timing chain which had indeed stretched beyond reasonable limits. In the midst of all this the tank and plastic bits were off the bike so I got to it and reworked all the wiring that fed the Cruise Control, GPS, intercom, UHF and other bling that accumulated over the years.

I also got back on the net to do more research. There's plenty of PC III maps and good advice available for FJR's, but all of this is US or Europe based and I am developing this growing awareness that the ECUs for different countries are different

The Landrover Project... from previous page

to each other. Woops ... The PCIII map specifies percentage differences from the numbers coming from the ECU; so if I use a US developed map it will use variances from the US ECU's norm which will be different to what my Australian ECU generates. Results will be unpredictable!

Bugger! Get onto Redders. Over his head, but he gets me in touch with the guru at Serco, the PCIII importer. "Yep, the ECUs are different in different countries. All to do with EPA requirements and the local riding "environment" which includes the type of fuel." Shit, that makes sense. "Don't use foreign maps, what you've got to do is take the bike to a qualified tech and get him to make a map for you while the bike's on a dyno. Best to get him to make two maps, one for wet and one for dry."

"Oh. What sort of budget do you reckon I should allow for this?"

"Say around \$400".

Fortunately there's 20 or 30 qualified techs in Oz that he can recommend. I'll check out a couple in Newcastle.

Meanwhile, the Landrover with PCIII fitted is ready to pick up from Redder's shop. But it's pissin' down rain, so how am I supposed to test a race-spec gadget on a wet track in a 60 Kph speedlimit? I find a quiet bit of dryish road where I've had to slow down for a railway crossing. I'll just crank her up to a third throttle and see what happens: "Sheeeit!!". Well that worked, I've just about slid off the back of the seat!

Get it home, park it in the shed, and start to think. Yeah, well, what would have happened if you tried that before the PCIII? "Mmm ... Nah, it wouldn't have been the same". But you don't know, do you? You didn't take an objective measure before you changed it.

I settle for Doctor Mak in Maitland, the techo is Jamie Stauffer the Aussie SuperBike Champion.

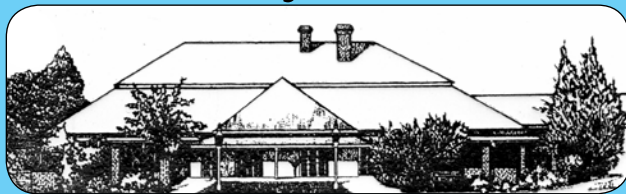
We try to organise a time. The idea is I will ride down early one morning, watch them fiddle for four or five hours, then ride it home. But it's pissin' down rain, the highways are cut, the backroads are out, he's racing this weekend, and the next break in the weather looks like a week away. Friday next week looks possible, but Jamie's schedule is filling up prior to the Christmas shut-down. Bugger!

In the meantime I've installed the software on a laptop, so I'll set the PCIII up with the Default and Zero maps and try to work out which setting on the switch means what. This becomes my project for the weekend. After much trial and error it all comes together – Map 1 is the Zero Map; Map 2 is the Default; and I have a much better understanding of how it all works. By the Saturday afternoon I thought I had it working – but it would only work sometimes. It took a while to discover a broken contact in the switch assembly; and then quite a while to source the components and make a replacement switch. Curiously the original switch is not water resistant, an issue resolved by the replacement. By Sunday afternoon I's all together and ready for a test ride.

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THE MACQUARIE INN HOTEL/MOTEL

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Riders regroup at the Inn after each ride for a "debriefing"

Ulysses and friends gather informally at the Inn from 7:00pm Fridays

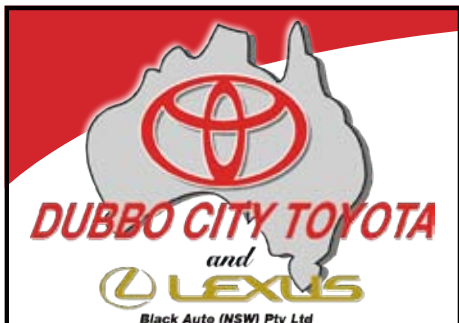
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The Landrover Project... from previous page

This is the Default map used:


	0	2	5	10	20	40	60	80	100
500	0	0	0	0	0	0	0	0	0
750	0	0	-2	0	0	0	0	0	0
1000	0	0	-4	0	0	0	0	0	0
1250	0	4	-2	0	0	-2	0	0	0
1500	0	0	0	0	0	5	0	1	1
1750	0	9	6	-2	-3	-8	-4	-1	0
2000	0	10	12	-4	-7	-11	-9	-2	-1
2250	0	10	13	1	-5	-7	-6	-1	-1
2500	0	11	15	6	-3	-4	-3	-1	-1
2750	0	9	12	6	-2	-5	-4	-2	-2
3000	0	7	10	7	-2	-7	-6	-4	-3
3250	0	5	12	11	2	-6	-5	-3	-1
3500	0	3	14	16	7	-5	-5	-2	0
3750	0	4	15	17	11	-2	-5	-3	-3
4000	0	5	16	19	15	0	-5	-4	-6
4250	0	5	14	16	16	0	-6	-6	-7
4500	0	5	12	13	17	0	-8	-8	-9
4750	0	5	11	16	21	0	-8	-6	-5
5000	0	5	10	20	26	0	-8	-4	-2
5250	0	5	10	20	24	0	-7	-5	-4
5500	0	5	10	21	23	-1	-6	-7	-7
5750	0	5	10	20	23	1	-6	-6	-6
6000	0	5	10	20	24	4	-7	-5	-5
6250	0	2	5	23	24	6	-6	-5	-4
6500	0	0	0	26	25	8	-5	-2	-3
6750	0	0	0	25	25	10	-4	-2	-3
7000	0	0	0	24	25	12	-3	-2	-3
7250	0	0	0	21	24	12	-1	-3	-3
7500	0	0	0	19	23	13	1	-4	-3
7750	0	0	0	17	25	15	3	-2	-4
8000	0	0	0	16	27	17	6	-1	-5
8250	0	0	0	15	24	18	7	-1	-4
8500	0	0	0	15	22	20	9	-2	-4
8750	0	0	0	15	21	21	11	-2	-4
9000	0	0	0	15	20	22	14	-2	-4
9250	0	0	0	7	20	22	14	0	-3
9500	0	0	0	0	21	23	14	1	-3
9750	0	0	0	0	10	11	7	0	-1
10000	0	0	0	0	0	0	0	0	0

Stock FJR Default Map: Across the top is % Throttle, down the side is RPM.



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There's a break in the weather but most of the local roads are flooded. We settle for a couple of laps around Mugga Hill via Boundary Creek Road, trying to be watchful for all the new potholes and sandy washes over the road; and bearing in mind that the Default map is not ideally suited to my Oz ECU. I discover that:

The bike is more responsive – less hesitation when I open the throttle. I'd never been aware of the hesitation before, but as I switch between maps 1 and 2 I can definitely see that it's there with the Zero settings.

The FJR has always been impressive with the way the power comes on, but with the PCIII it is even more so. I can feel a little more power, but it comes on more consistently as the revs increase. Yep, it's definitely "smoother".

Roll the throttle off and everything works as expected – no noticeable change.

Try cruising at a constant speed and again everything works as expected.

Set the cruise control. I'd been worried about this, wondering if the PCIII and O2 Sensor would compete with each other, but it all worked fine.

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The Landrover Project ... from previous page

I kept an eye on the temperature gauge, but no issues there.

So, all in all, the test was successful. Noticeable improvements when accelerating and no other side effects. Fuel economy will take a longer term analysis.

My thinking changes. We'll develop two maps, "Fun" and "Eco". The switch on the bars is easy to operate and I can flick between maps "on the fly". I'll set it up so that "Fun" will be used when raising a sweat in the twisty bits or trying to keep up with the lads on the inneresting sections of a Wild Roads Run. Switch it on when I want the extra response and grunt. The rest of the time I'll use "Eco" as in fuel economy. It will be smooth, but without the bite, and give better range for a tank full. It'll deliver less grunt and be suitable for wet-weather work, reducing my tendency to spin it up on wet painted lines.

The more I think about it the more I realise that Eco will be used most of the time – 80% or more. "Fun" will be like an Italian mistress - noisy and exciting. You don't use it all the time, but it's good to know it's there when you want it.

So the criteria for "Fun" becomes plenty of grunt with smooth delivery and not a lot of regard for fuel saving. "Eco" will tone down the grunt, keep it smooth, and be miserly with fuel usage.

The 15th arrives. Weather's cleared, roads are open, so I set off at 6:00am for an unexciting ride down the highway to Maitland, arriving at the appointed time.

Jamie's not happy about the O2 Sensor – it'll have to be disconnected. This creates a small delay while I remove the tank-sack so he can get under the tank.

The Dyno is impressive. It's set up in its own neat little hut (more like a container) with special air, wind and noise controls in place and its own computer network. It'll only do bikes, not cars: "If you do cars you attract too many rat-bags" says Jamie as he runs the bike onto the Dyno and proceeds to hook up an array of various sensors and leads.

While he's setting up we chat about my expectations. Half an hour later he's ready. "Come in here, put these earmuffs on, and watch what happens".

He turns everything on, fires the bike up, and runs it up to full revs as lines start leaping up his computer screen. He does this a couple of times and shuts it down. "Not bad. It runs a bit rich, but it is lean in a couple of places. We can sort it out. You can bugger off for a couple of hours while I do what you're paying me for."

I wander off to a newsagent and lose myself in a bike mag. A couple of hours later "Job's done. You can come back now".

As he runs the bike off the Dyno I can see that the rear tyre looks like it's had a real workout – which explains where half a tank of fuel went. We make a backup copy of the maps on my thumb-drive and he brings up some graphs on the screen. All Chinese to me. "It's upped the power by four thingamajigs, which is not a lot, but you will notice the delivery and rideability is better".

The Landrover is now equipped with two switchable maps: Economy and Fun. Pay the money, get the tank-sack and bits and pieces back on, and head for home.

... to page 12



**17 Whylandra Street
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The Landrover Project ... from previous page


It's hot and steamy in Maitland, but a lovely day all the same, and it's only 2:00pm. We'll take the Bylong Valley Way and see how this PCIII works. Flick to Economy for the highway crawl out to Jerrys Plains. "Yep, quicker response and smoother" I reckon even Economy is better than normal and it seems to be better at holding a constant speed.. I top up with fuel and reset the trip meter.

Turn left at Jerrys Plains, flick to Fun, and open her up – a bit. Open up too far and it gets way too exciting! Even so we create numbers I need to erase from the GPS as soon as poss. Flick to Economy for the short dirt section on the Yarrawa Road (works a treat), then back to Fun and give it its head right through to Bylong. Magic!!

The store at Bylong serves excellent coffee. The hero-pegs are a bit shorter and there's no chicken-strip left on the tyre so I take a photo and send it to Wardie just to piss him off. Then more fun and games via Lue to Mudgee where fuel is called for. I used 17.5 litres of fuel in 254 Ks. (6.9 L/100K or 14.5 K/L) This was mainly on the Bylong Valley Way and Lue Road where I was using the Fun map and hammering hard (by my standards). That'd give me 320Ks on a full tank with a bit in reserve – quite acceptable for that sort of riding.

On the run to Dubbo I flick back and forth between maps to get a sense of comparison. At one point I went to pass a truck in a tight spot while on the Economy map. Didn't have the grunt, so I backed off, flicked to the Fun map and got round with no trouble at the next opportunity. The conclusion is that both maps are better than stock, but Economy doesn't have the punch that Fun has (which is the way it's supposed to be).

So what about the Power? To understand where this next bit goes you should read <http://www.largiader.com/articles/torque.html>. In simple terms Torque is a measure of "twisting force", Work is application of torque over distance, and Power is a measure of work per second. End result, in imperial measure, is Horse Power = (torque * RPM) / 5250. Torque is how much "push" the pistons are applying to the crankshaft, Power measures how this happens at increasing revs. As an engine's revs increase it reaches a stage where it can't get air through the inlet ports quick enough to maintain



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the same push on the crankshaft. Torque reduces, but since RPM is increasing Horse Power will rise until the engine simply can't breathe. Fascinating stuff.

The PCIII fiddles with air/fuel ratios to manipulate Torque in the working rev range. Given that I'm not a Racer I don't really care what happens near the Red Line, so Jamie applied most of his black art in the 3-8,000 RPM range.

End result is only a 4% increase in maximum HP, but in my working rev range I get better power delivered more consistently. Noticeable, but not alarming, grunt delivered quicker where I want it. The bike is more rideable – it's "smoother".

So was it worth while?

You may recall that after 114,000 Ks my objective was to "freshen the motor up a bit". We've certainly done that and I've learned a whole heap of new shit along the way. With a bit of luck, fuel savings over the next couple of years will pay for it all.

The White Rabbit 19/12/2010

SuperBikes at Phillip Island

At present we over 20 folks booked for the run to Phillip Island for the SuperBikes in late February (details as per Nov-Dec 2010 Newsletter). The way these things work we could have a late cancellation, so if you want to be on the Reserve List – get in touch.

WHO'S WHO

We print this so you can see other folks with a common interest in your area. It's our current newsletter mailing list sorted in Postcode/Town/Surname order:

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Animal Rights Activists go Missing

This supposedly appeared in GlossyNews from Johnstown Pennsylvania:



Local and state police scoured the hills outside rural Johnstown, Pennsylvania, after reports of three animal rights activists going missing after attempting to protest the wearing of leather at a large motorcycle gang rally this weekend. Two others, previously reported missing, were discovered by fast food workers "duct taped inside fast food restaurant dumpsters," according to police officials.

"Something just went wrong," said a still visibly shaken organizer of the protest. "Something just went horribly, horribly, wrong." The organizer said a group of concerned animal rights activist groups, "growing tired of throwing fake blood and shouting profanities at older women wearing leather or fur coats," decided to protest the annual motorcycle club event "in a hope to show them our outrage at their wanton use of leather in their clothing and motor bike seats." "In fact," said the organizer, "motorcycle gangs are one of the biggest abusers of wearing leather, and we decided it was high time that we let them know that we disagree with them using it. ergo, they should stop."

According to witnesses, protesters arrived at the Dubbo & Western Plains Ulysses Branch Newsletter Jan-Feb 2011

event in a vintage 1960's era Volkswagen van and began to pelt the gang members with balloons filled with red colored water, simulating blood, and shouting "you're murderers" to passers by. This, evidently, is when the brouhaha began.

"They peed on me!!!" charged one activist. "They grabbed me, said I looked like I was French, started calling me 'La Trene' and duct taped me to a tree so they could pee on me all day!"

Still others claimed they were forced to eat hamburgers and hot dogs under duress. Those who resisted were allegedly held down while several bikers "farted on their heads."

Police officials declined comments on any leads or arrests due to the ongoing nature of the investigation; however, organizers for the motorcycle club rally expressed "surprise" at the allegations.

"That's preposterous." said one high-ranking member of the biker organizing committee. "We were having a party, and these people showed up and were very rude to us. They threw things at us, called us names, and tried to ruin the entire event. So, what did we do? We invited them to the party! What could be more friendly than that? You know, just because we are all members of motorcycle clubs does not mean we do not care about inclusiveness. Personally, I think it shows a lack of character for them to be saying such nasty things about us after we bent over backwards to make them feel welcome."

When confronted with the allegations of force-feeding the activist's meat, using them as ad hoc latrines, leaving them incapacitated in fast food restaurant dumpsters, and "farting on their heads," the organizer declined to comment in detail. "That's just our secret handshake," assured the organizer.

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Sunday 16th January

Anyone interested in a ride to Boorowa on Sunday 16th? Read the following email from Hotmix:

The weekend of the 15th/16th Jan 11, will see Cath & I back in Dubbo. Cath's rocking into town on the 13th, and I'll be turning up on the bike after lunch on the 14th. (just in time to go out for her 50th on the Friday night – a quiet family affair). Sat night will see us loitering around Dubbo, If anyone wants to catch up for a beer/feed let me know.

Sunday will see me ride off into the distance, I've got to be in Tumut by 4.00pm to catch up with a few mates from Adelaide & Albury, before we all head north (Nymboida for a few days).

So my line of thought was, if any ones interested in a ride on the Sunday (16th) they might like to escort me to Boorowa for lunch (Cath's staying in Dubbo) – I was planning leaving the Shell at say 9.30am and heading to Boorowa via Yeoval, Cudal, Wyangala dam, & Frogmore – then having lunch at the Top Pub (Boorowa). Mind you saying that if you've got another ride planned I'll most probably tag along for a while (must be at the Woolpack by 4.00pm, otherwise the schooner waiting for me will get warm.)

Hope to catch up then.

Tony & soon to be "old one"

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