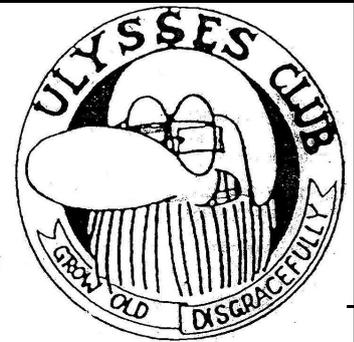




THE ITHACA TIMES



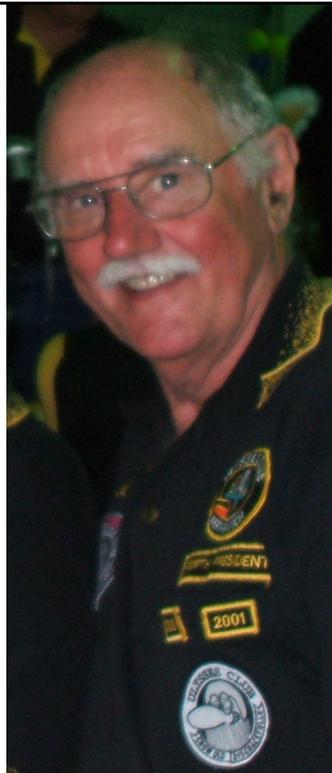
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The Ithaca Times is dedicated to **ALF BRIDLE LM DM** Member No 1196 **16.6.1937—29.1.2017**, Perth Branch's No 1. Founding Member of Perth Branch, the first Branch in WA, and our First Editor

REINER EHLERT (47950)

15.8.1947—29.1.2020

(3 years after Alf to the day.)

More on page 4.



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Enjoy!

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THE ITHACA TIMES

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SUBSCRIPTION RATES

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OFFICIAL COPIES

Does anyone have the Official Copies of The Ithaca Times, since ALF BRIDLE ceased keeping them?

CLUB GEAR

Official Ulysses Gear, Branch
and Round Name Badges,
WA Black & Yellow Caps
PAM HENDREN
9733 4018 or 0400 549 266

SOCIAL MEETINGS

Last Wednesday of
February, May, August and November
at The Carlisle Hotel,
174 Rutland Avenue, Carlisle at 8:00pm.

COMMITTEE MEETINGS

7:30pm on the Wednesday prior to the Social Meeting.

MEMBERSHIP RENEWALS and BADGE PURCHASES

When you need to renew your Membership or wish to obtain Length of Membership or Age Badges, please contact Head Office on 1300 134 123.

These items are the responsibility of each Member.

DISCLAIMER

All expressions of opinion are published on the basis that they are not to be regarded as expressing the official opinion of the Ulysses Club, Perth Branch, nor the Editor, but are included for general interest only.

The Ulysses Club, Perth Branch accepts no responsibility for the accuracy of any of the opinions or information contained in The Ithaca Times and readers should rely on their own enquiries in making any decisions touching their interest.

Errors and omissions excepted.

Publication of articles is at the discretion of the Editor.

BRANCH POSTAL ADDRESS
94 Old Dairy Court
OAKFORD WA 6121

HOT AND THROBBING

by DOT CAMERER, Editor (23934)

Here's our next quarterly issue of The Ithaca Times. As most of us are self-isolating, I've included some topical jokes to give you a few laughs—to keep you laughing till the next issue. Maybe this should be called the Covid-19 Issue?

Please think seriously about writing an article for the next issue. You have nearly 3 months. Thanks. Till then, I'll be twiddling my thumbs and fingers, waiting.

THANKS

To the following who contributed to this Edition:

WAYNE BAVIN
LIONEL CAMM
DEAN ELLIS
DAVID GRESSER
JOHN MORRISON
Leon Polak
BUZZ ROWE
PETER WEST

DANNY BRADY
CLAYTON CREAM
JOHN GLIDDON
Peta Laine
BARRIE NELSON
RAY PRIOR
TONY SOUTHALL
MICK WILSON

BIRTHDAYS IN MAY, JUNE AND JULY

Happy Birthday to these Members who will celebrate their Birthdays in May, June and July.



MAY

27 BARRIE NELSON

JUNE

6 TONY SOUTHALL 15 ALF BRIDLE
9 ROBIN BOSSE 22 EVELYN ASHLEY

JULY

2 JOHN GLIDDON
10 KARL AMBROSE
19 LYN DALY

Is your birthday listed here? If not, that is because your name is not on my Birthday List.. When I know your birthday, it will be featured here and celebrated at the following Social Meeting. Thanks –Editor.

FROM OUR PRESIDENT

Current Times

by JOHN GLIDDON (35299)

I never imagined that I would enjoy riding to the local shops so much and the bike has never been so clean. I'm sure that we would all love to get back on our bikes for a Branch ride as soon as possible.....but pandemic restrictions are in place for groups larger than two people.

The Ulysses Club (NatCom) has cancelled all Branch rides, social gatherings and meetings until we get advice from the Government that it is safe to resume these activities. Hopefully, we can get back to normality and riding soon.

Our Branch AGM is due to be held on Wednesday 28 May, however, with the current restrictions in place, the date and format for the AGM will soon change. Details of the changes will be posted as soon as Nat-Com notify us of the legal requirements and procedure for the meeting.

Stay safe.

FROM OUR COMMITTEE

Telemachus Medal

The Telemachus Medal is designed to acknowledge Members' contributions to the Branch with which they have chosen to be aligned. Whilst still maintaining a meritorious standard, it's intention is to recognise service which is above and beyond the normal expectations of any Member.

The Member must have been aligned with the Branch for a minimum period of two years and must, in the opinion of the Branch Committee, be outstanding, ie service to the Branch that the Member has aligned him/herself with, which is considered to be above and beyond that which would normally be expected of any Member.

If you would like to nominate a Branch Member who has met the above criteria and recognise their efforts and contribution to Perth Branch over the years, please contact the Committee with your nomination.

RIDDEN ON

REINER RUDI KURT EHLERT (47950)
15 August 1947—29 January 2020

Member of Perth and Joondalup Branches
by Veronica Miller



LIONEL CAMM riding, REINER in the sidecar.

REINER EHLERT was born in a small village with a very long and unpronounceable name in the Harz Mountains region of Lower Saxony province in what was then West Germany. He never actually visited East Germany, although he grew up only a few km from the border. He emigrated to Australia in 1989 only weeks before the wall came down.

He worked for the same international company in Australia until his retirement in 2014. For most of that time, he was the sole representative in Western Australia.

We moved to Denmark in 2014. Last July our little house and Reiner's beloved BMW R1200C were destroyed by fire. REINER had been suffering from cancer for a while, but his almost immediate response was to order a Ural Ranger sidecar motorcycle—he hankered after one for some time. It was his affirmation that he would beat the cancer. Sadly, by the time it arrived, he was no longer able to ride it.

Two weeks before his death he took delivery and, huge thanks to LIONEL CAMM, he made the trip home to Denmark in the sidecar. It took three strong men to lift him out on arrival, but he made it.

~~~~~

From Reiner's funeral bookmark:

“Ring the bells that still can ring,  
Forget your perfect offering,  
There is a crack in everything,  
That's how the light gets in.”

by Leonard Cohen



*REINER with his new Ural that he never rode.*

from LIONEL CAMM (41078)

REINER died two days after I went to see him in Albany Hospital.

I picked up his new Ural outfit and rode it to Denmark with REINER in the chair, two weeks before and he would not get out and ride in the car. He stayed in all the way, including a ride through Mount Barker before going down the road to Denmark.

and later:

PETER STARK and I went down to Denmark for the Black Dog Ride at Denmark and taught Veronica to ride the Ural up to the ride start, so she was part of the day.

;



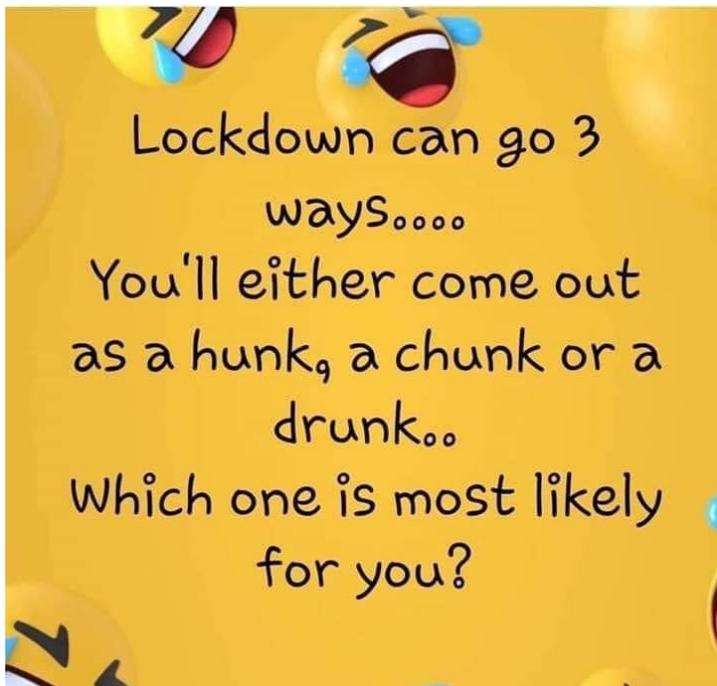
## WELFARE REPORT

by DAVID GRESSER  
(53695)  
Welfare Officer  
Phone: 0431 988 252

**BUZZ ROWE** is fine and sends her regards to everyone. Hopefully, we will see BUZZ and Luke at a Branch event when things return to normal.

**JIM CHEESEMAN** is back on the road and doing well after his knee replacement last year.

submitted by CLAYTON CREAM (64245)



# How long is this social distancing supposed to last?

# My Wife keeps trying to come in the house!

**Why we don't ride, hold meetings, have coffees or lunches—at the moment:**

## FIFTY WAYS TO BEAT COVID-19

by Ken Lewis, 5 April 2020

Don't hop on the bus, Gus,  
Stay away from the pack, Jack,  
Sneeze into your sleeve, Steve,  
To keep virus free.

Stop touching your face, Grace,  
Stay back to six feet, Pete,  
Keep washing your hands, Stan,  
And need CDC.

Don't visit your Gran, Jan,  
Wipe down every toy, Roy,  
Don't hoard all the food, dude,  
Please buy sensibly.

Just use some Purell, Mel,  
Keep wipes near at hand, man.  
Don't listen to John, Don O  
You don't need more TP!

This isn't Spring Break, Jake,  
Stay home if you're sick, Dick,  
Just follow the rules, fools,  
And stay virus free!

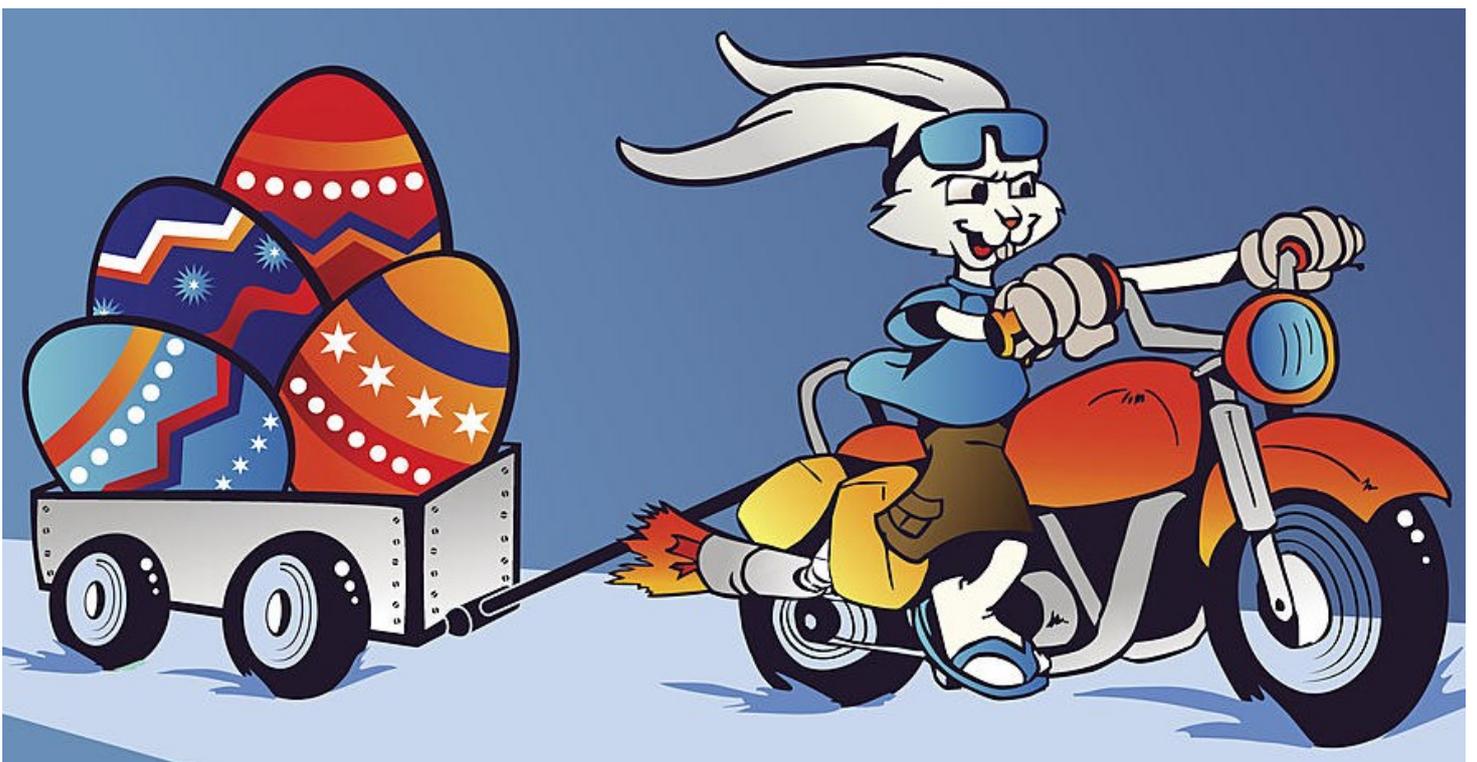
# HOPE YOU ALL HAD A HAPPY EASTER AT HOME!

## ALL I NEED TO KNOW, I LEARNED FROM THE EASTER BUNNY

submitted by BUZZ ROWE (18496)

Better late than never.

Don't put all your eggs in one basket.  
Everyone needs a friend who is all ears.  
There's no such thin as too much chocolate.  
All work and no play can make you a basket cade.  
A cute tail attracts a lot of attention.  
Everyone is entitled to a bad hare day.  
Let happy thoughts multiply like rabbits.  
Some body parts should be floppy.  
Keep your paws off other people's jelly beans.  
Good things come in small sugar coated packages.  
The grass in always greener in someone else's basket.  
the best things in life are still sweet and gooey.  
May the joy of the season fill your heat.



# HOME ALONE

submitted by BUZZ ROWE (18496)

I'm normally a social girl  
I love to meet my mates  
But lately with the virus here  
We can't go out the gates.

You see, we are the 'oldies' now  
We need to stay inside  
If they haven't seen us for a while  
They'll think we've upped and died.

They'll never know the things we did  
Before we got this old  
There wasn't any Facebook  
So not everything was told.

We may seem sweet old ladies  
Who would never be uncouth  
But we grew up in the 60s -  
If you only knew the truth!

There was sex and drugs and rock 'n roll  
The pill and miniskirts  
We smoked, we drank, we partied  
And were quite outrageous flirts.

Then we settled down, got married  
And turned into someone's mum,  
Somebody's wife, then nana,  
Who on earth did we become?

We didn't mind the change of pace  
Because our lives were full  
But to bury us before we're dead  
Is like a red rag to a bull!

So here you find me stuck inside  
For 4 weeks, maybe more  
I finally found myself again  
Then I had to close the door!

It didn't really bother me  
I'd while away the hour  
I'd bake for all the family  
But I've got no bloody flour!

Now Netflix is just wonderful  
I like a gutsy thriller  
I'm swooning over Idris  
Or some random sexy killer.

At least I've got a stash of booze  
For when I'm being idle  
There's wine and whiskey, even gin  
If I'm feeling suicidal!

So let's all drink to lockdown  
To recovery and health  
And hope this bloody virus  
Doesn't decimate our wealth.

We'll all get through the crisis  
And be back to join our mates  
Just hoping I'm not far too wide  
To fit through the flaming gates!

submitted by CLAYTON CREAM (64245)

Looking at the map for some weekend  
travel ideas



**If the year 2000 was Y2K,  
will the year 2020  
be known as Y2-Ply?**



---

# RIDE REPORTS

## THE LONG WAY ROUND RIDE 20—23 March 2020

by MICK WILSON

### Day 1: Friday 20—Midvale to Kalgoorlie

We all met at Caltex Midvale eagerly awaiting the start of this great journey. MICK “Chatterbox” WILSON, of course, visited all Caltex Servos in Midvale before joining us at the start. The weather was excellent for riding and everyone quickly settled into their preferred pace, with JOHN “I’ve got dirt on my bike” GLIDDON leading the group and TONY “Where did he go?” SOUTHALL handling the very important role of Tail End Charlie.

Whilst at Kalgoorlie, we visited the Super Pit. Some said that it was one of the biggest holes in the world but I told the group that I had seen one just as big recently. Special thanks to MIKE “Can’t get my gloves on” PARSONAGE for sharing his expansive knowledge of mining.

### Day 2: Saturday 21—Kalgoorlie to Esperance

Unfortunately the weather started to turn surly (see below for meaning) but not to be daunted, we put on our wet weather gear and headed out. It was at the first fuel stop that we were lucky enough to hear the first of BRUCE “I brought the ladder” DAVIS’S many jaw-dropping stories from the past. It was also at this fuel stop that MICK unfortunately stopped Battlestar over a large pool of oil with the result that the Big Girl decided to fall over to MACK’S embarrassment. However, after the third similar incident that same day, he just got over it.

The day’s events only got better when JOHN told us all to expect a delegation from the Esperance Branch. And, sure enough, true to his word, it was not long before we were greeted at the local pub by STEVE SMITH, President of Esperance Branch. We all sat spell-bound listening to STEVE’S many interesting stories about the Esperance Branch’s exploits. STEVE also advised us that on most of the rides, he fulfilled two roles, that of Ride Leader and Tail End Charlie. What a man!

### Day 3: Sunday 22—Esperance to Albany

Despite the constant drizzle (see below for meaning), we took the challenge and headed off. I think it was on this third day that we realised how much effort JON had put into making sure that we stopped at only the best coffees. Unfortunately, they were so popular, there was standing room only. No chairs or

or tables.

It is often said that you don’t really know people until you spend a few days with them. JIM “I’m not taking my helmet off” STANGER, for example, had a habit of screaming past BG with great delight, but MICK caught onto this and, by positioning BG directly behind JOHN and moving to the centre of the road, thus blocking JIM’S path. This boyish behaviour was stopped.

At our second fuel stop, it was realised that BRUCE was missing. As concern rose to a fever pitch, BRUCE appeared out of the mist. Apparently, BRUCE, feeling the call of nature, chose to move off the road and park behind a tree out of sight. Having completed the nature call, BRUCE decided to lie down and have a nap (see below for meaning) on the wet grass, only to wake up with a burely (see below for meaning) Ranger standing over him with an excited look on his face.

JOHN and JIM invited us to enjoy some pre-dinner drinks in their room. I, being an educated man, arrived with a nice bottle of red. Not wanting to be seen as a lesser beings, TONY and GARY “Are we stopping for lunch?” THIEL decided to purchase a bottle of good quality red also. This made me feel good to see that I was not the only one educated in the wonders of fine taste. Unfortunately, my good feeling was soon destroyed when I saw both of them drinking straight out of the bottle.

### Day 4: Monday 23—Albany to Perth

Whilst the sun was out again, I think it true to say that everyone felt a little deflated (see below for meaning), but JOHN, in true leadership style, soon lifted our spirits. As we went from town to town, it became obvious that most of the cafes were closed. But, again, to JOHN’S credit, he led us to another old Ulysses contact who owned a café. But, also, he was also closed, having predicted the coming o the virus some 3 years prior.

Mount Barker also saw the group break up a little with BRUCE declaring that, due to not feeling well, he would head home via the shortest route. We all expressed to BRUCE our concerns that he did not have signs of the virus, but our fears were soon elated (see meaning below) by GARRY shouting out that he would cover any medical costs, having slept with BRUCE over the past three nights. It was not long before we reached our last fuel stop at Karragullen where we all said how great the trip was, shook hands, gloves on, of course, thanked JOHN and TONY for the great jobs they had done, and we went our separate ways.

Until next time.

PTO

---

## The Long Way Round Ride cont'd

### Explanation of "Big Words" Used

Surly: Bad  
Chuffed: Happy  
Drizzle: Light Rain but persistent  
Nap: Short Sleep  
Burely: Big hairy man not wearing pants and Smiling  
Deflated: No Air  
Elated: Taken Away by Man still unsure of his gender

---

## DECIDE AND RIDE Sunday 1 March

by WAYNE BAVIN (64693)

Eleven of us gathered at East Perth for D&R. Perfect weather with a forecast of 28 degrees and no rain. ED LOWE presented a plan and, as protocols decree, the rest of us took a step back. FRED volunteered to be Tail End Charlie.

We were on our way, Guildford Road to Helena Valley Road, Clayton Road then up the hill to Darlington and Glen Forrest. Turn left into Mundaring and eventually Bunnings Road to Gidgegannup Bakery.

It was at the Bakery that FRED decided that he should be congratulated, as he didn't lose anyone. And to top that, he decided to quit while ahead and would head home from the morning tea stop. GRAEME and PAUL, also heading home, leaving 8 of us to continue.

ED led us along Toodyay Road and turned into Bailup Road. I have some memories of Bailup Road. On a ride with my son, a couple of years back, we did Bailup Road. Son rides a GXSR 750 and has his suspension rather tight for track days. When we stopped, his comment to me was along the lines of "Can you find a road with any more bumps in it. Dad?" ( I edited out the adjectives). The Triumph Tiger 800 absorbs bumps. I just enjoy the road in front of me regardless.

Then as often happens, ED introduces a road that I have never traversed. Burma Road. Put it in the memory bank, an alternative route to Wundowie.

Through Bakers Hill, Clackline and across to Toodyay. This was the long weekend and we were all conscious of double demerits etc. I have sighted Mr Plod before on the Clackline-Toodyay Road and keep a close eye on my speed. It is a 110km/h limit with a series of bends with double white lines at the

Clackline end. I do enjoy this section at 110. Unfortunately, I was behind one of our Members who was sightseeing at 90. Sigh.

A quick stop for fuel top up for 3 of our group in Toodyay then continued on to Dewars Pool Road. Riding through the forests is utopia for me.

Lunch stop at Bindoon Bakehaus before the last leg home via Chittering Valley.

Thanks to ED and Tail End Charlies FRED and JIM STANGER.

---

submitted by BUZZ ROWE (18498)



*An empty Catalunya Square in Barcelona.*

submitted by CLAYTON CREAM (64245)

It was a quiet Monday morning in September 2053, when John awoke with a need to go to the bathroom. To John this wasn't just any ordinary day! This was the day he would open the last package of toilet paper his parents bought in the year 2020.



**We are about 3 weeks away from knowing everyone's true hair color**

😂

**3 hours into home schooling and 1 is suspended for skipping class and the other one has already been expelled.**



**Our cleaning lady just called and told us she will be working from home and will send us instructions on what to do.**

**If the schools are closed for too long, the parents are gonna find a vaccine before the scientists...**

# BUY ONLY BIRDSEYE AND EDGELL Seen on ABC's Landline

submitted by DANNY BRADY

The ONLY Australian manufacturer of frozen Australian grown vegetables (Simplot Australia) is not far from closing because a number of the other well-known Australian brands have moved their plants to New Zealand in order to capture the Chinese vegetable market where they market via New Zealand to Australian tables (without the food being labelled specifically as Chinese) and Simplot is finding it hard to compete.

SHOULD SIMPLOT CLOSE, THIS MEANS THAT NO AUSTRALIAN GROWN FROZEN VEGETABLES WILL BE AVAILABLE AT ALL AND WE WILL BE RELYING ON FOOD GROWN TOTALLY OUTSIDE AUSTRALIA.

For a number of reasons this is not a good situation.

- 1 As most people know, other countries do not necessarily have the strict guidelines for growing their vegetables that Australia has and, by buying Australian, we can be sure that lethal chemicals that may be used in other countries will not be used on Australian vegetables.
- 2 We would be losing Australians jobs.
- 3 If ever the world became unstable regarding wartime or a major health pandemic (as is current) we may not be able to feed ourselves. It is imperative that we all support these Australian brands selling good Australian vegetable products (via Simplot): ie, Birdseye and Edgell.

Next time you shop, please think about the future of Australian grown and processed food. What do you reckon, folks? Let's buy Birdseye and Edgell.

Some of us love our designer labels. We buy premium brand shoes, premium brand clothing and well known premium perfumes and handbags. BUT ... we also look for and buy the cheapest food we can for our children to eat. That doesn't make sense.

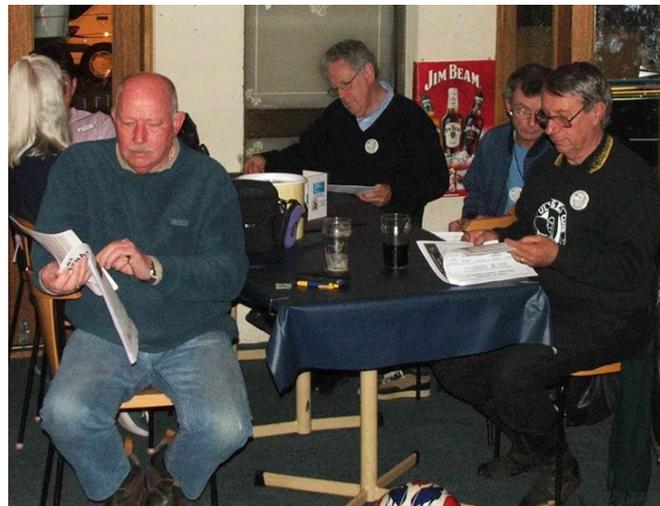
This is so true. The farmers in Tasmania are extremely worried about Simplot's impending closure. They also have a lone food processing plant in Bathurst subjected to the same uncertainty.

If these last remaining plants close, it means that China then has total control over our fresh/frozen vegie industry.

It is particularly disturbing to see that Chinese-grown vegetables are coming in branded as a product of New Zealand.

Don't bitch later when all food is imported and expensive just because we saved a few cents buying the cheaper brand today and helped to close down Australian companies..

## A BLAST FROM THE PAST



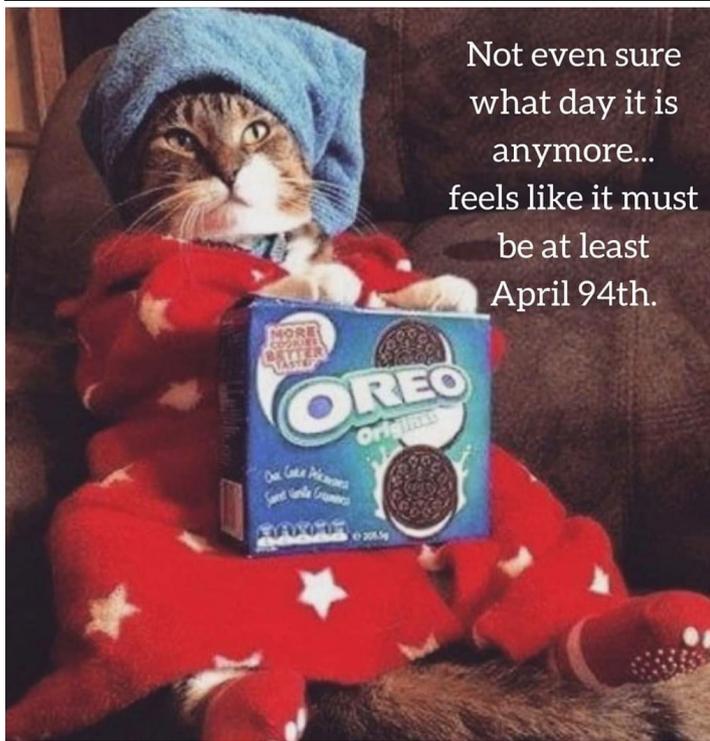
*A typical Branch Meeting, reading The Ithaca Times!*



**MARK DIXON**



**ALF BRIDLE and SANDI HERRLING**



Not even sure  
what day it is  
anymore...  
feels like it must  
be at least  
April 94th.

## MARS BAR

submitted by CLAYTON CREAM (64245)

The only way to pull off a lockdown afternoon 'quickie' with their 8-year old son in the apartment was to send him out on the balcony with a Mars Bar and tell him to report on all the street activities.

He began his commentary as his parents put their plan into operation:

'There's a car being towed from the car park,' he shouted.

'An ambulance just drove by!'

'Looks like the Andersons have company,' he called out.

'Matt's out on his bike and his mum is telling him off'

'Looks as if the Sanders are going into full isolation!'

'Jason has had his skate board taken off him'

After a few moments he announced, 'The Coopers are having sex!!'

Startled, his mum and dad shot up in bed!

Dad cautiously called out, 'How do you know they're having sex?'

'Jimmy Cooper is standing on his balcony with a Mars Bar'.

# URGENT SALE



## XL FAMILY RUNABOUT\* \$500 ONO

Imagine the neighbours' reaction when they see this baby on your front lawn!

Be the first on your block to have a boat with its own pools, theatres and more. Features spacious stateroom for mum and dad, guest cabins and plenty of bunk beds for the kids.

Top notch nav and generous 5,000,000 litre tank so you can go anywhere, with giant freezers you'll never fill no matter how many sand whiting you catch.

Current owner says "I just want it gone" and will clean and disinfect before handover.

Grab your family and friends, and take a cruise.

**You could all spend a couple of weeks at Rotto!**

Email [boatbuyer@scribblerwrites.com.au](mailto:boatbuyer@scribblerwrites.com.au) now.  
All offers welcome.

*\*Requires Oversize trailer.*

# When Quarantine is over, lets not tell some People.



## **MEMBERS' STORIES**



### **BARRIE'S NEW GOPHER?**

by BARRIE NELSON (11703)

I've been forced to write an article on why I've gone to the dark side and bought a Can Am Spyder.

As you maybe aware I did have a Gilera Fuoco for a number of years, and although it had three wheels, I managed to drop it on three occasions. You could lock the front wheels when barely moving and theoretically not put your feet on the ground. But, in practice, I found you only needed to be slightly off balance, so when you opened the throttle, the locking mechanism unlatched. However, what happened in reality was that you were caught off balance. The previous owner had no problem, and used to ride into the city every day from Darlington without putting his feet down.

The other problem I had, was that I have short legs, and, to keep balanced stationary, I was on tippy toes and you know what happens when you are on a loose surface like that? Also, the scooter is a bit top heavy which didn't help. Don't get me wrong, it was good to ride with its 500cc engine and two wheel disc brakes on the front, so I was never very confident riding it.

After much umming and arring, I thought I would give a Spyder a go. I had heard some Members had ridden them and didn't like them. When you google them for faults there are loads, mostly in America for some reason. So I made some enquiries among Ulysses Members and an ex-Member, and they were full of praise for them and had not had any problems. So, I took a Spyder rider with me to look at a secondhand one, as I knew nothing about them.

The owner let me ride it round the block, even though I told him I'd never even sat on one. My accomplice was impressed by the number of improvements/mods it had, which I was wary of not knowing anything about. A deal was struck but I informed the seller that I didn't need the special dog seat, as I'm sure my Great Dane would definitely not fit. The seller agreed to deliver it for me as Pam was away.

When I went to go for a ride, I couldn't start it, so I rang the seller who went through the start procedure with me step by step on the phone, and it started. Result: I got down the road and it was flashing a message on the dash, "Release parking brake". I stopped at the side of the road trying to work out how to release it. Lucky I had the handbook on board and you have to push the pedal a second time to release it.

I rode up through the Hills as I know that route very well and was pleased with the performance. I had to remember to ride down the centre of my lane and not put the left front wheel off the road. I also tended to overcorrect as it has power steering. As I got more used to it and started going faster around corners, especially right handers with a negative camber I felt I was going to fall off as, of course, it doesn't lean over like my scooter did.

I did about 90km and felt comfortable with it by the time I got home. All good except I hadn't told Pam about it, as she was away at the time. When she saw it in the shed she was not pleased as I had not told her about it. I figured I was in a no-win situation as I had not told her, and I was in the poo anyway. Not because of the expense.

A couple of days later she came into the shed when I was there and looked it over. She said, "Although I was upset you didn't tell me about it, I'm glad really as I know you were not confident with your scooter, and I think you will be safer with this." She even said she might get on the back for a ride one day.

I won't bore you with all the specifications. It is a 2009 model and done 37,000km. Best of all, it shouldn't fall over and it has reverse gear. I have also found there are two groups of Spyder riders in Perth.



Unfortunately, with the virus I am on strict orders not to go outside the front gate, so I'm really frustrated. If anyone wants to talk to me about it, give me a call.

I sold my scooter quite quickly - the day before they started restrictions.

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# KAWASAKI GTR 1400

## A REVIEW

by DEAN "BOXER" ELLIS (47167)

Five years and 100,000 kilometres; a nice bike, but did I love it? No. I liked it, but couldn't love it. The Kawasaki GTR is a big powerful road bike of the "sports tourer" species, it has heaps of road presence and, with panniers attached, could be described as steatopygous: that is, it has a big arse which would often limit lane splitting/sharing.

But I get ahead of myself. The GTR is in a class of bikes that includes, for instance, the Honda ST1300, the Yamaha FJR1300 and some BMW models. The only real competitor to the GTR was the FJR but the GTR was always behind the Yamaha because Kawasaki, despite persistent requests, declined to fit cruise control. whereas the Yamaha models regularly featured that accessory. Given the GTR was intended as a big open road tourer where easy economical, often day long riding, was its forte, this omission was an error. Nonetheless, the bike came with all manner of other electronic gadgets and trickery (such as traction control and grip warmers) - all designed and intended to make the ride safer and faster but were in the end seemed a little unnecessary.

The software of the bike featured a dash override fault message system. This is where if the bike detected a problem (low fob battery, low fuel level, low tyre pressure sensor battery, fuel injection fault, etc, etc). The relevant message will intermittently flash on the dash, obscuring other dash information, until the problem is solved. This includes for instance say, a low tyre pressure sensor battery that might begin flashing in Melbourne and you're gonna ride back to Perth with the annoying message flashing before your eyes every two seconds of every kilometre of the way. Infuriating.

The GTR had the usual problems of a fully faired bike: getting all the plastic off before you could do stuff like change/service the air filter or access the coolant bottle to check and top up, albeit only every now and then.

Having said that, the bike was extremely reliable. It would fire up first time even in the coldest weather; never blew a puff of smoke; didn't burn oil; and was very economical on the open road returning 400km to a 22L tank if ridden within the parameters of socially responsible motorcycling. However, around town the bike was extremely thirsty.

The panniers, despite protruding out beyond the width of the handlebars, were stable and never looked like coming loose when subjected to maximum load.

The GTR handles excellently for a big bike (300+kg) and the tetra lever rear drive system works a treat to make "shaft jack" completely unnoticeable. My abiding riding memories are the long fast sweepers of the WA wheatbelt and a long day's ride at operating speed with the bike handling everything the Nullarbor and Victorian roads could throw at it. The seat has a neat butt rest shape that lends support to those parts of the body which contact the bike.

Of all its features of the bike, the thing I really liked the most were the brakes, especially the front. The front brake, despite the weight of the bike, could stop it on a dime. I enjoyed pulling on the brakes and experiencing the sensation of "hitting the wall" stopping, fan-bloody-tastic. Not so good for the longevity of brake pads but exhilarating nonetheless.

The gearbox was unexceptional, probably hampered by linkage between the pedal and the gear change shaft. This is a problem for all bikes that have a gear change linkage, the feeling of immediate, sharp gear changes are lost and gear changing is a bit like pocking around in a barrel with a stick. That's probably why bike makers include gear position indicators (aka "idiot lights") because any motorbike rider worth their salt should know which gear he/she is in at any time and only an idiot needs such a light to see the way).

Sadly. some of the faring fixings were quite fragile, which means that when the fairing and associated panels etc are removed to get at stuff beneath, the clips and moulded fixings would either break off necessitating expensive panel/plastic repairs or were difficult to remove and/or align to replace. It occurred to me, manufacturers no longer take the DIY motorbike owner into account. It seems the attitude is, if you own one of these things then take it to a professional fixer. If you don't like doing that, you shouldn't buy these things.

Soon after purchase, I added, amongst other things, a hugger and fender extender. These, together with regular cleaning, kept the bike in near showroom condition. Not only was it a pleasure to throw a leg over a clean ride but added to the value of the bike when it came time to sell up and move onto something else.

That leads me to my final point: selling. A 2012 model at 100,000km in excellent condition at the right price. Sold like a hot cake. I was glad to sell it on because, if I kept it any longer, the bike would progressively loose value and in only a short time would be almost worthless. And that would get me nowhere. I felt I had done everything I could do with the bike and there was nothing left to achieve. Ultimately, I'd lost interest in the GTR and life is too short to ride uninteresting bikes.

So, in the beginning, I wanted the bike and needed it to travel the breadth of this wide, brown land, but finally decided that I was never gonna love it, so I moved on. Don't be sad 'cause two out three ain't bad.

My next/current ride is a ripper, a back to basics ride without all the baggage, literally. But that's another story.



## MY FIRST BIKE PART 1 A 1959 BSA BANTAM D7 175cc

by DAVID GRESSER (53695)

Looking out my bedroom window each morning and evening, I would view the neighbour riding a Triumph motorcycle to and from his back yard which was on a lower level than our property. A couple of hefty kicks and then the thump thump of the engine and burble of the exhaust note as he rode out onto and down the street. This was the music that started and ended each day. I was 9-years-of-age and this scene repeated for two years, then the exhaust note altered because he changed the bike for a BSA Bantam. It sounded weird but the neighbour still looked so "cool" riding a motorcycle.

My family moved house to another suburb but the previous neighbours remained close friends. The years passed and at sixteen-years-of-age, I had saved money from working a newspaper delivery service. My friend still rode his Bantam so I put the hard word on him to teach me to ride his bike. The lessons went well till I crashed into the back of his house. His wife came dashing out the back door to determine why the whole house shuddered. From that moment, it was determined that I needed to have my own motorcycle.

Bill Young had a motorcycle repair shop opposite Browns Dairy on Charles Street, North Perth. It was packed with dirty old bikes and not quite the clean and tidy mechanic workshops of the present day. Despite this, I liked to look in from time to time. Now it was imperative that I look in earnest for a bike to purchase. At the back of the shop, covered in so much dust and grime as to hide the colour, I recognised a BSA Bantam. I am the worst negotiator, so after paying too much, the bike was mine.

New piston and rings fitted and a motorcycle licence were all I needed to hit the roads. I would fill Oxford Street, Leederville with a dense two stroke smoke plume. The rear vision mirror view of the roadway obliterated by thick fog-like smoke, brought me great pleasure.

One morning while marvelling at the best smoke fog ever, from the rear view mirror, the bike mounted the back of a VW Beetle up to the number plate light cowl. The girl driver was rather shocked to find a boy, in school uniform, picking up his school bag and bike. I mounted the stead, only pride, not vehicles damaged, and continued on the smoky ride to school.

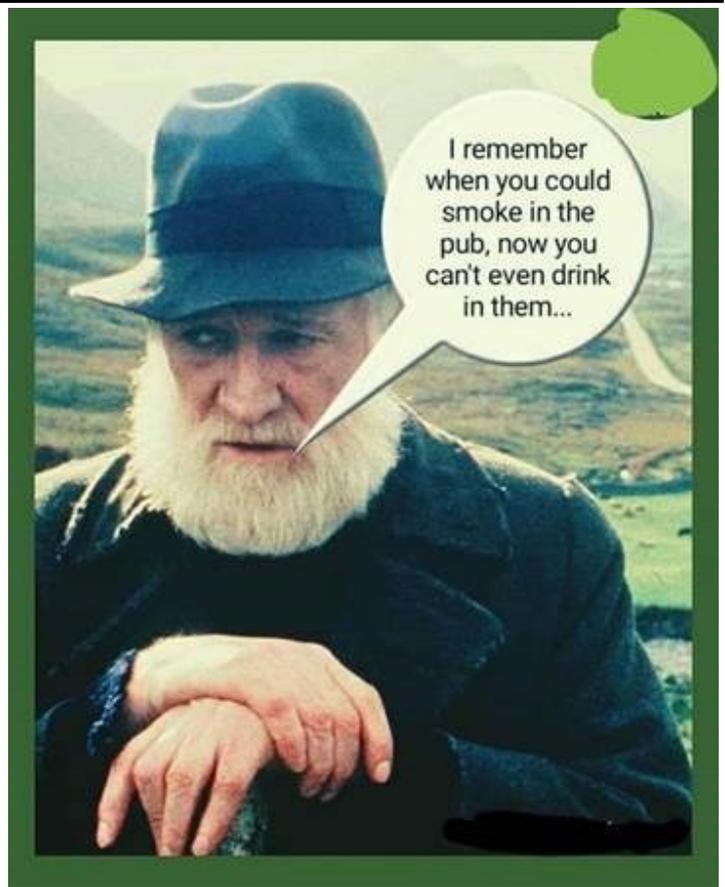
A school gathering was organised for one night. I thought that a spectacle was in order to make it memorable. The Bantam exhaust end winged cap and the baffles were removable. Steel wool soaked in petrol and some more in oil was stuffed down the exhaust pipe. My party trick was to ride up and down the street outside the party with a flame spurting from the exhaust pipe. I wish YouTube and mobile phone cameras were around then. I could have reviewed the scene. No cops ever turned up to break up the unruly gathering like they do nowadays.

The film "Easy Rider" was in Perth. I rode to the cinema and, after the film, I slapped a paper souvenir proudly onto each side panel. I felt like the coolest kid in town (not realising how pathetic my little two stroke was compared to the choppers in the film).

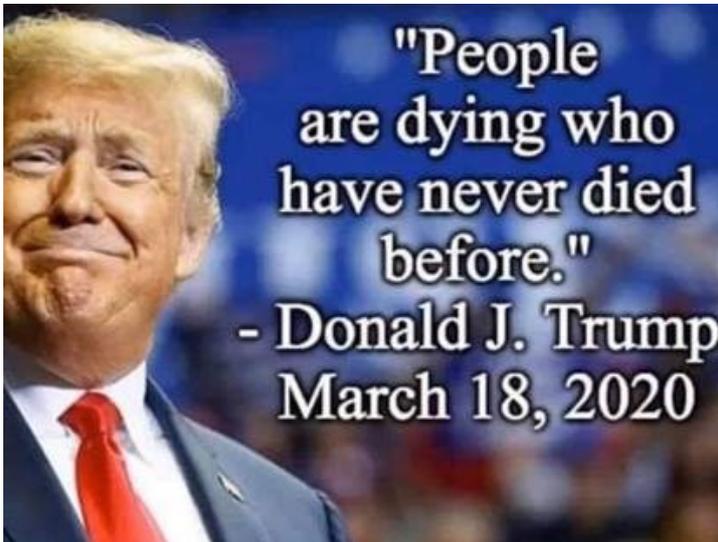
My bike meant everything to me. One day the school bus full of students was just beside me outside the school gates. when the bike engine seemed to explode. It had fired the sparkplug into the tank, then it ricocheted to the roadside. Pushing the bike into the school grounds towards the laughing ensemble was the death knell of ever feeling cool on the Bantam.

he everlasting love of motorcycles and the exhilaration of just being out there and free. all was started with that blue BSA D7 175cc Bantam.

**I DON'T LIKE THE  
FACT THAT MY  
CHANCES OF  
SURVIVAL SEEM  
TO BE LINKED TO  
THE COMMON  
SENSE OF OTHERS**



**I despise people who  
flaunt their wealth**



**THOUGHTS AND PRAYERS  
GOING OUT TO ALL THE  
MARRIED MEN WHO'VE SPENT  
MONTHS TELLING THE WIFE  
I'LL DO THAT WHEN I GOT TIME**

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## WHEN IS TELLING A LIE OK?

by TONY SOUTHALL

I am sure we have all told a lie sometime in our lives. It may have been told to deflect the truth or on our own minds to save someone's feelings or maybe we should just call it a straight-forward lie and admit it was dishonest.

I will leave you to make up your own minds about this lie as it concerns a motorcycle land speed world record which was officially sanctioned by the FIM (Federation Internationale de Motorcyclisme).

### **Background**

The year 1930 was a year of contrasts as it was at the first full year of the Great Depression and, if you were interested in motorcycles, there were three World Land Speed Records in the space of four months. The main British protagonists of these records were not the larger motorcycle manufacturers such as BSA and Triumph (who had no racing teams in 1930) but a small number of very small scale manufacturers using, in the main, components purchased from proprietary suppliers, especially the engines as all were using engines manufactured by JA Prestwich Industries of London, better known as JAP. The JAP engine of choice was a 994cc v-twin engine which was tuned and supercharged by the individual teams. It could be said that these small British manufacturers were like an old fashioned men's club who competed on friendly terms with each other for national prestige.

The other protagonist was BMW which had dedicated teams of designers, engineers and mechanics working out of their main factory and they produced a very successful supercharged flat twin racing bike that was the basis of their world speed record attempts.

By way of contrast the annual combined output of Brough Superior (world speed record holder in 1929), Zenith and OEC (Osborn Engineering Company) was equal to one month's production at BMW.

Also by early 1930 the Zenith company had ceased manufacturing motorcycles and gone out of business. Zenith had been a World Speed Record holder in 1928 (124.27mph or 199.99km/h) and had developed a successful racing frame and a highly tuned naturally aspirated JAP v-twin engine. Joe Wright was Zenith's ace racer and test engineer and when Zenith declared bankruptcy he purchased the test bike and continued its development by fitting a supercharger, but he could not get any sponsors for a World Land Speed Record attempt.

## **What you have to do to get a Motorcycle Land Speed Record**

The actual requirements are defined by the FIM and it is the speed over a course of fixed length, averaged over two runs in opposite directions over a timed mile/kilometre. The two runs must be on the same calendar day and must be completed within two hours.

### **31 August 1930**

Joe Wright was contracted by ace tuner Claude Temple to ride the OEC-Temple-JAP for an attempt at the Motorcycle World Speed Record in Arpajon, France. The OEC had an usual steering system which the company called "duplex". It steers via parallel uprights tubes connected by substantial links. The forward tubes house the springs and the front axle slides in the tube. The advantage of this steering system was greater stability at speed and the front wheel suspension didn't alter the steering geometry when compressed by bumps. One affect was that when you pushed the handlebar to go around a corner it didn't want to cooperate which is perfect for a high speed straight line run.

Joe Wright and the OEC-Temple-JAP was successful and awarded the World Land Speed Record of 137.23mph or 220.99km/h

### **21 September 1930**

The BMW factory and their rider Ernst Henne organised an attempt using their WR750 supercharged flat twin at Ingolstadt in Germany. The WR750 was based on the BMW R63 750cc OHV supercharged racer that was very fast on the track but they didn't handle at the limits of racing so was no match on any race track with curves against the Sunbeam TT90, Norton CS1 or Sarolea machines. The World Record bike was partially streamlined by having sheet metal cowl covering the steering head and part of the bike's body. It used the same tube-frame chassis as the racer but with some very special magnesium racing parts.

Ernst Henne and the WR750 BMW was successful and was awarded the World Speed Record of 137.74mph or 221.67km/h. Only 0.51mph more than the previous record!!!

### **6 November 1930**

Once again Joe Wright was contracted by Claude Temple and OEC to ride the OEC-Temple-JAP for another attempt at the World Land Speed Record but this time on an arrow straight concrete road in Carrigrohane, Cork, Ireland. If you go to Youtube you can see a short movie of the attempt and you will

## When is Telling A Lie OK? cont'd

you can see a short on the attempt and you will see the road is like a railway platform (and not much wider) with a train track running alongside it. As a precaution, they brought along a backup bike which was Joe Wright's personal Zenith-JAP that he had purchased from Zenith before it went out of business. Both bikes were using the same 994cc JAP OHV v-twin in the same state of tune and with supercharging.

On the 5 November the team was at the start line for final preparation and photo opportunities and it started to rain and didn't stop all day, so the run was postponed until the next day the 6.

The 6 November was dry so everything was at the start point again for final tinkering, photos and a film crew. Joe Wright's speed record attire was leather gloves, woollen turtle-neck sweater, woollen trousers and leather boots. Joe then had adhesive tape bound around his body, legs, neck and gloves to stop them flapping in the wind. His final piece of speed gear was his teardrop aluminium shaped helmet and goggles. There were no safety requirements in those days—you just risked your neck and that was it!!

The OEC-Temple-Jap was started by towing behind a car and during its first timed run a Woodruff key fixing the crankshaft sprocket sheared off (the engine shaft also drove the supercharger) thus meaning the OEC was unable to complete its two directional timed runs or to be repaired.

A World Speed Record attempt is an expensive event to stage with FIM timekeepers and timing equipment, arrangements with the City of Cork to close a public road, police etc. So with the knowledge and approval of the FIM and other officials, they decide to use Joe Wright's personal bike, the Zenith-JAP. The other factor was that Zenith was out of business and no valuable publicity would be gained and OEC and its sponsors were paying the bills.

Joe Wright on his Zenith-JAP had two successful timed runs and was awarded the Motorcycle World Land Speed at 150.74mph or 242.59km/h. The film crew were mainly interested in filming the actual run and the Zenith-JAP can easily be seen as it had different front forks and lacked some streamlining. All the still shots were of the OEC-Temple-JAP, although in some photos the Zenith-JAP can be seen parked in the background. The FIM officially recorded the successful bike as the OEC-Temple-JAP and it was this bike that was shown around the country and the poor old Zenith-JAP was wheeled out of view and from history.

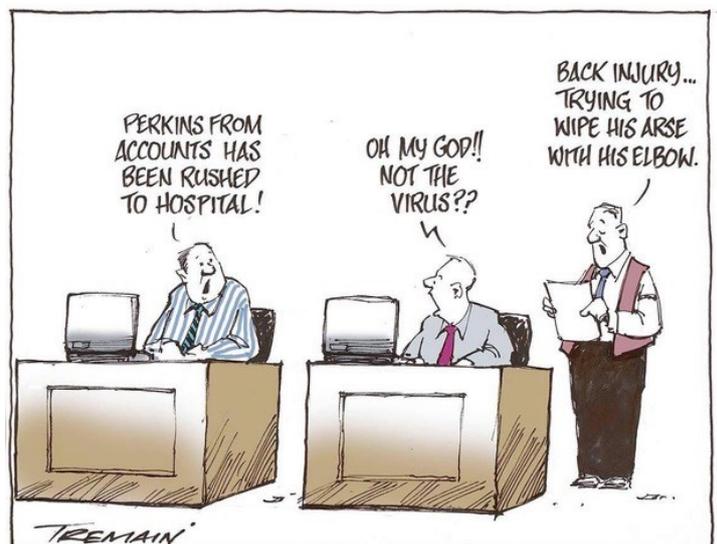
Now was this a valid business decision or a lie? The only thing the bikes had in common was the JAP engine, yet this deception was officially allowed by the FIM. The decision, I suspect, was driven mainly by money.

Was it a straight-forward lie? You decide!!!

submitted by CLAYTON CREAM (64245)



submitted by BUZZ ROWE (18496)



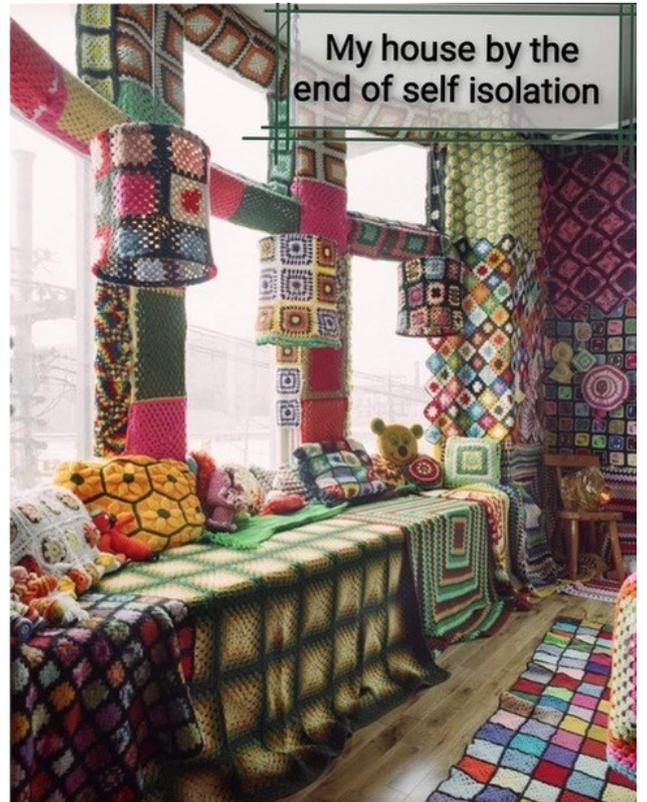
I know this. When this ends—  
**AND IT WILL**—every game will  
sell out, every restaurant will have  
a 2-hour wait, every kid will be  
glad to be in school, everyone will  
love their job, the stock market  
will skyrocket, every other house  
will get TP'd, and we'll all embrace  
and shake hands. That's gonna be  
a pretty good day.

Hang in there, World.

Why are the  
annoying  
servants staying  
in my home all  
day now?



My house by the  
end of self isolation



showing up for the first group  
ride after quarantine



May we never again take for granted:  
Friday nights with friends, birthday  
celebrations, the roar of a stadium,  
mornings at the gym, packed dance  
floors, coffee with a friend, crowded  
concerts, happy hours and..... life itself!

**My  
cellphone is  
so full of  
information  
on this virus,  
it doesn't  
vibrate  
anymore, it  
coughs!!**

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# MY WEEK TRAVELLING WITH JUPITER

by PETER WEST (67761)

Recently, the subject of Ted Simon (the renown long distance motorcycle adventure writer) came up in a conversation with another Ulysses Member and I mentioned that I had ridden with him on part of his RTW journey. That Member encouraged me to write this article.

In 1976/7, I rode from Darwin to London. The journey took 9 months and covered 32,000km. I travelled solo most of the way except for a few times when I met other travellers going the same way. It was in Eastern Turkey where I joined a couple riding a BMW; the next day meeting Ted and suggesting he join us.

At the time I had no idea who Ted Simon was or what he had done. My first impression of him was of a quietly spoken, intelligent man, much older than me and not the type to endure an epic motorcycle voyage. His bike and the way it was set up horrified me. I couldn't fathom an astute motorcyclist still choosing a Triumph as a long distance vehicle when in the mid-seventies there were much more suitable German and Japanese alternatives. And why carry so much junk? I couldn't help comparing my own bike and setup. I had chosen a Honda XL250 because it was light, tough, reliable, fuel efficient and could still cruise at 100km/h when needed. My luggage and equipment was a fraction of the bulk of his, but I still had all the comforts I needed. Before departing overseas, it had all been put to the test on a trek across central Australia, so it appeared to me that I was better set up for such a journey. Of course, years later when I understood his philosophy for the journey, I came to admire and respect Ted's courage and achievements.

The following are the daily notes of that week, taken from the journal of my motorcycle ride overland from Darwin to London.

## 1977 - June 1 - Horosan to Erzurum (Turkey)

Bleak, rainy morning with cold wind. Stay in bed after yesterday's miserable and exhausting ride and border crossing from Iran. Get up and leave around midday. Freezing cold to Pasinler. Couple of hours there warming up in a teahouse. Receive many tiny glasses of tea and sugar cubes from old men. None speak English but they teach me to count in Turkish. Finally, arrive Erzurum frozen. Find a hotel and meet a couple riding a BMW (Mark and Hennie). Cook up a good meal together. We then have a thorough steam clean and scrub up in a Turkish bath house.

## June 2 - Erzurum to Sivas

After yoghurt, egg, bread, butter, cheese breakfast, pack and set out with M&H for a long day's ride - 440km. Although cold, the weather gradually improves. Lunch in Erzincan. Cover some very hilly, high country on roads varying from good to badly potholed or rough dirt and loose stones. Arrive Sivas at sunset after a hard day's ride. Meet an English rider on a Triumph. (Have seen that bike some time back, in Pakistan, maybe.) Name is Ted Simon. He and his bike look a bit the worse for wear!

## June 3 - Sivas to Urgup

Pack and depart with Ted and M&H on dirt road for Kayseri. After 30 miles, road becomes bitumen and we all have a relaxed ride in good weather through interesting, hilly country. Hennie takes a photo of me from the BMW. Great mountain ride up to Urgup. Set up camp in a nice site. Cook up a meal together.

## June 4 - Urgup

Rest day. We fiddle with the bikes, do laundry and cooking.

This guy Ted doesn't make it easy for himself. Riding a Triumph this day and age? Totally overloaded, and carrying a brass samovar and a Persian carpet for god's sake! I think my setup for such an overland journey is much more efficient. Sensible choice of bike, lightweight, compact equipment, and no excess baggage.

## June 5 - Urgup

Tour around Capadoccia visiting ancient cave, churches and hideouts. Stormy night in the tent.

## June 6 - Urgup

Pack and prepare to leave but rain becomes too heavy, so I decide to remain and let the others go on. A miserable day and I am feeling very tired and fed up but find a comfortable pensione. Sleep from the early afternoon until next morning.

## June 7 - Urgup to Silifke

Wake up early to clear skies but still feeling sick. First few hours very cold on the road but at least dry, and feeling less sick. Good road passes over a few ranges before descending to Tarsus and the Mediterranean coast at Mersin. Catch up with Ted camped near Silifke. Have my first swim in the Med.

## June 8 - Silifke to Anamur

I set out before the others, riding slowly along the coast. Today at last, I am really glad to be riding a motorbike. Beautiful weather, beautiful scenery and a good winding road along the shore, climbing over cliffs and mountains jutting out of the sea. Free camp by the roadside under pine trees on a cliff overlooking the Sea. Ted brews up tea in the samovar. Luxury.

## My Week Travelling With Jupiter cont'd

### June 9 - Anamur to Antalya

Again, a fine day and an enjoyable ride with Ted and M&H along the sparkling Mediterranean coast. After 8 months on the road and the past month's hard and, at times, unpleasant ride, this is welcome and the desire to complete my journey quickly is beginning to fade.

Antalya, a modern resort city, is reached mid-afternoon. We free camp about 20km out along the beach and enjoy some cold beers.

### June 10 - Antalya

Mark and Hetti on the BMW and Ted on the Triumph depart as they must get back home. I want to divert to Gallipoli, so we go our separate ways. Sadly, I will probably never see these people again, but the memory of the past week with them will last forever.

A week later, the intermittent sickness I had been suffering for over a month, came to a head and I began a 15-day stint in a Turkish hospital. But that's another story.

A couple of years later, at a bookshop in London, the cover of a book entitled "Jupiter's Travels" caught my eye. I immediately recognised the picture of Ted and the Triumph.

Sometime later, I established contact with Ted and was able to meet up again.

### Recommended Reading:

Jupiter's Travels  
Jupiter's Travels in Camera  
Dreaming of Jupiter



## SCOOTER REAR LIGHT CHECK

by BARRIE NELSON (11703)

On one of our Wednesday lunches, I was told that my stoplights were on all the time. So when I got home, I decided I'd better look at them before I forget. I was pretty sure it was the handbrake switches, but as I couldn't operate the handbrake and look at the lights at the same time, and I wasn't sure if the lights that were on weren't just the park lights.

I decided a quick check of the globes should be my first step. So I took one screw out of each lens and removed them. Sure enough, both filaments of the globes were lit up. Must be the switches. By isolating each switch it was obvious one of the switches wasn't switching off. I thought: I'll just try swapping them over as they were both the same. Sure enough, that worked, easy fix and no expense. I'll just put the lenses back on.

This is where I found that the lamp bases had dropped into the plastic housing because they were only held in by the one screw that I had removed. I tried every way to get behind them and refit them. I started taking more and more bits of the scooter apart until I basically had the whole of the back of the scooter in pieces.



*All the bits removed to get at the lamp screws.*

Those lazy Italian assemblers hadn't bothered to put the screw in that held the bases in the housing. You could only get to it after you had removed the housing from the scooter. Bugger! Two self tappers and then put it all back together. Being a typical Italian machine I had to force the various bits to fit and get the bolts and screws in as nothing lined up.

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## MY FAVOURITE BIKE

by WAYNE BAVIN ((64693))

I started riding motorbikes when I was 17. I was working in Karratha, in 1972 when the only social activity was getting drunk at the Walkabout Hotel. A mate had a "trail bike". One ride and I was hooked.

My early bikes were Hondas and I considered myself a Honda person. They were bulletproof. I always had a fascination with Ducatis. Just loved the sound of a bellowing Duc at full throttle at Barbagallo Raceway, (usually being passed by a screaming 4 cylinder Jap bike).

In 1997, it was time to sate my thirst for this Italian beauty. Off to Chapman Motorcycles in North Perth and after a 3-week wait for the next shipment, I was soon the owner of a shiny new Ducati 750SS. The 750 was underpowered at 48kw but at 178kg, it had enough power-to-weight and nimbleness to keep me happy.

Termignoni mufflers were hellishly expensive so I had the standard mufflers debaffled by Pro Twin Australia (Ducati specialists). It was loud and I loved it. These bikes were relatively low tech, air cooled L twin, with 2 valves per cylinder.



I did a handful of rides with the Ducati Owners Club. Getting blown away by the 916 brigade was, in itself, memorable.

I recall a Suzuki RGV250 (46kw 2 stroke) had the wood on me from several sets of lights on Great Eastern Highway one day. So, not a quick bike but a delightful bike to ride. Excellent Brembo brakes, light and great handling.

My son was the envy of his mates at the occasional pick up from his school and cricket training.

My riding back then was mainly commuting with some hills rides. I kept the bike for 10 years and sold it with 51,000 kilometres. Always kept in the garage, it still looked new after 10 years. It sold at 50% of the original purchase price.

The only mechanical issue, apart from scheduled servicing, was a clutch replacement at around 35,000km.

I always wanted another Ducati and for several years desired to own a 749.

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## Have we tried unplugging 2020, waiting 10 minutes, then plugging it in again?

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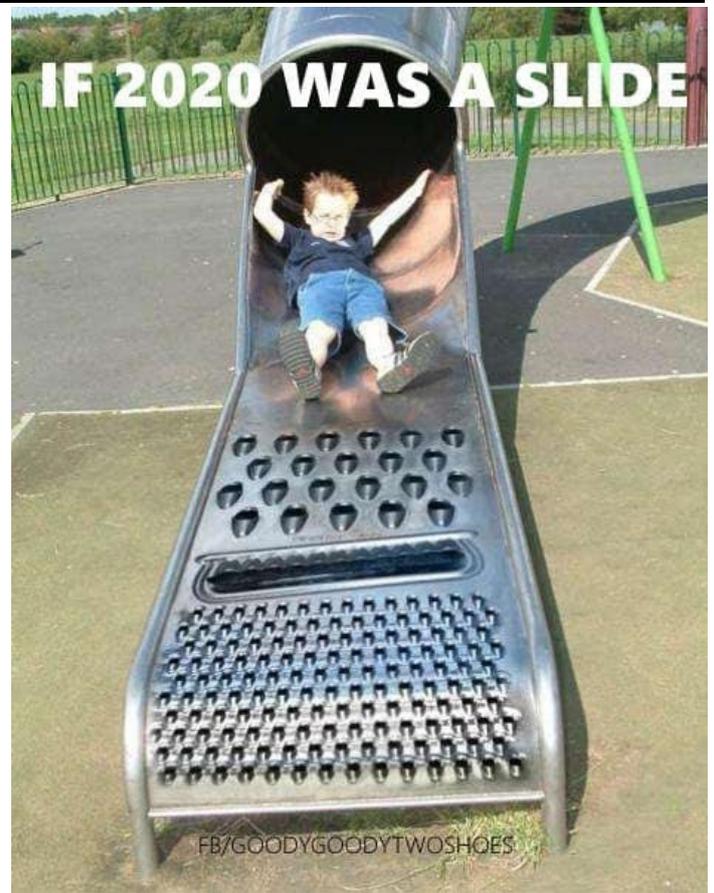
*Kangaroo hops to the usually bustling Busselton Foreshore.*

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submitted by Peta Laine

**I'm so bored, I went outside and knocked on my own door, then came back in and said, "Who is it?"**





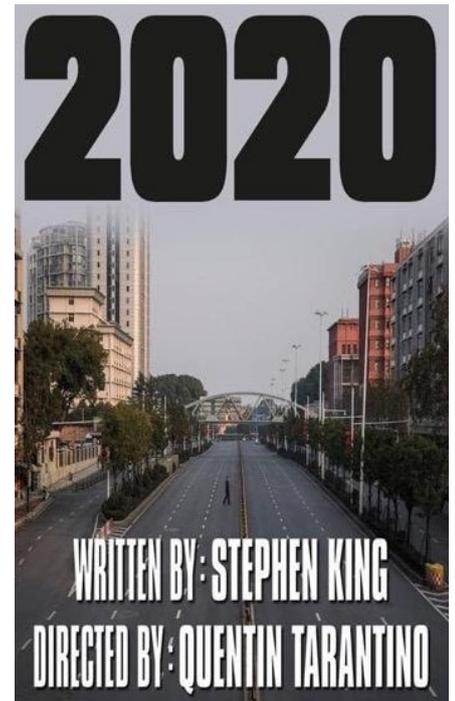
**Commercials in 2030 will be like: Were you or someone you know overly exposed to hand sanitizer, Lysol, or bleach during the 2020 Coronavirus pandemic? If so you maybe eligible for compensation**

i've spent 2 weeks hanging out with myself and i am so sorry to every person i have ever spent time with

If you thought Toilet Paper was crazy... Just wait until 300 million people all want a haircut appointment

**What's the difference between Wuhan and Las Vegas? What happens in Vegas, stays in Vegas.**

This quarantine made me realize I have no real hobbies besides going out to eat and spending money.



**It's like being 16 again  
Gas is cheap and I'm Grounded.**

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# REFLECTIONS ON MICK DOOHAN'S WIN AT THE 1997 500CC GRAND PRIX AT CATALUNYA

by Perth Ulysses Blackbirders:

DEAN "BOXER" ELLIS (47167) and  
JOHN "GIOVANNI" MORRISON (58741)

If corona incarceration has a silver lining it's the opportunity to become acquainted with Mick Doohan's win at the 1997 500cc motorcycle Grand Prix at Catalunya, Spain. There are some of us who didn't pay much attention to bike racing in them days, what with working, young kids, etc, etc. But it was good to look at the full race on YouTube and see how good Doohan was and to contrast some of the differences to bike racing today.

At the beginning of the race there was a (sort of) push start. This seemed odd; they probably didn't have electric jockey starters in them days. Given that two strokes generally have lower compression ratios than four strokes and were lighter, a team probably didn't need a jockey starter and a push was just as easy.

The bikes appeared (to an untrained eye) noticeably slower off the start than today's grid. It's likely the bikes being (only?) 500cc and two strokes, with a very narrow power band at the top end of the rev range, wheel popping starts were never going to happen. You've also got to remember that these 500s only had about two thirds of the power output of the current MotoGP four strokes (~185hp vs ~260hp) and although they were lighter, they weren't that much lighter!

For those who have walked the "kitty litter" run-off areas at Phillip Island which are covered in deep layers of crushed granite stones of approximately 4x3cm each, it was surprising to see the runoff areas at Catalunya in 1997 were good old-fashioned brown loam soil, the type in which one grows potatoes.

It's hard to say when changes were made but they probably signal the beginning of an overall evolution in rider and race safety in MotoGP. In the 1997 era serious injuries were much more common, even if a rider was lucky enough not to crash on the pavement. For example, Doohan's career ending crash in 1999 and Wayne Rainey's crash at the Italian Grand Prix in Misano in 1993 leaving him in a wheelchair; not to mention the death of Daijiro Kato at the Suzuka circuit in 2003.

It seems there is at least one thing in motorcycle racing that never changes and that's Repsol Honda's colour scheme; they use the same styling/livery in

in 2019 as in 1997; when you're on a good branding thing, stick to it. More likely, however, it's to do with the identity of the sponsor's product. Repsol oil (a Spanish "fossil fuel company") has been a major sponsor of Honda's teams for over 30 years, so they get to dictate the livery.

Riding etiquette seemed to be more war-like in 1997; Doohan's mighty swerve from one side of the track to the other in front of Alex Creville might attract a complaint to the stewards these days. Probably not, Doohan was no more or less aggressive than say Marquez now or Rossi in his heyday (2002-2012); a MotoGP racetrack is no place for the faint hearted and the meek do not inherit the silverware.

Doohan was a big man in 1997 and so are some of the others in the race. So, when did riders become all prick and ribs like a greyhound, *al la* Stoner? Which caused us to wonder: where was Stoner in 1997? It seems that Rossi was in his last year of 125cc racing and about to burst onto the premier race scene and Stoner was a mere 12-year-old. However, this quote from Wikipedia tells us what he was getting up to at that age (he was still in Queensland at the time):

"One feat he achieved that illustrates his passion and "need" for racing was at age twelve. Over one weekend he raced in five different categories in all seven rounds of each capacity; a weekend consisting of 35 different races. Not only did he compete in all these categories and different engine capacities, the young Stoner went on to win 32 out of the 35 races. There were five Australian titles to be won that weekend, Stoner won all five."

Doohan was pulling 1.47.961 second laps early in the race and the fastest lap towards the end of 1.46.861. How does this compare to today's laps for Catalunya?; not really comparable we suppose because of the 500cc, two stroke engines versus 1,000cc, four cylinder bike difference. Engine configuration in the two stroke era was a mixed bag: some Hondas were v-3s, some were v twins; Yamaha was a V4 and Suzuki and Kawasaki employed square 4s. Currently, the top MotoGP riders are lapping Catalunya in around 1'40"; the absolute lap record of 1'38.680 was set by Jorge Lorenzo in 2018 on a 1,000cc Honda RC213V.

For those of us who enjoy watching MotoGP on screen should say thanks for the vastly improved images these days; what will it all look like in 20 years' time?

This was certainly an era when Australia reigned supreme in premier bike racing except for one Daryl Beattie, who started 16 on the grid at Catalunya but appears not to have finished. 1997 was Beattie's last

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## Reflections on Mick Doohan's Win at the 1997 500cc Grand Prix at Catalunya cont'd

last season, he had only two more professional races to go after Catalunya: Indonesia and Australia. Beatie didn't have the toes on his left foot in 1997 because in 1994 he crashed at Le Mans and lost all the toes after his foot was caught between the chain and rear sprocket. As we noted, a MotoGP racetrack is no place for the faint-hearted.

The pit straight cages are much more improved these days and the pit crews were less numerous in 1997. Also, curiously, the post-race win celebrations were less effusive. It must have come later that a pit crew member's performance was measured by how hysterical they were if there was a podium. The whole business is much more "glam" these days, and heaps more money is involved and strangely there are still the ubiquitous "lane ladies".

The bikes had noticeably smaller section tyres, a hark back to simpler times. But this didn't stop riders smoking in and out of corners late in the race. But overall, the race was run at what appeared to a genteel pace notwithstanding the bikes reaching 200mph (322km/h) at times. Compare this with the current crop of four stroke litre bikes which quite often exceed that speed and on the longer straights can reach 350km/h (~218mph)

Doohan was described by the commentators as a "very, very intelligent rider" and as we said: "how good is Doohan?". Doohan was a very canny tactician. He was also something of a showman; trailing another rider for much of the race is exciting for the crowds and winning at the last corner is high drama. As opposed to say Rossi, Stoner or Marquez leading from start to finish is not what the promoters or the punters like to see. Doohan won at Catalunya and it was his twelfth win of the season. A great ride.

See for yourself, go to YouTube at: <https://www.youtube.com/watch?v=Vo51JHaFofg> to see the race and note the last nine laps.



## MY BIKE STORY

by DANNY BRADY (51871)

As I start to think back on how many motorbikes I have had and the makes, I thought I would note it on paper to see if I could remember all of them, probably not.

It started off: my cousin had a 1945 Harley his father gave him which was unlicensed. This was 1966 as we were both 14. He lived in Brentwood, near High Road, now Kwinana Freeway and Leach Highway. We would ride the bike through the bush on the tracks. I was always passenger. Not fun when you run out of petrol in Jandakot and have to push it back along dirt tracks. Brentwood was on the southern edge of the suburbs, in the 1960s.

I lived in Kensington, 3 streets back from Canning Highway. I bought a Vespa 125cc at 17, so I could get my licence. It only did 30miles per hour flat out up Leopold hill on Canning Highway. It did get 150 miles per gallon or was that 250? It used less fuel than Jim's Honda. Then I updated to a Vespa 150, power plus.

My first bike was a Matchless 500 black. You can't count a Vespa. I bought it from an old guy (about 45, that was old when you're 18). I rode it home and going around the side of the house on wet grass, I thought I would spin the wheels on the grass and spun out on the grass. First lesson learnt: Don't try to gun it on the grass. I sold it within 3 months as the profit was too tempting, as I doubled my money. Wish I still had it.

Next was a BSA A10, which was a 500cc. It would have been about a 1956 model, rough and vibrated, so much that everything would fall off it, including the exhaust from the head. The flames look amazing as they fly out with no exhaust. The bracket that holds the exhaust on, broke through vibration.

Being out on a ride, had to fix it to get home. My cousin found some wire and we wired it back on. Except the outside covering of the wire became hot and the smoke from the wire coating looked like the bike was on fire. Not only that it leaked so much oil from the seal from the motor to the gearbox and it would blow oil back, not that I noticed, although my girlfriend did. She had her jeans covered in oil spray. She refused to ride home with me. In the end I told her I would go slow so she wouldn't get any more oil on herself. I got rid of that bike very fast.

Next was a BSA A65 650. They were the bikes the Police used back in the 1960s.—very expensive. I remember looking at one in Mortlocks in Hay Street

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## My Bike Story cont'd

and I couldn't believe they wanted \$350. It still needed plenty of work done on it. Finally, I bought one for around \$200 and quickly had everything chromed that you could chrome. I pulled the motor down, placed 40thou oversized pistons and rings, reground the crank, cam, polished the head ports and shaved the head. I was so keen to ride it, I took off up the street quite fast and tore the sleeve barrel in half - too much compression for the old girl. Expensive 1-mile ride. Re-built again and had it for a few years. I was going out with a girl and her father was a traffic cop and he rode a BSA A65. I told him I was after tank badges as they were hard to get and expensive. Next time I went to pick up my girlfriend, he handed me a pair of tank badges. I'm not sure if they were off his bike or off another cop bike. Nice guy.

My brother had a car yard in Victoria Park and he had a BSA A10 for sale. Someone had traded it in. It had a new fancy paint work and looked in good condition. It was about 1958 model? So, I could take it for a ride (thrashing). I told my brother a friend was interested in buying it. After a weekend honing around, the barrels parted company. Must be a fault with BSAs. If you bore them out too far it weakens the barrels. I quickly took it back and said my friend wasn't interested as it had major problems.

I bought a black BSA 750 Rocket 3, 1968 model. It was an ex-race bike, 4 speed. This beast flew. Paid \$800 for it and sold it for \$1,200. I went halves with my cousin just for a quick sale to make a few extra dollars.

In 1976, I was working for Custom Credit in Harvest Terrace in West Perth (hire purchase company). They had a 1972 Triumph Bonneville 750 5 speed. It was owned by a bikie who had gone to gaol. He dumped the bike at the front door as owed money on it. The bike was a mess. The exhaust pipes had been cut off with a hack saw; the gauges ripped off; bog on the fuel tank and not rubbed down. I think he decided to damage the bike as he could no longer use it. As soon as I saw the Trumpy, I thought I have to have this. As I knew the guy who was getting the tenders, I managed to tender an extra \$10 more than the highest quote which was only \$250.

JC Motorcycles worked from this garage in Kensington about a mile from my parents' place, so I took the bike there and had it rebuilt for \$400. That was big bucks in 1976. Then I added new megaphone exhausts, new gauges and new paint work. No vibration and fast for its day. I would place an occy strap over my lunch box and ride to West Perth - not far. More than once I lost my lunch box as I wrapped it on over the Narrows Bridge and I would slide back

on the seat and my lunch box would end up on the Freeway. It always started first kick, yes, no starters in those days.

I would love taking the left-hand corner in Harvest Terrace, West Perth as it is banked nicely for a left hander and would scrap the pegs on the corner. Sparks would fly off the pegs and the office girls would be shocked or they thought I was an idiot. I'm not sure.

I had it for about 3 years until my cousin talked me into buying his BMW 750, that had an electric start, very flash. What a pig of a bike - pulled to one side as you accelerated. I didn't like it at all.

Then in my 30s,40s and 50s, I had company cars and was into boating and diving, so bikes were placed on hold, no time to ride.

Now retired, I decided to buy a Triumph. My wife said, "If you do, I am leaving." I said, "Its on it's way and will be here from Queensland within the week." She calmed down. All good. 2011, I purchased a 2007 Triumph Bonneville 875. It had only 1,800km on the clock. A 74-year-old guy in Townsville owned it and said he lost his balance and couldn't ride.

I rang up a Townsville motor bike repairer and offered him \$100 to check on the bike. He reported back: As new. Bought it by only looking at the photographs. Lovely bike. I did 10,000km on it. The only reason I sold it was I couldn't keep up with the other bikes on a ride down South. They won't get away from me now.

I asked around, what should I buy, that starts with a T. Some said the Triumph Sprint. I took one for a ride and found you have to lean forward too much. A guy from the Triumph Club said to try the Tiger. I bought a 2007 Triumph Tiger yellow. It was owned by a Policeman.

The Bonnie was in excellent condition, only done 21,000km and was 4 years old. I sold it when it had 82,450km on the dial. I had taken it in for the 70k service at JC's just before one of our rides down South. This was about 3 years ago. Riding home I was about 10km from home and the bike sounded crunchy. Something serious was wrong. I got home and checked the oil and there were only 1 and a half litres of oil in the sump. Two litres short! From then it burned a little oil and the front end was getting a little sloppy, so time to update.

I got the approval from the Minister for Finance to update. Big decision - another Tiger or something else. After checking Gumtree for a few months and looking at different bikes, I decided on another Tiger.

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I found a low K bike, 2015 White Tiger 1050 GPS, top box and panniers, only travelled 3,500 km. The guy I bought from said it was too small for him as he was 6ft 6, so he updated to a new Triumph Explorer. The only problem is I find the seat too hard, but working on that problem.  
I may have missed a bike or two, but that enough for the story.

---

## **A SOCIAL DISTANCING REPORT**

submitted by BUZZ ROWE (18496) & Peta Laine

**Half of us are going to come out of this quarantine as amazing cooks.**

The other half will come out with a drinking problem.

**I used to spin that toilet paper like I was on Wheel of Fortune.**

Now I turn it like I'm cracking a safe.

**I need to practice social-distancing from the refrigerator.**

**Still haven't decided where to go for Easter!**

The Living Room or The Bedroom

**PSA: Every few days try your jeans on just to make sure they fit.**

Pyjamas will have you believe all is well in the kingdom.

**Home-schooling is going well.**

2 students suspended for fighting and 1 teacher fired for drinking on the job.

**I don't think anyone expected that when we changed the clocks we'd go from Standard Time to the Twilight Zone.**

**This morning I saw a neighbour talking to her cat. It was obvious she thought her cat understood her.**

I came into my house and told my dog. We laughed.

**So, after this quarantine?**

Will the producers of My 600 Pound Life just find me or do I find them?

**Quarantine Day 5: Went to this restaurant called The Kitchen. You have to gather all the ingredients and make your own meal.**

I have no clue how this place is still in business.

**My body has absorbed so much soap and disinfectant lately that when I pee it cleans the toilet.**

**Day 5 of Home-schooling:**

One of these little monsters called in a bomb threat.

**I'm so excited - it's time to take out the garbage!**  
What should I wear?

**Classified Ad: Single man with toilet paper seeks woman with hand sanitiser for good clean fun.**

**Day 6 of Home-schooling:**

My child just said "I hope I don't have the same teacher next year." I'm offended.

**Better 6 feet apart with clean hands, than 6 feet under.**

At least on top of the grass and outside of the box!

---

## **FUNNY STORY FOR US OLDIES**

by RAY PRIOR (14398)

I was on a long line at 7:45am today at the supermarket that opened at 8am for seniors only. A young man came from the parking lot and tried to cut in at the front of the line, but an old lady beat him back into the parking lot with her cane.

He returned and tried to cut in again, but an old man punched him in the gut, then kicked him to the ground and rolled him away.

As he approached the line for the 3rd time, he said, "If you old fuckers don't let me unlock the door, you'll never get in there."

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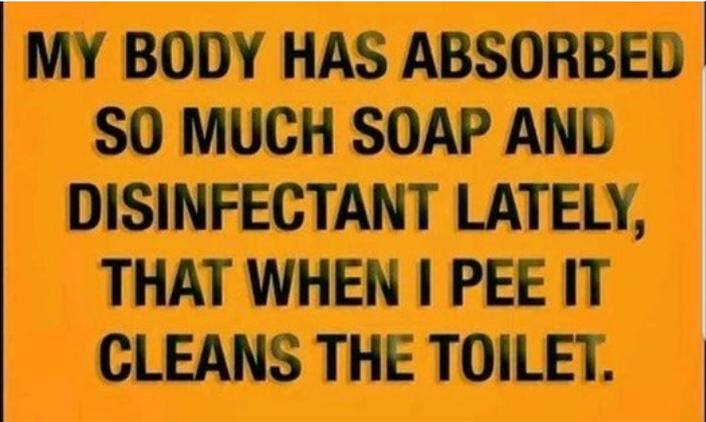
## **PASSWORDS**

submitted by Leon Polak

During a recent password audit by our company, it was found that an employee was using the following password:

"MickeyMinniePlutoHueyLouieDeweyDonaldGoofy London"

When asked why she had such a long password, she rolled her eyes and said, "Hello! It has to be at least 8 characters long and include at least one capital."



**MY BODY HAS ABSORBED  
SO MUCH SOAP AND  
DISINFECTANT LATELY,  
THAT WHEN I PEE IT  
CLEANS THE TOILET.**

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# **WA ULYSSES BRANCHES**

## **Meetings and Contact Details**

### **ARMADALE HERITAGE BRANCH**

Meet first Thursday each month at 8:00pm  
at Narrogin Inne, Armadale  
Secretary: 0418 929 706  
armadaleheritage@ulysses.org.au

### **BROOME WEST KIMBERLEY BRANCH**

Phone: 0429 331 206  
broomewestkimberley@ulysses.org.au

### **BUNBURY BRANCH**

Meet first Wednesday each month at 7:00pm  
at Highway Hotel, Bunbury  
Secretary: 0417 942 363                      bunbury@ulysses.org.au

### **ESPERANCE BRANCH**

STEVE SMITH: 0457 084 693      esperance@ulysses.org.au

### **FREMANTLE BRANCH**

Meet 2nd Wednesday each month at 8:00pm  
At Leopold Hotel, 326 Canning Highway, Bicton  
fremantle@ulysses.org.au

### **GERALDTON BRANCH**

Meet first Wednesday each month at 7:30pm  
At Riviera Function Room, Freemasons Hotel, Geraldton  
Secretary: 0427 642 392  
geraldton@ulysses.org.au

### **GREAT SOUTHERN BRANCH**

Secretary: 0459 138 806  
greatsouthern@ulysses.org.au

### **JOONDALUP BRANCH**

Meet 2nd Tuesday each month at 8:00pm at  
Currambine Bar and Bistro, Hobson Gate, Currambine  
President: 0418 926 071                      joondalupriders@gmail.com

### **KALGOORLIE BRANCH**

Meet 2nd Saturday each month at 6:00pm  
at Kalgoorlie Club, Egan Street, Kalgoorlie  
Secretary: 0409 272 442                      kalgoorlie@ulysses.org.au

### **MANDURAH-MURRAY BRANCH**

Secretary: 0417 513 039  
mandurahmurray@ulysses.org.au

### **PILBARA BRANCH**

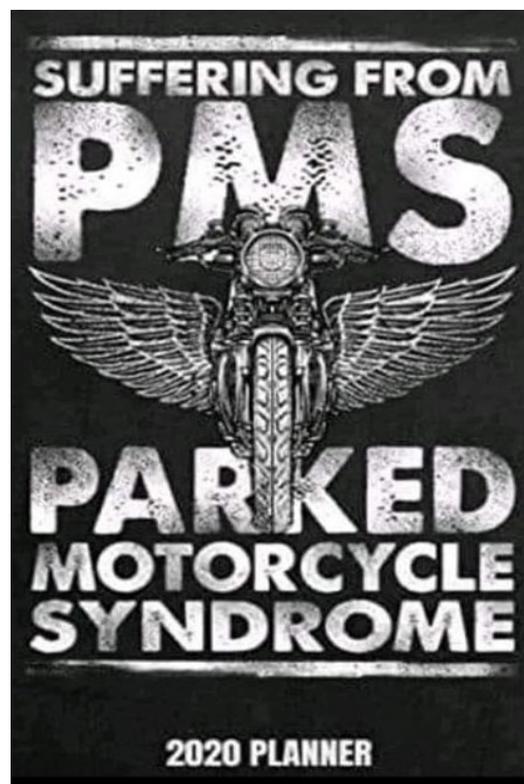
Phone: 0310 867 102                      pilbara@ulysses.org.au

### **SWAN VALLEY HILLS BRANCH**

Meets 3rd Thursday each month at 6:30pm  
at 7th Avenue Bar & Grill, Helena Street, Midland  
Phone: 0414 578 477                      swanvalleyhills@yahoo.com

### **WARNBRO SOUND WANDERERS BRANCH**

Meet 2nd Tuesday each month at 8:00pm at  
Leisure Inn, Hillgrove Avenue & Read Street, Rockingham  
Secretary: 0401 955 399  
warnbrosoundwanderers@ulysses.org.au



# SOCIAL EVENTS



**WEDNESDAY LUNCH**—Every Wednesday at 12pm  
Check the website for venue

Wed 29 April     The Bent Chip, 304 Safety Bay Road  
Safety Bay at 12pm

|                             |   |                  |
|-----------------------------|---|------------------|
| <b>SATURDAY COFFEE SPOT</b> | ) | <b>Cancelled</b> |
| <b>RESTAURANT NIGHTS</b>    | ) | <b>until</b>     |
| <b>BREAKFAST CLUB</b>       | ) | <b>further</b>   |
| <b>MEETINGS</b>             | ) | <b>notice.</b>   |

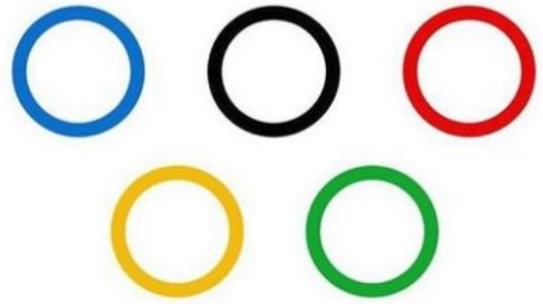
submitted by BUZZ ROWE (18496)



submitted by CLAYTON CREAM (64245)

**Have we tried  
unplugging 2020,  
waiting ten seconds  
and plugging it back in?**

rch ▾



**OLYMPIC GAMES TOKYO 2020**

[SAFETY DISTANCE]

**FIRST TIME IN  
HISTORY  
WE CAN SAVE THE  
HUMAN RACE BY LAYING  
IN FRONT OF THE T.V.  
AND DOING NOTHING  
LETS NOT  
SCREW THIS UP**



## FUTURE RIDES



Rides will be held each Sunday due to the recent Government changes to social gatherings. If more than 10 people arrive for a planned ride or Decide and Ride, then we will hold a number of rides in order to keep within the Government guidelines relating to numbers and social gatherings. All Branch rides will remain within the travel boundaries as directed by the WA Government.

**Quarantine has turned us all into dogs. We roam the house all day looking for food. We are told 'no' if we get too close to strangers. And we get really excited about car rides.**



# Postie Bike CHALLENGE



See our registration page for pricing after the first 30 places are filled.

## Brisbane to Darwin via Hells Gate! 5-16 September 2020

Hells Gate is a remote Pub/station near the Queensland Northern Territory border – remote, rugged and civilisation is several hundred kilometres away. Dirt road in ... dirt road out. Travelling north from here we cover 350km of wide red dirt roads and several river crossings before we overnight in a small Aboriginal community, with its crocodile infested waterway.

The trip from Brisbane to Darwin replicates the first event from 2002. It is the longest in terms of distance and travels through some of the most remote places of any of our previous trips. Travelling through local forests out of Brisbane you will find the landscape change daily, becoming sparse then scorched as the roads change to single lane and then red dirt. The humidity builds as we head north and west across some amazing landscapes. Remote towns, long ribbons of bitumen road, dirt, sand and bulldust is guaranteed. Several hot days will be rewarded with clear artesian water holes to swim in. Even time for a visit to the Qantas museum and Stockman's Hall of fame in Longreach!

Adventure is in the journey rather than the destination and this is one not to be missed. At times you will ride with a group; sometimes alone; you will feel remote; a million miles away from civilisation; there will be long days on the bitumen; your sand and dirt riding skills will be tested; some days you will travel at full speed (75km/hr!!!) and others will be spent negotiating narrow dirt roads at 30-40km/hr; YOUR MISSION: keep your small motorcycle going for the 3500+ kilometres!

**Places are limited!**

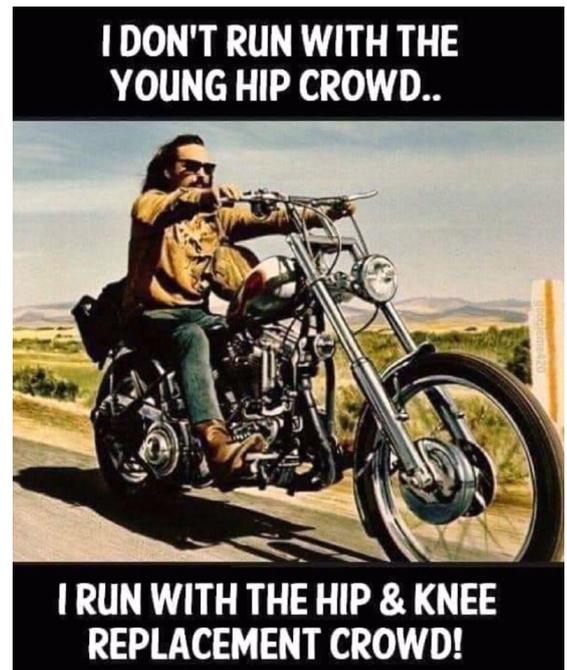
# RIDE and SOCIAL CALENDAR

## May to July 2020

**RIDE DEPARTURE POINT:** BP Service Station, Cnr East Parade & Brown Street, East Perth.  
**Temporary Start Point:** Banks Reserve, Joel Terrace, Mt Lawley, until further notice. (From BP East Perth, go east on East Parade, right into Summers Street, left into Joel Terrace and right into Banks Reserve.)  
**Please fill up your bike before you arrive at Banks Reserve.**

| Date         | Event                   | Location                                               | Contact            |
|--------------|-------------------------|--------------------------------------------------------|--------------------|
| <b>APRIL</b> |                         |                                                        |                    |
| Wed 29       | <b>WEDNESDAY LUNCH</b>  | The Bent Chip, 304 Safety Bay Road, Safety Bay at 12pm |                    |
| <b>MAY</b>   |                         |                                                        |                    |
| Sun 3        | <b>AM OVER COVID-19</b> | Banks Reserve at 9am                                   | <b>WAYNE BAVIN</b> |

**Note:** If more than 10 people arrive for a planned ride, then we will hold a number of rides in order to keep within the Government guidelines relating to numbers and social gatherings. All Branch rides will remain within the travel boundaries as directed by the WA Government.



## RIDE PROTOCOL

### RIDE LEADER

- \* Appoint and brief Tail End Charlie (TEC)
- \* Welcome riders and first timers
- \* Confirm objectives, ride safe and have fun
- \* Review corner marking procedures
- \* Outline distances, fuelling stops, etc
- \* On freeways and multi-lane roads, maintain well spaced in staggered formation behind leader

### RIDERS

- \* Arrive early, fully fuelled and ready to depart
- \* Ride at your own pace for comfort and safety
- \* Maintain good spacing from rider in front
- \* Do not overtake on left of other riders
- \* Stay alert, advise leader or TEC if leaving early

**Pinched from JUG Times. Thanks Joondalup Branch.**

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