

Rule 1: There shall be no rules. Rule 2: See Rule 1.

# wheezy Rider

*Newsletter of the Fremantle group*

April 2020  
No 217

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

Price  
Free

Hi members

Firstly, I hope that all of you and your families are well.

These certainly are unprecedented times. Social gatherings of more than two people are illegal, people wearing masks, shortages of everyday items in shops, panic buying, stores and industry shutdowns with the resulting mass unemployment.

However, we are lucky. Although tragically some 50 people have died so far (at the time of writing), compared to almost every other country we have so far escaped with very low rates of cases and about the lowest mortality rate in the world!

Keep up the good work and we will all be able to all get together at the end of this.

## Lismore Rally

Like everything else, this has been cancelled. There is a legal requirement for the Club to have an Annual General Meeting, a difficult ask in these times. Natcom is investigating ways that this can be held.

## Branch AGM

This was to have been held in June. In accordance with a Natcom directive:

**The suspension of standing orders relating to Branch Annual General Meetings - if you have not held your Branch AGM by now, there is no necessity to hold one - you can continue on until the AGM in 2021.**

All members of the Committee have agreed to continue until next year.

## Rides

In accordance with Government regulations, there are no rides. This includes Free Rides

## 20<sup>th</sup> Anniversary Celebrations June 2020

This has been postponed indefinitely. When restrictions have been lifted, we will look at holding this as soon as possible.

## Members Forum

The committee met by video and decided that a dedicated site is needed for members to stay in contact with each other and support each other in these difficult times. Accordingly, I will be setting up a Facebook Group for our Branch.

Stay well

**John Pepper 40751**  
**President Ulysses Fremantle Branch**



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



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**FREMANTLE BRANCH MEETING 7:30pm**  
**2ND TUESDAY OF THE MONTH AT THE**  
**HAMILTON TAVERN 330 CARRINGTON ST,**  
**HAMILTON HILL WA.**

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

**2019/2020 COMMITTEE:**

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

**Note: Next meeting,**  
**When Social Distancing Ceases**

**Plods and Saturday morning coffee**

Wednesday morning Plods meet at South Beach for a 9:30am start are delayed until further notice in view of COVID-19.

Any enquiries regarding plods can be directed to any of the following:

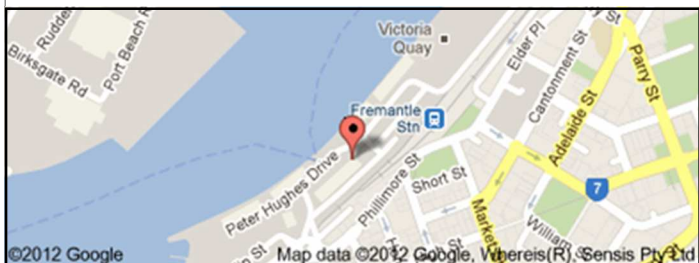
Will Duncan 0403014197

Patrick Hayes 0414756452

Mick Webb 0893396874

The Saturday morning coffee get together will also be delayed until further notice in view of COVID-19.

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For those dealing with depression before/during/  
after addiction rehab we have been requested to  
promote Dr Keenan's guide for those requiring  
more information.

Dr Keenan's guide can be accessed via the  
following link:

<https://www.inpatientdrugrehab.org/depression/>



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Excerpt from [www.weekendnotes.com](http://www.weekendnotes.com)

## 6 Interesting Facts About Perth

By Joy      Published 29 October 2012

Fun, interesting and exciting Perth trivia



*Perth City (Image by Steve via Wikimedia Commons)*

### 1. Before it was Perth it was Boorloo

The land on which Perth lies now was once known as Boorloo. Boorloo formed part of Mooro, the tribal lands of Yellagonga, whose group was one of several who lived around the Swan River, known as the Whadjug. The Whadjug was a part of the greater group of 13 or so dialect groupings which comprised of the south west socio-linguistic block still known today as Noongar (The People).

### 2. Sunniest Capital

As well as being the most isolated capital city in the world, Perth is the sunniest. We enjoy an average eight hours of sunshine on any given day.

### 3. Oldest Operating Mint



*Perth Mint (Image by Roo72 via Wikimedia Commons)*



Perth houses the oldest operating mint in Australia. The Perth Mint in Hay Street is Australia's oldest operating mint that still runs from its original premises. This mint was established in 1899 and has carved out a niche in producing gold, silver and platinum coins.

The mint also provides refuge to a museum. Every year the Perth Mint welcomes 120 000 visitors who can watch molten gold being poured into bars and see how gold, silver, platinum and palladium coins are made. Visitors can also take up the opportunity of striking and engraving their own medallions.

#### **4. City of Light**

Perth is also known as the 'City of Light'. The naming is the result of the fact that when astronaut John Glenn orbited above back in 1962 he could identify Perth because everyone turned on all their lights, making Perth highly visible.

#### **5. Biggest Number of Millionaires**

The booming mining industry in Perth has blessed it with the highest per capita number of self-made millionaires in any city in the world. Now that will certainly turn non-Perth inhabitants green with envy.



*Rottnest Island (Image by Cookaa via Wikimedia Commons)*

It may seem stupendous but about five thousand years ago one could travel from Perth to Rottnest Island on foot. A lot has changed in the last five thousand years which means nowadays you need to take a ferry to the island.

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Absence certainly makes the heart grow fonder and also make you realise what a beautiful country we live in, especially when you have plenty of time to ponder the great rides and company that we are missing at the moment.



## Some shots from one of the last rides to Harvey

Kindly provided by one of the attendees

### Puncture Adventures



This was a ride that was to have been led by Paul but he had to go home so Colin took it on. Probably regrets it now! We made it to Harvey but the repair plug came out on the way home. Fortunately I had one more canister so he could limp to the nearest servo.

Colin made it home but we lost TEC somewhere – they ended up with a puncture too and came home courtesy of the RAC!



The following is an excerpt from classic-motorbikes.net

## Suzuki GT750 Kettle Restoration

March 31, 2019



***What do you do with an Australian Suzuki 'Water Bottle' that's been left in a chicken coop for more than 20 years? Restore it, says Carl Schubert, who told his story to pal Karl Webster.***

You just gotta love the sound of a screaming two-stroke motorcycle.

When you ride them, they give you an incredible sensation and an indescribable tingle somewhere.

Whether it's a two-stroke road or a two-stroke dirt bike, if you've experienced and owned one, they have that crazy sound and power delivery. I guess most of us started out years ago with two-strokes. Living Down Under, for me it was Suzuki RM80s and the like, and back in the day it would be something air-cooled with fins that made them sound even rawer. They would be easy to work on and could be flogged hard!



Every so often just put a new set of rings in, maybe a piston now and then sometimes the odd plug and clean the air-filter. Once in your system I don't think it ever leaves you. I thought I would never get used to the power of my first RM80, but then as experience grew the bikes shrunk, so weeks later I was thrashing it everywhere, then a 125 took its place, then a 250 and finally a 500 two-stroke... I still love strokers and this love is shared by another Karl, or should I say another 'Carl', Carl Schubert. Carl is a bike builder who does his own bikes to such a standard it makes you weep for your own bikes and want to go and re-do a few things.

Carl is a member of the local VJMC club down here. I knew a few of them local to me and I was introduced to Carl, who was riding a very nice GT550. All people would say was: "You should see his GT750 Water Bottle!"

This piqued my curiosity so I asked Carl what the score was. He began his story: "The GT750 is known as the 'Water Bottle' here in Australia, not Kettle or Water Buffalo and just after joining my local branch of the VJMC I got a lead on a dormant 1973 model that really rekindled my association and love of Suzuki two-strokes.



I'd heard it was stuck in an old chook shed (chicken coop to you Poms) in Central Victoria. I went for a look at the bike and it had a nice story behind it. Basically, every Friday night the guy would be woken up at about midnight by the howl of a bike as it left the local boozier as it headed back to a nearby town. The owner told me that he walked into that bar one night, asked who owned the blue motorbike parked out the front and made him an offer he couldn't refuse, then taking the bike home and parking it in the chook shed. Why? Only so he could stop the noise that woke him up every Friday... he didn't actually want it!"

With this in mind the bike was relatively complete but neglected. A deal was struck and Carl took the bike home. What should have been a refresh, turned into a complete frame-up restoration. Having tinkered with bikes all his life but not a mechanic, Carl knew the enormity of the decision to restore rather than refresh however the six-week time-frame initially set in December 2006 may have been naïve! November 2011 saw the restoration complete with the bike rolling out of the shed looking as close to showroom condition as practical.

So what went into the build? Stripping the bike down was a challenge in itself. Years of neglect and the detrimental effects of the elements ensured every nut, screw, bolt, electrical connector and rubber component gave Carl a fight...



Once apart and scattered over a series of benches, the assessment of what was salvageable and what had seen its life-span expire took several weekends and a considerable amount of mental lubricant – that's beer to you Poms. Surprisingly most parts were in a recoverable state apart from nearly anything perishable. The wiring had also seen better days...

The engine was stripped and found to be reasonably healthy although it had obviously seized at some point with tell-tale history marks in the bores. The Suzuki CCI oil-injection mechanism had been retained and the crank bearings were in good shape. Not too many two-strokes enjoy standing around idle for that many years though and the crank seals were no longer serviceable.

Carl says: "When I stripped the engine I clearly had to go with new seals and bearings throughout and the pistons ceramic coated for better heat dissipation and also reduction in noise. New parts were sourced through Suzuki Australia courtesy of Mick Hone Motorcycles and via the internet using Paul Miller in Connecticut USA."

Oxidisation had also taken its toll on the outside of the engine with most parts severely corroded. Many hours of wet and dry sanding, polish and repeat produced the results Carl was looking for. The frame was stripped and powder-coated maintaining the correct combination of gloss and satin black for the different parts and while the frame looks fantastic. All chrome and zinc plating was initially placed in the hands of a local contact to arrange, however a malfunctioning moral compass of said contact saw most of the original bright-work (including the hard to come by original exhaust system) make its way onto the open market never to be seen again. The reason for the delay in finishing the restoration now becomes more apparent!



"The search for replacement parts saw many nights spent trawling the internet," says Carl. "With excellent contacts made and parts sourced through Crooks Suzuki and Discount Motorcycle Spares, both in the UK, my contacts made through the VJMC also proved invaluable when sourcing parts, although I found it easier to get parts for my Suzuki RE5 than for the GT at times!" Carl was keen to fit the parts that were correct to the 1973 K model. Subtle changes to the GT750 were made through its production run from 1972 to 1977. Correct lenses, engine covers, badges and seat are all present on the bike, as are the very hard to come by 'S'-logo mirrors that demand

a premium whenever they come up on the internet auction sites.

An investment in a zinc-plating kit saw the majority of the smaller items plated and polished in the home workshop. Carl says that one of the most satisfying results of his plating exploits was the fan blade that was zinc plated and then subjected to 'passivation' to take on the brass colour as per original spec.

The magnificent paintwork was completed by Hammond Refinishing in Wangaratta Victoria and many miscellaneous components such as the master cylinder, forks and calipers were reconditioned by Cal Merlo at [www.badgereplicas.com.au](http://www.badgereplicas.com.au) who also supplied the reproduction tank and side-panel badges.



By the start of 2011, nearly every component had been individually restored or replaced with new. A stint off work for medical reasons saw Carl and his two sons, Bryce and Tyler, spending time in the workshop firstly working out what went where and then slowly piecing the bike back together. The good sense to take a lot of digital photos during the strip-down process made the job a little easier when combined with a factory parts manual as reference.

Assembly was completed by Carl and his mate, Pete Flanagan through the remainder of the year with many opportunities to reflect once again on that restore versus refresh decision. Carl says: "Finally at about 9pm on the 25th of November 2011, the Water Bottle once again burst into life and very quickly filled my shed with that glorious blue haze."

The euphoria was almost instantly dampened, quite literally, by a serious water leak. All obvious sources were quickly eliminated with the bypass hose that runs behind the cylinders found to be the cause and yes, it was the bottom clamp that had let go providing both Carl and Pete with an opportunity to practice

getting the air-box and carbs off again and see if they could better their four-hour installation time at the second attempt.



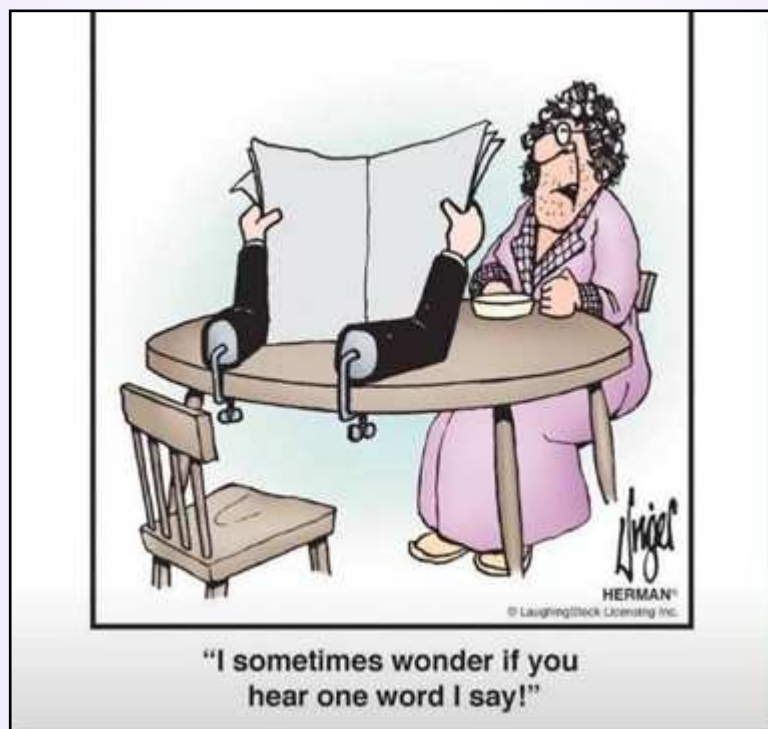
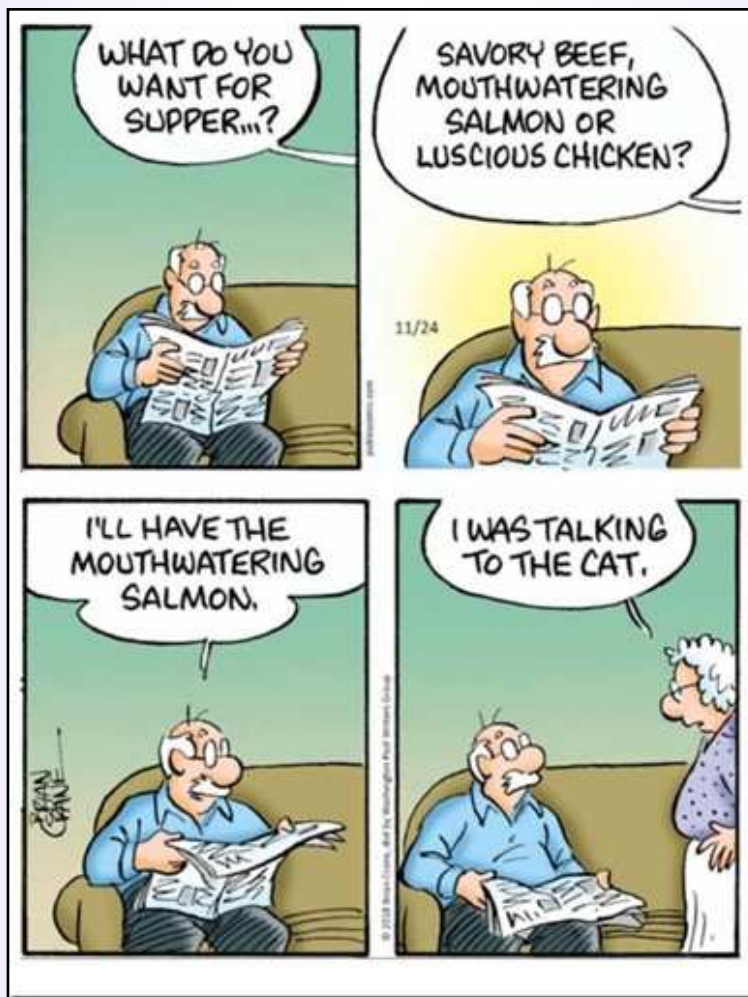
Water leak rectified, the heightened expectation of giving the bike its maiden run returned with all pre-checks passing with flying colours.

Despite the ground-up restoration, this bike isn't just for show – it's had plenty of go, too. The bike is still ridden to a lot of VJMC events and was a multiple trophy winner at the 2013 VJMC National Rally held in Victor Harbor in South Australia. In addition to the People's Choice award for the best bike 1970 to 1980, the bike took the VJMC Founders' Award which is presented to the bike that is judged to be as close to how it rolled off the factory floor but obviously still ridden and enjoyed. There have only been five awards of this nature presented in the history of the VJMC in Australia.

The GT750 completes Carl's collection of the Suzuki triples with him also owning the 380 and 550 variants.







Photos compiled courtesy of Lost Perth (Facebook)







## SOME LIGHT HUMOUR

### The Receptionist

Yesterday I had an appointment to see the urologist for a prostate exam. Of course I was a bit on edge because all my friends have either gone under the knife or had those pellets implanted.

The waiting room was filled with patients. As I approached the receptionist's desk, I noticed that she was a large unfriendly woman who looked like a Sumo wrestler.

I gave her my name, and in a very loud voice, she said, "YES, I HAVE YOUR NAME HERE. YOU WANT TO SEE THE DOCTOR ABOUT IMPOTENCE, RIGHT ?"

All the patients in the waiting room snapped their heads around to look at me, a now very embarrassed man.

But as usual, I recovered quickly, and in an equally loud voice replied, "NO, I'VE COME TO INQUIRE ABOUT A SEX CHANGE OPERATION, BUT I DON'T WANT THE SAME SURGEON THAT DID YOURS."

The room erupted in applause!





**Author anon.**

Nothing much else to do right now so might as well write a poem!

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.

(Cont.....)

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!

