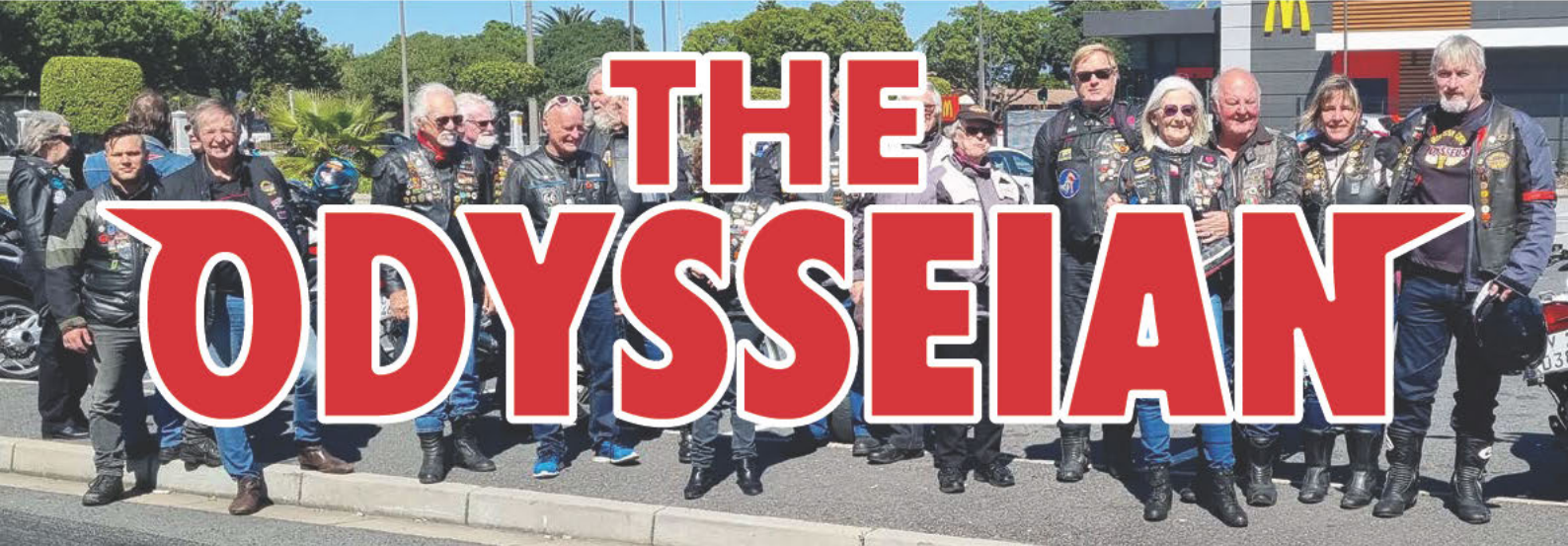




THE ODYSSEIAN

January 2023 Issue: 44

www.odysseuswc.co.za

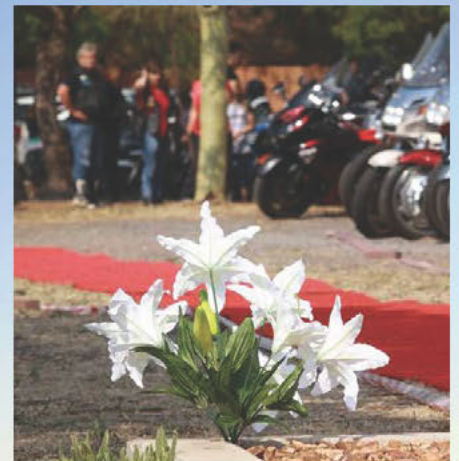


Get to terms with
Lane Splitting



Crash Course:
How To Safely Fall
Off A Motorcycle
(in my Opinion)

Memorial Run 2023



PROUDLY BROUGHT TO YOU FROM ODYSSEUS Motorcycle Club



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EDITORS NOTE!

NOTE: The editor or any club member shall not be held liable for errors and / or omissions in any article and / or drawing contained in this newsletter. Furthermore, any view expressed is not necessarily that of the Editor, and committee member or other members of the club. If copyright is infringed, it is not intentional but, is published as a free service to the Odysseus Motorcycle Club (Cape Town) Member and friends, and is not for profit or gain.

Firstly, I would like to welcome all to this AGM - the past year having been quite an exciting one!

After experiencing a long & trying Covid epidemic, we as a club were fortunate in so much as we still managed to weather the storm and kept the wheels rolling.

Although our Club did not grow much in numbers, we pulled together and managed to keep the morale of the existing members at a reasonably high level.

The year started off with our normal Memorial and Sunset runs, which were well-attended. During the following months, our Ride Coordinators really put their shoulders to the wheel and organized some great activities. The Poker Run and Brass Monkey stand out, but not forgetting the many exciting breakfast runs. Our annual Charity Run to Lily Rose was much appreciated by the approximately 80 needy inhabitants where much-needed supplies were dropped off. Thank you to all you contributed.

The Year End Function was a party with a difference where Basil and his team put on an amazing event! The hall looked like Kyalami Race Track ... only better!

Thanks to our Treasurer and Committee, our finances are in a healthy state due to controlled financial discipline.

After much debate and input, it was unanimously agreed to make a slight change to the wording on our back patch. The words "Cape Town" at the bottom of the patch will be replaced with "Motorcycle Club"

Sadly, during the past year, we had a few of our members and family members who passed away: Jeanette McGeean, Helen Wrangmore, Neville Davies, Brian Eagle & Tony Addison. They were remembered at our Memorial Run 2 weeks ago. With a heavy heart I also wish to advise that a long-standing member, Leon Coetzee, sadly passed away on Thursday, 19 January. Our sincere condolences to all their loved ones.

I would like to take this opportunity to thank Jagger's Club (and in particular Graham) for their support and for giving us the free rein of the Club and facilities this past year.

In closing, as I step down as Spokesman - to my Committee and the Members of Odysseus, a big thank you for your support during my term of office and for helping make this Club one to be proud of!



2022 Club awards as voted by members



• Clubman: Basil Forbes

• Penelope: Linda Groves

• Good Samaritan: Robbie Doidge

Stats are based on members attending Meetings vs Actual Odysseus Members.

Odysseus Members Meeting Attendance													Meetings	% Ride Active
													12	
													1	
														37.36%

Stats are based on members attending Rides vs Actual Odysseus Members.

Odysseus Members Rides Attendance													25	% vs Members
													25	
													2	
														2.99%

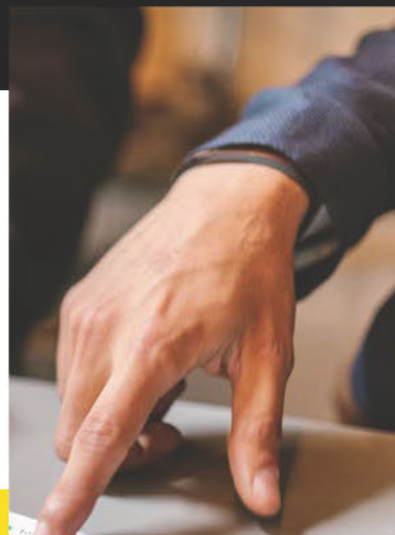
Stats are based on members attending various events

Odysseus Members partaking in Evenst for 2023																	Average	% vs Members
Date:	28-Jan	22-Jan	12-Feb	26-Feb	12-Mar	26-Mar	16-Apr	30-Apr	07-May	21-May	28-May	04-Jun	18-Jun	02-Jul	16-Jul	28-Jul		
Where When What	Memorial Run	Sunset Hapy Folks																
Memb	43	25															34	37%
Bikes	15	1															8	9%
Cars	13	14															14	15%
Guest	18	4															11	12%
Telem	0																0	0%

Meeting

Held on 26TH FEBRUARY 2023
HELD AT JAGGERS BOWLING
CLUB

- Welcome and Visitors: 34 Members present plus 2 Visitors
- Apologies: John & Kathy Make-Peace, JC & Linda Nel, Hannelie, Erasmus & Tiaan Young, Adrian Knight
- Notice of AGM; Emailed & read by all.
- Acceptance of previous AGM minutes: Pink Bob/ Devin
- Matters arising from previous AGM minutes: None
- Correspondence: Robbie reported Adrian Bosman gave up riding and will not renew membership
- Spokesperson's report for the year 2022 – Robbie read out loud.- Copy on file with Linda



Financial Report

Account Balances as of 26 Jan 2023

ODYSSEUS SUBS 2023

Subscriptions are due by 31 January 2023. Those who have not paid yet please do so asap.
Single member R300

Family R450 (includes spouse/partner and immediate children)

Platinum member (over 70 years of age after 24 January 2019)
R150

Spouse of Platinum member who is aged under 70 = R150

Spouse of Platinum member who is aged over 70 = R75

Country members' subs are identical to regular members.

Qualification for Platinum membership is a minimum of 5 consecutive years of membership and aged over 70

Subs to increase by 10% in January 2024

Birthdays for Feb 2023

9 Len Haasbroek,
13 Ralph Kuhnert & Robert Young,
17 Penny Bentley-Randall,
21 JC Nel,

11 Beatrice Cole,
15 Jeremy Salt,
18 Derek Wrang
more,
28 Adrian Knight.

The Odysseian:

The Odysseian Editors report for the year 2022

Basil thanked Rina for her assistance on take over of Magazine-Odysseian now totally revamped with continued improvements, also appealed to members re new material/articles etc. Appreciated the good feedback received from members. Stats reflect average of 25-50% of members attend monthly meetings

Draw: Lucky Draw

- 1) Anne Bareham
- 2) Hector
- 3) Susan

Meeting

**Held on 26TH FEBRUARY 2023
HELD AT JAGGERS BOWLING
CLUB**

Rides Report:

Chief Ride Coordinators Report for the year 2022

Iain reported rides overall were very enjoyable with good venues chosen, 18 rides in total for the year with average member attendance of 26% (23 people). Financial constraints may dictate shorter rides going forward and made an appeal to members to join in either by bike or car in order to grow numbers and form cohesion amongst members.

Committee Review:

Election of new officers to serve on the 2023 committee

Volunteers required. No volunteers came forward. Except Devin.

Current HBC Status quo to remain as is except Robbie stepping down HBC to elect new Spokesman.

Ride coordinators: Devin (volunteered to come on board) / Brian/Terrance/Iain



Future Events:

CHECK DIARY PAGES PLEASE

General:

Proposed amendments & insertions to the constitution -Amendments to be formally signed at AGM- Amended copy handed to Linda for record keeping

- Increased subs wef from Jan 31 2024 -10.25% increase
- Regalia new Patch -18 Existing Patches being altered @ R150 ea- Names to Linda if interested.(see below)
- Jagers venue – Robbie reported venue still available for use until 3rd quarter
- Memorial Badges- Names to Linda if interested (see below)
- Lucy (Visitor) donated 80 jars food mix to Club for distribution per our Social responsibility programme.

New Patches :

Susan/Devin x 2
Hector/Linda x 2
Cheri x 1
Mark x1
Rob/Isabelle x 2
Therese x1
Iain x1

Memorial Badges:

Mark x 1
Linda/ Hector x 2
Basil/Cheri x 2
Terrance x 1
Brian/Meg x 2
Pink Bob x 1
Rob/ Lizl x 2
Michele x 1
Dave/Jenny x 2
Robbie x1

OUR COMMITTEE

2023 RIDE CO-ORDINATORS



**SPOKES PERSON
EDITOR & EVENTS
BASIL FORBES
060 548 3928**



**TREASURER
SUSAN JAMES
082 353 7531**



**SECRETARY
LINDA GROVES
083 626 8796**



**CHIEF RIDE
CO-ORDINATOR
IAIN FERGUSON
083 555 5787**



**RIDE
CO-ORDINATOR
DEVIN CORNEY
079 331 2452**



**RIDE
CO-ORDINATOR
BRIAN BOTES
079 331 2452**



**RIDE
CO-ORDINATOR
TERENCE RULE
082 673 0513**

MONEY MATTERS FINANCIAL REPORT

THIS MONTH BIRTHDAYS



SOCIAL
RODNEY CAMACHO
084 951 3336

**9 Len Haasbroek,
11 Beatrice Cole,
13 Ralph Kuhnert
13 Robert Young,
15 Jeremy Salt,
17 Penny Bentley-Randall,
18 Derek Wrankmore,
21 JC Nel,
28 Adrian Knight.**



HAVE A WHEELY
GOOD BIRTHDAY!

*Everyone from Odysseus family
hope you have the best birthday
and best of wishes for journey ahead.*

Diary 2023



MEETINGS FOR 2023



23 Feb Club Meeting @19:00
30 March Club Meeting
26 April Club Meeting
25 May Club Meeting

COMING CLUB RIDES 2023

26 Feb 2023 - Venue TBC
March TBC due to few events taking place..
Ride Co-ordinator to arrange and give feedback

COMING CLUB EVENTS 2023



24 Feb - R80 pp.
7 pm till Late
DJ faulty towers Basil

April 2023 Bingo night
- R50 per entry and
Additional board R15 -
min buy in 2 Cards



First Weekend August 2023



May/June 2023
Poker Run

and much more planned. Watch this space.....

PROUDLY BROUGHT TO YOU FROM ODYSSEUS Motorcycle Club

Diary 2023

SWARTLAND RALLY

MOORREESBURG SHOWGROUNDS
PRE ENTRY – R150.00 • GATE ENTRY – R180.00
PLUS BADGE R20.00

FREE ENTRY FOR CHILDREN UNDER TEN
ANY DISABLED PERSON AND
THE FIRST TWO RED BIKES!



POTJIEKOS • BRAAIVLEIS • SPITBRAAI • BREAKFAST AVAILABLE • FOOD STALLS • TRACTOR RIDES • MISS SWARTLAND RALLY
LIVE ENTERTAINMENT • JUMPING CASTLE • GAMES • PRIZES TO BE WON • SKAAPLOOTJIES
MASS RIDE with BIKES and TRACTOR to OLD AGE HOME AND CHILDREN'S HOME
CAMP or SLEEP in a HORSE STABLE • SAFE AND AMPLE PARKING • CAMPSITE PARKING R100.00 for VEHICLES • ON SITE PARKING FREE

FRANCOIS KITSHOFF - 083 956 0606 / pfkitshoff@gmail.com • ERHARDT KOCH - 082 898 1026
For all accommodation and stall queries - LIZETTE LE ROUX CLAASSEN - 081 434 0104 / lizettelerouxclaassen@gmail.com

Page under Constructions more info to follow



MORE INFO TO FOLLOW WATCH THE SPACE OR INFO BOARD

LAST RIDES

Memorial Run

Jan 2023

This year our rides started off with the official memorial run, with the highest numbers ever recorded to remember our fallen men and ladies. Each one was well-liked and is now remembered in the annual calendar event, the **Odysseus Memorial Run**.

As proud members of Odysseus, we honor our friends and their loved ones, and all our members have become an integral part of the event, riding with colors to honor contributions and memories.



The ride began at N1 City at 9 a.m., and we rode to the memorial site with 61 people to remember the fallen, plus or minus 15 bikes and 14 cars; not everyone rode the route, but some met us there, and it was a bit windy.



Off we go!!!

LAST RIDES

Memorial Run

Jan 2023

Once everyone had said their good mornings and hellos, Robbie took the stage, and we had the memorial service and read out the names of every fallen family member; we also included known friends who had passed away, followed by the usual Rose Petal Ceremony.



After that, we all met up at the Viper Lounge in Blaauwberg for the usual breakfast, which was superbly organized by myself. It was a bit of a "who's who" and "who ordered what," but at the end it all worked out well and all was served. It was slow at times, but again, we were a group that started out to be 34, and again Odysseus came to the party, and we all supported a great cause. We want to thank The Viper Lounge for their service and willingness to go the extra mile for us.

LAST RIDES

Memorial Run

Jan 2023



Crash Course: How To Safely Fall Off A Motorcycle (in my Opinion)



So you want to fall off your motorcycle? No. Of course you don't. No one does. Motorcyclists spend their entire lives trying not to fall off their bikes. So who wants to learn how to do it? You do, that's who. Forewarned is forearmed, as they say. And while most "offs" are as dangerous as they are short, there's a real chance that if you know what's going to happen, you just might be able to minimize the damage to yourself and your bike.

For the sake of simplicity, I'm going to divide this piece up into three main parts. The before, during and after

phases of falling off. Yeah, it's tempting to think of falling off a bike as the part where you and your bike have a brief and not at all romantic encounter with the asphalt. But the fact is that if you're trying to (quite literally) save your skin, there's stuff you can do before and after the off itself that will really help you make the most of your upcoming trip to Kiss-the-dirt-ville.

BEFORE THE FALL:

Obviously you're none the wiser here. Unless you've developed mentalist skills that allow you to see into the future, most motorcyclists never know when they are going to come a cropper. It could be today. It could be next decade. And it's this very same fact that sorts the smart ones out from the dullards. Like buying insurance



or saving for retirement, smart motorcyclists know that the chances are they will come off a moving bike one day. Be it their fault or someone else's, your skin doesn't have the ability to differentiate, and it'll still peel off like cheese across a grater should you happen to ditch at speed with crap gear on.



So to prepare for your upcoming crash, you're going to need a full complement of good safety gear. Anything less than a proper helmet, full jacket with armor, Kevlar pants, sturdy gloves and some moto boots with proper

ankle protection is a big mistake. Sure, sometimes it's hot. And sometimes you only need to ride to the shops and back. I can't say this enough, so I'll only say it once; wear all of your gear all of the time. No excuses. Ever. All of the gear, all of the time. No excuses. Image via Ride Apart Unbelievably, some riders think helmets are optional, or that they don't need them at all. I have two words for these people: "natural" and "selection". If your own brain doesn't have the smarts to protect itself from serious injury, then these very same brains will be the ones that will be smashed against a telegraph pole, car bonnet or curb with great force. Good luck to these brains; they're really going to need it. The other important point to mention here is that riding skills play a big role in falling off motorcycles. And I'm not just talking about newbies versus those that have been riding for decades; it's also about knowing that there's a time and a place for everything and that doing wheelies in peak hour traffic or racing other riders off the lights at the drop of a hat are a brilliant way to end up throwing your bike down the road and breaking your own bones. Best to keep wheelies off public roads and limit your racing to a drag strip or closed circuit.

Crash Course: How To Safely Fall Off A Motorcycle (in my Opinion)

DURING THE FALL:

So the big moment has arrived. This is where the rubber hits the road, or more correctly, where you hit the road. Most likely you've gone into a corner too fast, a car has suddenly pulled out on you or your attention was momentarily captured by some random hottie walking down the street and when you managed to return your attention to what you were doing (you know – riding that motorcycle you're on), the car you were traveling behind is now hard on the brakes and you've clearly not got enough distance to stop. Sure, there are ways and means to avoid these moments, but it's probably too late for that now. You're coming off this bike whether you like it or not.

Your first task is to not bail too early from the bike. There's always a chance that you just might be able to steer around the obstacle or actually manage to get the bike through the corner. So don't wither at the first sign



of trouble; try your best to get out of it and stay upright. But should the worst happen and you do end up hitting the pavement, you still shouldn't be trying to throw yourself clear of the bike.



Go with it until such time as you and the bike are sliding. Sure, some crashes will not include slides, but in these cases the time between the accident and coming to a complete halt are too short to react to. Car pulls out. You hit car. Ground hits you. But sliding is a

whole different ball game. If you come off at speed – say by low siding through a fast corner – there's a damn good chance your crash has only just begun. Now you'll be sliding. Hopefully you've had enough time to see the direction that you are falling in and you're still on the bike. Anticipate the fall. If you low side through a right-hander, then you'll fall to the right but you'll be sliding towards the outside left of the corner. Go with the fall. Tuck your head in and when the bike and you are both sliding, push the bike away from you. The last thing you want is 200 kilos of heavy metal transportation doing cartwheels over the top of you. Nor do you want to end up being the meat in a motorcycle and crash barrier sandwich.

It's almost impossible not to hold your hands out to protect yourself; it's an inbuilt reflex that evolution has baked into us. You won't even have to think about it. Like trying not to flinch when someone surprises you, your hands will come out automatically. The trouble here is that your fingers and hands are delicate little things and unlike your toes, they aren't all neatly contained in a sturdy leather case that stops them from being hurt. Even low speed offs can result in pretty serious tendon damage thanks to your fingers or wrists being bent the wrong way by the road when you instinctively reach out to protect yourself.

Crash Course: How To Safely Fall Off A Motorcycle (in my Opinion)



So once you're sliding, try to keep your hands flat. And whatever you do, do not be tempted to stand upright before you've come to a complete halt. You see it in MotoGP races all the time, so don't dismiss it as something that you'd never do. You're full of adrenaline and the initial shock of the impact has been replaced with your brain telling you that some bad shit has gone down and that you'd best get the hell out of the situation. But standing

up before you've finished sliding is a great way to turn forward momentum into a tumble or a face plant. Assuming you took my advice about proper gear, it's much more preferable to be sliding on your butt or your front than to try and stand up only to find yourself tumbling head over heels; tumbling riders risk serious brain and spinal damage. Sliding riders can often see where they are going and might even be able to use their arms and legs to defend against other dangers like roadside obstacles or vehicles. Tumbling riders have no idea what's happening.

So hopefully you've now come to a halt without being hit by your bike or suffering a second impact with another vehicle, telegraph pole or some other roadside hardware. What next?

AFTER THE FALL:

There's a pretty simple choice to make here. Either you are now off the road or you are still on it. For those lucky enough to be off the road, it's now time to take stock and check for injuries. But for the moment we'll need to focus on those riders that are still on the road. In case you hadn't noticed, I'll paint a very quick and alarming picture for you. You are now lying on a damn road.

Roads are frequented by big things that can kill you dead like trucks, buses and SUVs. You'll definitely be safer off the road. Besides, what good is it to survive a bike crash if you're then taken out by a Kenworth? The only exception to this rule is if you physically cannot move or if you suspect that you have serious injuries. If this is the case, then just relax and wait for help to arrive. There's no point walking on a compound fracture or trying to man-ouvre your way through oncoming traffic if you have a serious concussion.

Also, if an onlooker seems like they might be trying to remove your helmet, feel free to forcefully prevent them from doing so. Many a motorcyclist has survived a crash only to be paralyzed by well-intentioned onlookers trying desperately to get their helmets off and causing spinal injuries to broken but otherwise fine vertebrae. To be completely safe, you can buy or make stickers for your helmet that read, 'In case of an accident, DO NOT REMOVE HELMET'.



Crash Course: How To Safely Fall Off A Motorcycle (in my Opinion)

Don't worry about your bike. It'll be fine. We all love our bikes and hate to see them damaged, but unless you're riding a Brough Superior, it'll be easily repaired or replaced. And if there's other vehicles involved, chances are they will be fine, too. Just get your (now probably quite sore) arse to safety. You can work out the what, where, why, who and hows in the relative safety of the sidewalk. The number of people I've seen after traffic accidents standing on freeways arguing about who's at fault while other vehicles hurtle right past them at breakneck speeds is unforgivable. Get the hell off the road first.



Now you'll need to assess your injuries. Hopefully the only thing that's wrong with you is a bruised ego. But other things to check for include fingers and hands that have been twisted backwards. Now focus on your arms and legs to make sure they feel OK; yes, they will probably be sore but unless you've hit something hard like a car or a pole, chances are they will be OK.

And if you can, check to see if your pupils are dilated or different sizes; you might be concussed. If you are in any doubt, get a medical professional to check you out. It's very easy to get into that "I'm OK so don't worry about me" frame of mind. No one wants to unnecessarily

inconvenience other people, but it's not like you've just stubbed your toe. You've come off your bike and sometimes injuries aren't immediately apparent

Finally, it's always tempting to get the hell out of Dodge as soon as possible. No one likes standing around while a bunch of strangers drive past in their cars eying your sorry self off while you stand next to your freshly screwed bike. You'll probably want to go home and lick your wounds like a normal person. But you'll need to check the bike to make sure it's safe to ride first. I myself have ridden crashed bikes on more than one occasion, and both times the bikes were very much on the edge of being unrideable.

One had the forks twist in the triples so that the bars were pointing in a different direction to the front wheel and the other had fallen on the right-hand side so that the bike's rear brake lever was bent in and pretty much

IS THERE A GOOD WAY TO FALL TO PREVENT INJURY?



unusable. Clearly, it's more expensive to get your bike transported back to your home or to a repair shop, but what's a few hundred dollars to save you from having another crash? In closing, no one wants to crash their bike. It sucks, it's expensive and it hurts like hell. But chances are it will happen to you sooner or later. The best advice for any rider is to try and avoid a crash all together by being a safe, sensible and smart motorcyclist but if and when it happens to you, knowing how to do it in the safest manner possible can mean the difference between a bruised ego and a broken body. Ride safe.

Get to terms with Lane Splitting

Get to terms with Lane Splitting and why motorcycle riders do it.

The term lane splitting, sometimes known as lane sharing or filtering (passing another vehicle in the same lane), refers to the process of a motorcyclist riding between lanes of stopped or slower moving traffic or moving between lanes to the front of traffic stopped at a traffic light.

Should you choose, or believe it to be safe, to run the gauntlet, then here are a few guidelines to help you along:



1) Travel at a speed that is no more than 20 km/h faster than other traffic – danger increases at higher speed differentials.

A speed differential of 20 km/h or less allows an alert, competent rider enough time to identify and react to most dangerous situations that can occur.

The greater the speed differential, the less time a rider has to identify and react to a hazard.

2) It is not advisable to lane split when traffic flow is at 50 km/h or faster – danger increases as overall speed increases.

At just 30 km/h, in the 1 or 2 seconds it takes a rider to identify a hazard, that rider will travel approximately 10 to 20 meters before even starting to take evasive action. Actual reaction (braking or swerving), will take additional time and distance.

Braking and stopping distance varies greatly based on a multitude of factors (rider, machine and environment).

As speed increases, crash severity increases.

3) Typically, it is safer to split between the No. 3 and No. 2 lanes than between other lanes. Other road users are more accustomed to motorcycles splitting between the Far Right (No. 3) and Middle (No. 2) lanes.

Avoid splitting in lanes near freeway on-ramps and exits.

Avoid splitting lanes when another motorcycle rider is splitting between other nearby lanes as cars may make additional room for one rider and accidentally reduce space for another.



Get to terms with Lane Splitting



4) Consider the total environment in which you are splitting, including the width of the lanes, size of surrounding vehicles, as well as roadway, weather, and lighting conditions.

Some lanes are narrower than others, leaving little room to pass safely. If you can't fit, don't split.

Some vehicles are wider than others – it is not advisable to split near wide trucks. If you can't fit, don't split.

Know the limitations of your motorcycle – wide bars, fairing and bags require more space between vehicles. If you can't fit, don't split.

Avoid splitting on unfamiliar roads to avoid surprises such

as poor road surfaces.

Seams in the asphalt or concrete between lanes can be dangerous if they are wide or uneven.

Poor visibility, due to darkness or weather conditions, makes it difficult for riders to see road hazards and makes it more difficult for drivers to see you.

Help drivers see you by wearing brightly coloured protective gear and using high beams during daylight.

5) Be alert and anticipate possible movements by other road users.

Be very aware of what the cars around you are doing. If a space, or gap, opens up next to your lane, be prepared react accordingly.

Always be prepared to take evasive action if a vehicle changes lanes.

Account for inattentive or distracted drivers.

Riders should not weave back and forth between lanes or ride on top of the line.

Riders should avoid lingering in blind spots.

Never ride while impaired by drugs, alcohol or fatigue.

Constantly scan for changing conditions.

The Four R's or "Be-Attitudes" of Lane Splitting:

Be Reasonable, be Responsible, be Respectful, be aware of all Roadway and traffic conditions.

Reasonable means not more than 20 km/h faster than traffic flow and not over 60 km/h.

You are Responsible for your own safety and decisions.

Don't put yourself in dangerous positions.

If you can't fit, don't split.

Be Respectful – sharing the road goes both ways.

Don't rely on loud pipes to keep you safe, loud pipes often startle people and poison the attitude of car drivers toward motorcyclists.

Other vehicles are not required to make space for motorcycles to lane split.

Roadways and traffic can be hazardous.

Uneven road surface

Wide trucks

Distracted drivers



Get to terms with Lane Splitting

Disclaimers:

These general guidelines are not guaranteed to keep you safe. Lane splitting should not be performed by inexperienced riders. These guidelines demands a high level of riding competency and experience.

The recommendations contained here are only general guidelines and cannot cover all possible combinations of situations and variables.

Personal Safety:

Every rider has ultimate responsibility for his or her own decision making and safety. Riders must be conscious of reducing accident risk at all times. South African law requires all motorcycle riders and passengers wear a helmet that complies with the ECE standards.

Risk of getting a fine:

Motorcyclists who lane split are not relieved of the responsibility to obey all existing traffic laws. With respect to possible law enforcement action, keep in mind that it will be up to the discretion of the Law Enforcement Officer to determine if riding behavior while lane splitting is or was safe and sensible or reckless and dangerous.

You should NOT lane split:

If you can't fit

At a toll booth

If traffic is moving too fast or unpredictably

If dangerous road conditions exist – examples include water or grit on the road, slippery road markings, road construction, uneven road surface, metal grids, etc.

If you cannot clearly see a way out of the space you're going into (for example, if a van or SUV is blocking your view).

Between trucks, buses, vehicle pulling trailers or caravans, and other wide vehicles.

Around or through curves.

If you are not fully alert and aware of your surroundings.

If you are unable to immediately react to changing conditions.

If you don't feel comfortable with the situation.

Messages for Other Vehicle Drivers.



SHARE THE LANE



LaneSplittingIsLegal.com

Lane filtering by motorcycles is not illegal in South Africa when done in a safe and sensible manner and as long as the National Road Traffic Act & Regulations 93 of 1996 are adhered to.

Motorists should not take it upon themselves to discourage motorcyclists from lane splitting. Intentionally blocking or hindering a motorcyclist in a way that could cause harm to the rider is illegal.

Get to terms with Lane Splitting

Opening a vehicle door to obstruct a motorcycle is illegal.

You can help keep motorcyclists and all road users safe by:

- **Checking mirrors and blind spots, especially before changing lanes or turning**
- **Signaling your intentions before changing lanes or merging with traffic**
- **Allowing more following distance when behind a motorcycle so the motorcyclist has enough time to man-oeuvre or stop in an emergency.**

What does the law say?

This topic comes up all the time. It's completely legal for a motorcycle to pass another vehicle traveling in the same lane and in the same direction. Said vehicle (which includes motorcycles), however, may not travel alongside another vehicle though. Refrain from referring to the annulled Road Traffic Act, 29/89.

National Road Traffic Act 93/96 applies now.

Regulation 298 states – Passing of vehicle (1) Subject to the provisions of sub regulation (2) and (4) and regulation 296, the driver of a self-propelled (emphasis added which includes motorcycles) vehicle intending to pass any other vehicle proceeding in the same direction on a public road shall pass to the right thereof at a safe distance and shall not again drive on the left side of the roadway until safely clear of the vehicle so passed: Provided that, in the circumstances as aforesaid, passing on the left of such vehicle shall be permissible if the person driving the passing vehicle can do so with safety to himself or herself and other traffic or property which is or may be on such road and— (a) (b) (c) (d) (e) the vehicle being passed is turning to its right or the driver thereof has signaled his or her intention of turning to his or her right; such road is a public road in an urban area and— (i) is restricted to vehicles moving in one direction; and (ii) the roadway is of sufficient width for two or more lines of moving vehicles; such road is a public road in an urban area and the roadway is of sufficient width for two or more lines of moving vehicles moving in each direction; the roadway of such road is restricted to vehicles moving in one direction and is divided into traffic lanes by appropriate road traffic signs; or he or she is driving in compliance with the directions of a traffic officer or is driving in traffic which is under the general direction of such officer, and in accordance with such direction: Provided further that in no event shall any passing referred to in paragraph (a), (b), (c) or (d) be done by driving on the shoulders of the roadway or on the verge of the public road concerned. (2) The driver of a vehicle shall not pass other traffic proceeding in the same direction on a public road when approaching— (a) (b) (c) the summit of a rise; a curve; or any other place, where his or her view is so restricted that any such passing could create a hazard in relation to other traffic which might approach from the opposite direction, unless— (i) he or she can do so without encroaching on the right-hand side of the roadway; or (ii) the roadway of such road is restricted to vehicles moving in one direction. (3) The driver of a vehicle on a public road shall, except in the circumstances referred to in the first proviso to sub regulation (1), upon becoming aware of other traffic proceeding in the same direction and wishing to pass his or her vehicle, cause his or her vehicle to travel as near to the left edge of the roadway as is possible, without endangering himself or herself or other traffic or property on the roadway, and shall not accelerate the speed of his or her vehicle until the other vehicle has passed. (4) When about to pass oncoming traffic, the driver of a vehicle on a public road shall ensure that the vehicle driven by him or her does not encroach on the roadway to his or her right in such manner as may obstruct or endanger such oncoming traffic. (5) The driver of a vehicle intending to pass a stationary bus on a public road shall do so with due care for the safety of persons who are approaching or leaving or may approach or leave such bus.

In addition, Regulation 309 (6) (a) states – Persons, other than traffic officers in the performance of their duties, driving motor cycles on a public road, shall drive in single file except in the course of overtaking another motor cycle, and two or more persons driving motor cycles shall not overtake another vehicle at the same time: Provided that where a public road is divided into traffic lanes, each such lane shall, for the purposes of this paragraph, be regarded as a public road.

LAST RIDES

Sunset Dinner

Jan 2023

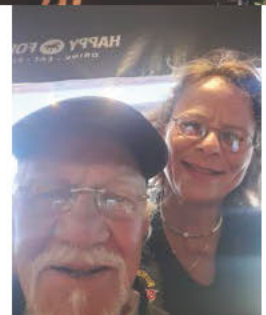
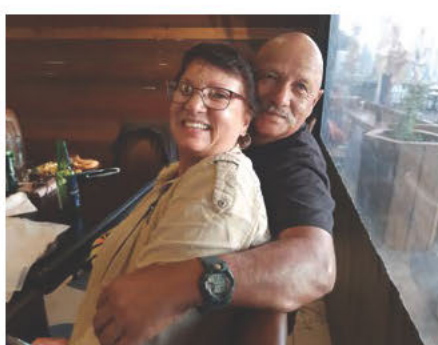


When it comes to things I enjoy, Bike rides on the open road are generally toward the top of the list. Add in million dollar view watching during sunset, an open bar, lekker dinner, and a random conversations with friends and bikers, it's essentially a perfect storm of awesomeness.

Last weekends sunset Dinner was one of those memorable moments in time. We were promptly greeted by a few friendly staff members and escorted to our seats, a maneuverable and lovely tables set aside for Odysseus Motorcycle Club on the inside but with a view. The wind was pumping outside which made our previous booking

for outside a bit of a concern but the Happy Folks did us one better by seating us inside with a view.

Quickly all started arriving for the dinner, we made this run slightly different to every year where we rode on Bikes to the Restaurant. All looking like the wind carried them in, windy it was. With all in and the service waitpersons started taking drinks orders and helping everyone. Made sure that we follow the Upfront menu set up with the head waitron.



LAST RIDES

Sunset Dinner

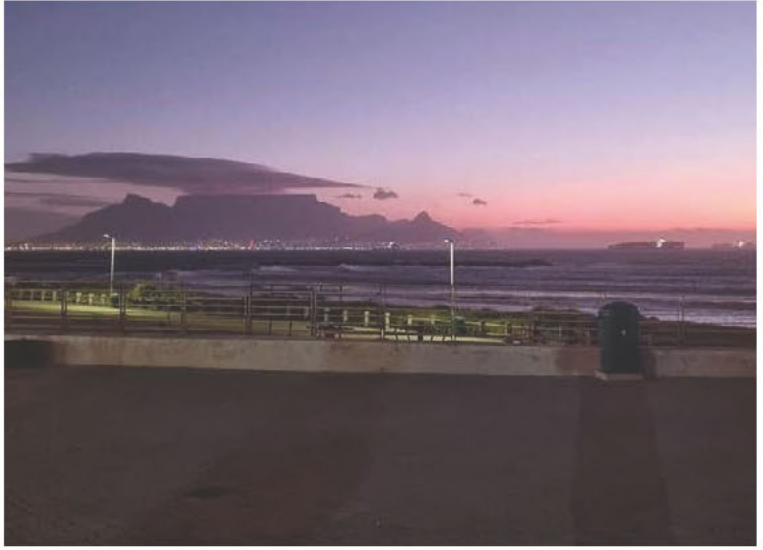
Jan 2023



LAST RIDES

Sunset Dinner

Jan 2023



CLASSIFIEDS

Regalia

Please Contact:
Cheri



Please check with Cheri the availability, not all sizes will be in stock.....

ODYSSEUS REGALIA SELLING PRICE LIST - SEPTEMBER 2022

UNISEX Black S/S T-Shirt, Round Neck, Centre Logo (XL ONLY).....	R	170.00
UNISEX Black S/S T-Shirt, Round Neck, Centre Logo (all other sizes)....	R	65.00
UNISEX Black L/S T-shirt, Round Neck, Centre Logo.....	R	85.00
UNISEX Black L/S Fleece, Round Neck, Side Logo.....	R	95.00
UNISEX Black Wind Breaker.....	R	350.00
UNISEX Black Padded Jacket.....	R	800.00
UNISEX Red Padded Jacket.....	R	800.00
UNISEX Black Hoodies, Side Logo.....	R	130.00
UNISEX Red Hoodies, Side Logo.....	R	130.00
MENS Black Button up Lounge Shirt.....	R	230.00
MENS Golf Shirt Black/Grey.....	R	170.00
LADIES S/S Black T-Shirt, Round Neck, Side Logo.....	R	150.00
LADIES S/S Red T-Shirt, Round Neck, Side Logo.....	R	150.00
LADIES Golf Shirt Black/Grey.....	R	160.00
LADIES ¾ Sleeve, Black & Red T-Shirt, Round Neck, Side Logo.....	R	120.00
LADIES L/S Black T-Shirt, Round Neck, Side Logo.....	R	85.00
LADIES L/S Red T-Shirt, Round Neck, Side Logo.....	R	110.00
Neck Warmer.....	R	55.00
Beanies Black.....	R	40.00
Beanies Red.....	R	40.00
Bufs Scarves Red.....	R	45.00
Scarves.....	R	45.00
Bandana Red/Black.....	R	45.00
Bandana Red.....	R	45.00
Peak Caps Red/Black.....	R	110.00
Socks - Thermal.....	R	45.00
Odysseus Back Patch.....	R	60.00
Odysseus Small Patch.....	R	35.00
"CAPE TOWN" patch.....	R	25.00
Life Member Badge.....	free	
Name Badge.....	R	35.00
Odysseus Member Badge.....	R	50.00
Memorial Badge 2022.....	R	25.00
Brass Monkey Figure Badge.....	R	30.00
Brass Monkey 2022 Badge.....	R	25.00
Poker Run 2022 Badge.....	R	25.00
Telemachus Back Patch.....	R	60.00
Telemachus Patch Small.....	R	35.00
Telemachus Black T-Shirt.....	R	65.00

CLASSIFIEDS

Selling It?



2006 Harley Davidson - 883 Sportster.



**Please contact Desmond Clarke on the
following number: 082 441 1425**

Nearest cash offer would also be considered....

CLASSIFIEDS

Selling It?

Please Contact:
Terence
082 673 0513



Parrot Cage
R400.00



Petrol Browser pump
R4000



Excercise Bike R 200.00



Please Contact:
Julie
082 823 9747

Surgical
boot-size
5/6- R500

Traffic
Light
Wall Mount
R5000.00



Floor Scrubber with
Brushes and pads R4000



Antique back Brake Bike
R1500

Leather strip with Odysseus patch R350 Charles Brink 0827383783



Orthopaedic Hospitalier
Weight Blanket
20 year warranty
4 year guarantee

140kgs per person
firm comfort

Double Bed Queen Bed
R5799 R6299
single size bed @ R4499
3/4 size bed @ R4799
king size bed @ R7699



Orthopaedic Pocket Support
encased pocket springs
15 year warranty
3 year guarantee

110kgs per person
Soft comfort

Double Bed Queen Bed
R6499 R6899
single size bed @ R5399
3/4 size bed @ R5549
king size bed @ R8499



Orthopaedic Pillow Top
15 year warranty
2 year guarantee

110kgs per person
Medium comfort

Double Bed Queen Bed
R4999 R5499
single size bed @ R4400
3/4 size bed @ R4800
king size bed @ R6400



Chiropractic REST
5 year warranty
1 year guarantee

70kgs per person
firm comfort

Double Bed 3/4 Bed
R3599 R3099
single size bed @ R2800



Natureform Pamperpop Pocket
90mm Pamperpop
25 year warranty
4 year guarantee

140kgs per person
Plush comfort

Double Bed Queen Bed
R11999 R12999
single size bed @ R8999
3/4 size bed @ R9699
king size bed @ R15999



Orthopaedic Princess Plush
15 year warranty
3 year guarantee

120kgs per person
Plush comfort

Double Bed Queen Bed
R5249 R5799
single size bed @ R4199
3/4 size bed @ R4799
king size bed @ R7699



Jordan Headboard

Double Queen
R2599 R2799
single size @ R1799
3/4 size @ R1999
king size @ R2999



Nikita Headboard

Double Queen
R2599 R2799
single size @ R1799
3/4 size @ R1999
king size @ R2999



Courtney Headboard

Double Queen
R2599 R2799
single size @ R1799
3/4 size @ R1999
king size @ R2999



Natureform Storagebase

Double Queen
R4499 R4799
single size bed @ R3199
3/4 size @ R3499



Good Knight Bedding
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In the next issue:
What we plan for 2023

**SEE YOU IN
THE NEXT
ISSUE**

