



# wheezy Rider

*Newsletter of the Fremantle group*

July 2013  
No 143

Newsletter of the Fremantle Branch of the Ulysses Club of Australia Inc

Price  
\$1.00

You know it's going to be a bastard of a day when your car horn goes off accidentally, and remains stuck while you're following a group of Hell's Angels!

Troops,

First Wheezy of our new year and what a fantastic start we've made. The Ride Leader Incentive Scheme certainly seems to have made an impact with the Calendar being full of scheduled rides up the August meeting – and with some new faces out the front as well! Keep it up – please!

Unfortunately, other stuff has kept me from being on some rides lately but I've managed to be at the start in Gateways a few times to say "Hello" and see them off and attendance has been great to see.

On June 16th we followed Steve to Bindoon for Morning Tea (I managed to be on that one!). He took us through the 'burbs to Mundaring for just something a bit different and then through our favourite, Chittering. Then there was the Bunbury ride – more elsewhere on this I believe and on the 7th I saw Trevor lead a merry bunch away to find some "Twisties".

We also had C&CCR with a difference when 14 turned out for The Mighty Quinn – when there was no ride! I couldn't be sure I'd be back in time from a work trip so we met at the venue instead. Good call – I was last to arrive! WE had a great evening with good food, good company, good music and wee tipples! NOTE: I can't do C&CCR on the 12th (this Friday) which doesn't mean it can't happen – just let me know if you'll do it and I'll post the details on the Calendar.

You new committee hit the ground running last week and already we're discussing Christmas and other events.

We're wide open to suggestions too – so email your thoughts to any of us. Addresses, if you don't know them, are on the Committee page of the website.

Don't forget to grab a few of our intro cards and always carry one with you – there a great way to encourage new members.

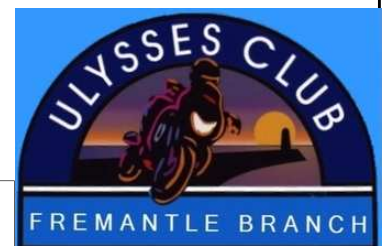
You know it's going to be a bastard of a day when you arrive in your office and see a "60 Minutes" team waiting for you.

Keep the paint up and the rubber down



Ron Spencer (Spence) Member 53780

*We don't care.... We ride there*



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**FREMANTLE BRANCH MEETING**  
**2ND WEDNESDAY OF THE MONTH AT SWAN YACHT**  
**CLUB.**

*The committee is the servant of the Group, not the Master*

**2011/2012 COMMITTEE:**

**President** Ron Spencer (Spence) Member 53780  
President@ulyssesfremantle.com

**Secretary/Treasurer** Eileen Garside Member 61118  
SecTreas@ulyssesfremantle.com

**Committee** Glenda McGregor Member 53603  
Will Duncan Member 20116  
Colin Booth Member 61215  
Tony Barton Member 50460

**Ride Coordinator** Steve Zeretzky Member 42121  
RideCo@ulyssesfremantle.com

**Wheezy Rider Editor** Mick Katarski Member 55306  
Editor@ulyssesfremantle.com

**Web Master** Ron Spencer Member 53780  
Webmaster@ulyssesfremantle.com

**Quartermaster** Will Duncan Member 20116  
Qm@ulyssesfremantle.com

**AROUND THE BRANCHES**

**ARMADALE BRANCH**

Richard Peddel 93908764

**BUNBURY BRANCH**

Trevor Rose 0407998872 trevrose@westnet.com.au

**ESPERANCE BRANCH**

Steve Smith (Homer) homers@westnet.com.au

**GERALDTON BRANCH**

Bruce Ralph 08-99642392 0427-642-392

Bruce Ralph ralphy@wn.com.au

**JOONDALUP GROUP**

Ken Eaton 0893012727 ken@eatondesign.com.au

**MANDURAH BRANCH**

**President** mmugpres@hotmail.com

**Secretary** mmugsec@hotmail.com

**PERTH BRANCH**

John Gliddon 93320440 0417-945-789

**WARNBRO SOUND WANDERERS**

Lee Mannering, Branch President, 0411 097 128

Sandra Dix, Branch Secretary, 0413 513 039

**GREAT SOUTHERN BRANCH**

Ray Prior 0898429293 guzzirider@aapt.net.au

**KALGOORLIE**

Andrew Mason 0890914220 0419922860

**WEB ADDRESSES**

National Ulysses site: [www.ulyssesclub.org](http://www.ulyssesclub.org)

Fremantle Ulysses site: [www.ulyssesfremantle.com](http://www.ulyssesfremantle.com)

**Note: Next meeting, Wed 10th**  
**August 2013**

**And as always**

Wednesday morning Plods from South beach kiosk assemble at 9:00am for a 9:30am start. If you're an early riser, some members meet for breakfast at 8:00am before the Plod.

The group will meet at the Ill Capriccio Café Bar corner of South Terrace and Commercial Street South Fremantle. There is 2 hour parking across the road and also behind the Indian restaurant on the opposite corner of Commercial Street.

The Saturday morning coffee get togethers commence at 10:00am. at the Victoria Café. This café is located at the eastern end of the Fremantle 'E' Shed Markets. Great Coffee, come and give it a try.



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# Quartermasters Ramblings

Dec 2012



**New!**



Looks like a plain Pink or Black mug..... until you add hot water!!!



Same pattern as the stubby holder.

Amazing Colour changing mugs  
**\$15.00**



Luggage Tag great for travellers. Has Old Man Logo on the front and room for Name, Address & Phone number on rear.  
**\$8.00**



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Available in short sleeve **\$39.00** or long sleeve **\$41.00**  
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Reversible Vest **\$40.50** is just perfect for those spring rides.



Ulysses Black Jacket  
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Number Plate Frame for motorbikes.  
Comes in black **or** chrome, top or bottom display. 2 plate sizes available, 185mm x 100mm, or 220mm x 100mm.  
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Number Plate Frame for car or trailer.  
Black only with "Grow Old Disgracefully"  
on the bottom **\$9.00**  
Fits plate size 375mm x 135mm .



Ulysses Backpack. Has front strap to prevent slipping when riding. Carry your phone, wallet, keys, camera etc. Comes with weather proof cover which tucks away in its own pocket when not needed. **\$28.00**



Wine Opener **\$11.00**  
& Hip Flask **\$26.00** Great for picnic in the park or a Day on the Green concerts. Also good for stocking fillers for Christmas.



Stubby Holders in Pink or Black **\$7.00**  
Bottle Holder also in Pink or Black  
**\$7.50** Has a detachable neck strap. Fits Ulysses water bottle and most bottles up to 600ml.



*Some exciting news this month is that Ulysses Club has had the opportunity to purchase some leather vests and leather jackets that will be available for sale at the Fraser Coast 2013 AGM Event. These have the Old Man Logo embroidered on the back and are stock from XDC who had a licence agreement with us but is now closing his business.*



*The Office Staff have asked me to remind you about your Christmas orders. The office will be open up to & including 21st December 2012, but to guarantee delivery before Christmas, the cut off date will be 30th November 2012. Orders will still be processed after this date but may not be delivered in time.*



*Have very Merry Christmas!*

*Chris Glover  
National Purchasing Officer*



**Final Call!!**

## *Annual Border Run*

**Come to the WA /SA border to see the "Pud"**

**When??..... 2nd to 4th August 2013.**

**Registration to "WOCK" aka Dale Watkinson 0417 951 660**  
**closing Wed 17th July 2013**

The Journey??....

Day1... (2nd August 2013).. Leaving from Maccas Armadale at 0800, then travel on Brookton Highway through Beverly and Quairading (fuel stop) to the Great Eastern Highway (GEH) at Merredin (fuel). Continue on GEH to Coolgardie (fuel) and then a blast through to Norseman for fuel and stay overnight at Norseman Hotel (undercover parking)

Day 2... Depart Norseman at a time to be determined on the amount consumed the night before. Continue to Balladonia for fuel and then on to Caiguna for fuel and lunch. After lunch continue to Madura Pass for more of what makes the bike noisy and then a blast through to the Border where things are just beginning to hot up. Enjoy the fellowship of like-minded bikers and maybe catch up with some that you haven't seen since last year.

Day 3 &4.... Reverse of days 1&2 before departing on day 3 some may like to pay respect to the small cairn that has been erected in memory of one of our members (John Nisbet) who has sadly ridden on.

Usually back in the Perth area around mid-afternoon on day 4.

---

**"LIFE IS GOOD"**

**Good instructions are tough to find! Enjoy today!**

**I got a new stick deodorant today.**

**The instructions said: Remove cap and push up bottom.**

**I can barely walk, but whenever I fart the room smells lovely.**

## **A Winter's Day in the Sun.**

*By Stick E Beak*

The sun was shining and the wind was calm. The cold crisp morning made starting the Moto Guzzi a little problematic however in due course both cylinders started firing in the correct order. Tyre pressures checked, tank full and we rolled out onto the road heading for Midland.

Soon the modern and quiet and very fancy R1200RT followed by the old and well used California 1100i headed out onto the roads heading into the hills. It was not long before we were climbing through swinging bends, the cold air feeding the well tuned engines and the dry road inviting us to enjoy. The Guzzi exhausts singing their song as we headed through the amazing dips and corners following the subdued putter of the flying BMW.

Soon the corner onto O'Brien road loomed up and once more we were away. The sound of the Italian exhaust as we climbed the hills in third and fourth will live with me forever. Renzo was feeling his oats in the cold crisp air and anyone who calls the California a cruiser has obviously never ridden one. Round the tightening corners, dropping down into gullies and climbing back out again we worked our way to Berry Road. Through the sad corner where Peter Brock met his end we went and onward towards Toodyay. Out onto the Toodyay Road and sticking to the official speeds we were soon into the town to join the hundreds of other bikes. Burbling down the main road and parking up coffee and cakes soon had the inner soul as happy as we were.

Some rides you never forget. An hour in time, maybe a little more, in a lifetime that will stay with me for a long time. Sometimes owning a Guzzi California can be a little frustrating as they are Italian and can be a little quirky. A day like this makes it all worth it. When they are good they are very, very good and when they are not they can be .....! Today things were perfect.

Belissimo.....

**Stick E Beak**



# BINDOON BAKEHAUS - 16<sup>th</sup> June 2013

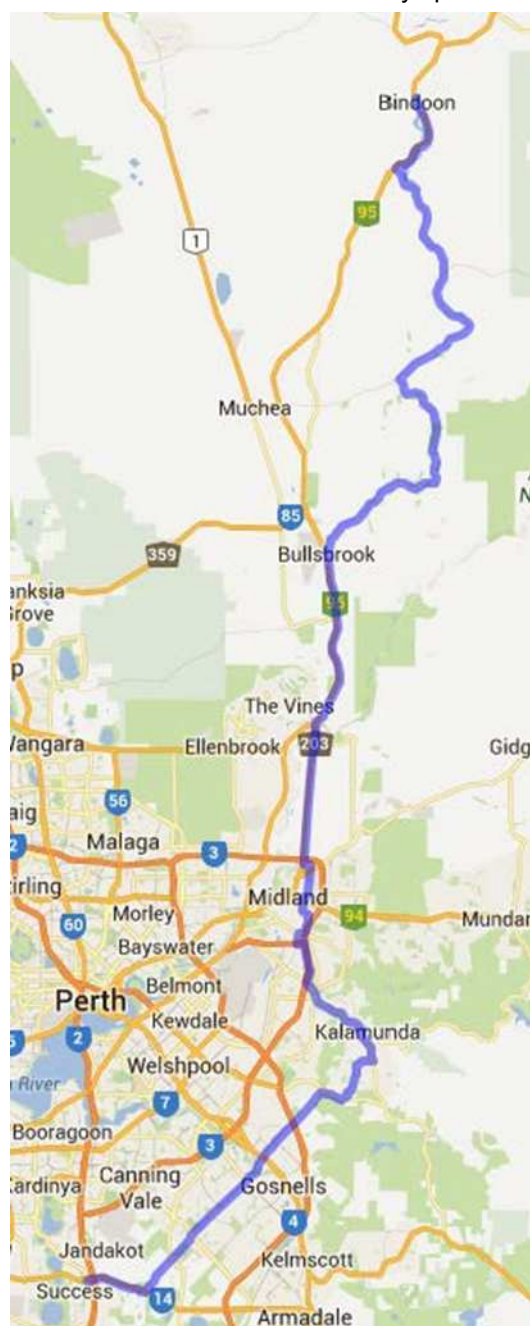
**By Tony Barton**

Steve Zaretsky's first official ride as Ride Co-ordinator was to Bindoon. A good collection of bikes was at Gateway and the keenness to start saw the briefing start before 9:00 and before Spence had arrived. Steve's briefing highlighted the 40 corners that were to be marked and a united sigh went up, " Ah thank goodness Paul's not here !!!"

Well we set off and not long before corner marking was needed. We were on our way to Kalamunda and it was not by any way that we thought we might go. Steve certainly has a devious mind, for roads that is. Passing through Kalamunda we headed down the hill to Midland and with good management was able to keep the group together

After seeing the delights of Midlands we cruised the highway to Bullsbrook and got on to some "proper roads" of the Chittering Valley with Spence being constrained as he thought Tony was not his usual self and riding close to the limit must be for a reason.

At Bindoon we settled into a comfy spot in the sun to warm up with a coffee and a good chat.



As people wandered off some headed off to Gingin and others back down Chittering Road, as it is a fun road on a sunny Sunday.





## 2014 BMW F800GS ADVENTURE REVIEW



**Kevin Duke 2 July 2013**

**Photos by Jon Beck and Kevin Wing**

BMW's F800GS has been a tidier-sized adventure-touring rig since its introduction in 2008, offering most of what its iconic big brother, the R1200GS, has in a smaller, lighter and cheaper package.

But for hardcore adventure riders, the 800GS fell a mite short in terms of its battle-readiness and, perhaps most important, its fuel range. Using an underseat fuel tank limited its volume to just 4.2 gallons, which, if you're taking the long way around, might be a gallon or two short of adequate when exploring, say, the Baja peninsula.

Enter the new F800GS Adventure, which has been endowed with more off-road worthiness, additional touring features, and a considerable 6.3 gallons of fuel capacity. This expands its range by a significant 100 miles.



**The 2014 F800GS Adventure is available in Sandover Matte or Racing Red colour schemes**

Its rear sub-frame was strengthened to support the additional fuel load, and the GSA comes standard with aluminium saddlebag mounts that will help cushion the inevitable thuds that occur when venturing well off the beaten tracks, whether or not you order the optional aluminium saddlebags. Standard equipment includes tubular crash bars to protect the engine and a plastic sump guard.

Touring comfort is also enhanced by a larger windscreen, standard hand guards and a cushier colour-matched two-tone seat. Wind protection is augmented by larger bodywork around the radiator area. The GSA's extra accoutrements add up to a 20-pound weight gain over the GS, rising to 505 pounds when fully fuelled.



#### **The Adventure version of the F800GS lives up to its name**

BMW picked a spectacular setting to test its newest Adventure model – the same location used when [the 800GS](#) was originally launched in 2008. Not only is the scenery around Moab riveting, so was the route mapped out for us. It consisted of mostly unpaved sections ranging from sweeping fire roads to gnarly and loose rocky trails – ideal testing grounds for a bike with Adventure in its name.

The Adventure is based, of course, on the regular F800GS, so the GSA naturally carries on most of its bones. Stylistically, the GSA differs by a larger beak/fender, expanded.

Thicker seat padding lifts its height from 34.6 to 35.0 inches, which will discourage riders short on inseam length. Stubby riders will want to opt for the optional-at-no-cost low seat set at 33.9 inches. A height-adjustable seat like Triumph's Tiger 800XC would've been a nice addition. Suspension travel remains static, with 9.1 inches available from the non-adjustable inverted fork and 8.5 inches of support from the single shock out back.



**Nicely turned out aluminium saddlebag mounts double as protection for the enlarged fuel tank**



Both hand levers are adjustable for reach to accommodate various digit sizes, and the rear brake pedal, reinforced on the GSA, includes a trick new adjustment feature. A standard serrated pedal is augmented by a flip-up/down serrated pedal that does a good job of accommodating a rider's foot when standing. New and beefy serrated foot pegs are wide to provide excellent support when standing. Rubber inserts bolt in to damp vibration when you're not slinging mud.



**Note the large foot pegs and flip-up brake pedal section (in silver). Engine guards are standard. Vibey parallel-Twin engine is untouched from the regular F800GS.**

The F800's 798cc parallel-Twin engine remains unchanged in the GSA, so it should crank out the same 81 horses and 57 ft-lb. of torque as measured during our [2011 comparison with the Triumph Tiger 800](#). The engine produces a terrific spread of power, able to tractor away from as low as just 2000 rpm, but its vertical-Twin architecture continues its reputation as a vibey power plant.

On the plus side, the F800's throttle response is impeccably manageable whether on the street or in the dirt, assisted nicely by an easy-to-modulate clutch. The workmanlike motor can tolerate speeds in second gear from just above 10 mph all the way to 70 mph, exhibiting good pull and easily controllable traction management. The engine is very effective but isn't pleasing or charismatic – it's very coarse.

The GSA boasts two ride modes: Road and Enduro. It's the Enduro setting that is most notable in that it uses off-road-specific tuning for the available traction control (ASC) and standard ABS which got tested early during our ride. While ASC in Road mode is useless in the dirt, intervening constantly, its tuning in Enduro mode allows plenty of tail-happy sliding. Even the hardcore dirt riders in our group appreciated its moderate intervention and seldom switched it off, which can be done on the fly.

Disabling ABS requires the bike be stopped, but it, like ASC, isn't overly intrusive in the dirt. Although it doesn't have the sophisticated Enduro Pro mode experienced on [the new liquid-cooled R1200GS](#) tested a few months ago, which disables ABS on the rear brake, the 800GSA's system isn't overly meddling.

On our dirt route, I got surprised by a downhill, off-camber corner, coming in too hot. But thanks to the ABS, I was able to use a considerable amount of front brake to get slowed, barely, in time. Without ABS, I may have tucked the front in a panic to reduce my speed. In all environments, the 300mm front rotors with two-piston calipers offered both strength and sensitivity via braided steel lines.





**In its Enduro setting, BMW's optional traction-control system is a useful aid in the dirt without annoyingly overt intervention.**

The F800GS has always been much easier to manage off-road than the tank-like R1200GS, and that continues with the 800GSA. It's considerably easier to navigate tricky, technical sections than the big GS, and it's nice and narrow to allow moving your body back and forth and side to side. In addition, its conventional suspension works better over off-road bumps than the R1200GS's Telelever/Paralever combo.



**It's common for us to choose to disable ABS when riding off-road, but BMW's system in Enduro mode performs so well that only hardcore dirt riders will ever switch it off.**

Our test bikes were outfitted with BMW's optional aluminum bash plate that guards the oil filter and exhaust header pipes, which we'd consider a requirement if you plan to navigate rocky trails. Also optional, but at no cost, are Continental TKC80 knobby tires instead of the standard 80/20 Michelin Anakee IIIs. The Contis (90/90-21 front; 150/70-17 rear) aren't as secure on pavement, but they're the hot ticket in off-road use.



**The F800GSA is a touring bike you will enjoy getting dirty.**

### **Head Out On the Highway**

After kicking up dust for a day, I went the extra couple hundred miles to evaluate the 800GSA's touring capabilities by riding to Colorado to help MO's Troy Siahaan cover the Pikes Peak International Hill Climb in which he was racing a Zero electric motorcycle in the historic event. A variety of highway droning and mountain pass passing gave a fuller idea of what the GSA is like as a traveling companion.

I was grateful to have BMW's aluminum side cases in which to hold all my stuff. The panniers are boxy and sturdy with nice welds, boasting 82 liters of capacity. The left bag narrows at its bottom to clear the muffler. A 32-liter aluminum top case is available for those who refuse to pack light.



**Note the expansive height and width of the GSA's windshield and the superb protection offered by the aluminum bash plate under the engine.**



Highway travel reveals the F800GS Adventure's virtuous touring comfort. Ergonomics are about ideal, even with the handlebar rotated slightly forward for our off-road riding. Ample legroom is a benefit of its tall saddle, and support from the seat suited my butt quite well.

The Adventure's windscreen is remarkably effective at diverting air up and around its rider. Shorter pilots like myself (5-foot-8) will enjoy quiet airflow. Steering effort that is quite light at slower speeds becomes heavier at freeway velocities due to the gyroscopic effect of its 21-inch front wheel/tyre.

The long-travel suspension that works so well in the dirt also excels on the road, providing a ride that is as smooth as it gets. Our test unit was equipped with ESA, BMW's electronic suspension adjustment, but it's a rudimentary system compared to the R1200GS's.



**The F800GSA feels competent on every type of terrain.**

Like the [2013 F800GT](#) we recently tested, ESA controls only rear rebound damping, from a rather loose Comfort setting to a buttoned-down Sport option. As could be expected, the Normal setting is most often preferable. The only other suspension adjustment is for rear preload set by an easy-to-adjust hydraulic knob.

The only impediment to long-term comfort is its relentlessly buzzy engine. Tingles are felt at nearly all points across the inline-Twin's rev range. The insistent vibes are, at least, annoying, but I don't find them to be debilitating – my hands never buzzed into numbness.

The GSA's gauge cluster contains loads of info, such as ambient temp, range-to-empty, trip duration, ride modes and, of course, a clock, fuel gauge and dual tripmeters. However, legibility would be improved by a larger LCD info screen. On a related note, the F800's analog speedo has too many numerals crammed together for quick and accurate speed assessments – this bike does not need 160 mph of range!





## Conclusion

With the new Adventure model, BMW has succeeded in its goal of enhancing the touring and off-road capabilities of the F800GS. It's a highly effective tool for covering multi-state trips, leaving open the possibilities of exploring unpaved roads that can make tours truly adventurous.

Like most well-engineered and adaptable machinery, pricing can be an issue. The base GSA, which includes a 12V accessory socket and luggage rack, retails for \$13,550. Upgrade to the "Premium Package" for desirable elements such as ASC, heated grips and a centerstand, and now we're talking \$14,350. Add another \$645 for the loaded version that adds LED fog lights and ESA. All GSAs enjoy an enviable 3-year, 36,000-mile warranty.

Those are, admittedly, big numbers on the price tag, and there are a few options of cheaper adventure-touring machines. But none provide quite the balance of off-road nimbleness and capabilities along with its long-range comfort and touring proficiencies.



**Depending on the type of adventures you choose, BMW's new F800GSA could be your king of the mountain.**

---

The Pope was finishing his sermon. He ended it with the Latin phrase, "Tutti Homini" - Blessed be Mankind.

A women's rights group approached the Pope the next day. They noticed that the had Pope blessed all Mankind, but not Womankind.

The next day, after his sermon, the Pope concluded by saying, "Tutti Homini, et Tutti Femini" - Blessed be Mankind and Womankind.

The next day a gay rights group approached the Pope. They noticed he Blessed Mankind and Womankind, and asked if he could also bless gay people.

He said, "Sure."

The next day the Pope concluded his sermon with, "Tutti Homini, et Tutti Femini, et Tutti Frutti."

**By Sticky E Beak**

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2398 10% Discount

Here are some good Motorcycle web sites. Just move your mouse pointer over the item and it will show web address, then CTL Click to go to the site. (For some reason this doesn't work on the printed version.)

[Asian M/C Tours](#)  
[Aussie Bike Tours QLD](#)  
[Bad Boy Biker Jewellery](#)  
[Bad Penny Customs](#)

[Bike Links](#)

[Bike Movies](#)

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## Some More Light Humour

The difference between men / women driving.

Check out the dog's eyes...



A duck walks into a pub and orders a pint of beer and a ham sandwich.

The barman looks at him and says, "Hang on! You're a duck."

"I see your eyes are working," replies the duck.

"And you can talk!" exclaims the barman.

"I see your ears are working, too," says the duck. "Now if you don't mind, can I have my beer and my sandwich please?"

"Certainly, sorry about that," says the barman as he pulls the duck's pint. "It's just we don't get many ducks in this pub. What are you doing round this way?"

"I'm working on the building site across the road," explains the duck. "I'm a plasterer."

The flabbergasted barman cannot believe the duck and wants to learn more, but takes the hint when the duck pulls out a newspaper from his bag and proceeds to read it.

So, the duck reads his paper, drinks his beer, eats his sandwich, bids the barman good day and leaves.

The same thing happens for two weeks.

Then one day the circus comes to town.

The ringmaster comes into the pub for a pint and the barman says to him "You're with the circus, aren't you? Well, I know this duck that could be just brilliant in your circus. He talks, drinks beer, eats sandwiches, reads the newspaper and everything!"

" says the ringmaster's card. "Get him to give me a call."

So the next day when the duck comes into the pub the barman says, "Hey Mr. Duck, I reckon I can line you up with a top job, paying really good money."

"I'm always looking for the next job," says the duck. "Where is it?"

"At the circus," says the barman.

"The circus?" repeats the duck.

"That's right," replies the barman.

"The circus?" the duck asks again. "That place with the big tent?"

"Yeah," the barman replies.

"With all the animals who live in cages, and performers who live in caravans?" says the duck.

"Of course," the barman replies. "And the tent has canvas sides and a big canvas roof with a hole in the middle?" persists the duck.

"That's right!" says the barman.

The duck shakes his head in amazement, and says

"What the f\*\*\* would they want with a plasterer??!"