

wheezy Rider

Newsletter of the Fremantle group

Feb 2013
No 138

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

Price
\$1.00

Well troops here we are in February already and, as I write, it is a year since our Founder, Stephen Dearnley, went Ridin' On! RIP.

Unfortunately, I haven't caught up with many of you over the last month as work pressures have kept me travelling – though unfortunately not on 2 wheels! – and some other stuff has kept me off the trusty ST!

Something I can share with you is an awesome experience thanks to a friend who lives in Manjimup. Lori & I have friends and family in Manjimup so we go there fairly frequently. Having to work in the SW during the last week of January we decided to head down for Australia Day and base there for the following week. At the Oz Day ceremony I ran into an old friend who had just arrived home from Perth in his van. He took me by the arm and steered me to the back door saying "How do you like them bananas"! I'm looking at a brand new charcoal BMW K1600 GTL! Next thing I hear is "Come around tomorrow and take it for a spin!"

Well, you'd think I was 10 and it was Christmas! Couldn't wait for the following afternoon! If you are in the market for a bike of this calibre make sure this model is on your list. Amazing power, handling, finish, equipment, smoothness, quietness and any thing else you care to measure! He also treated himself to a new System 6 helmet. I can't comment on how good this is as modular helmets go – you'd need to wear it longer than I did - but I can't fault how it integrates with the bike's Bluetooth system etc. "Yes" a lot of money but equally "YES" a lot of bike!

Something else I can share with you – also picked up in Manjimup!

Cleetus thought his new girlfriend might be the one; but after looking through her knickers drawer and finding a nurse's outfit, a French maid's outfit and a police woman's uniform, he finally decided; if she can't hold down a job, she's not for him.

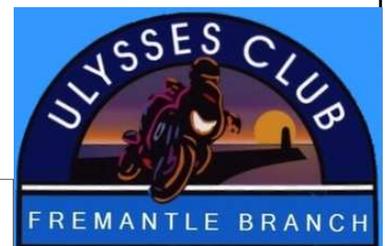
Speaking of Manjimup are you ready for our 'almost' annual ride there on the March long week-end? Remember to contact Steve Zaretsky if you want to go. We'll see you there but probably not on the bike! I'm working in the SW that week also so we'll probably just finish in Manji on Friday afternoon.

Lastly, UCARF. Those of you with tickets please bring along the stubs with the cash this Wednesday night so Eric can get them return to National Office promptly.

Spence (53780)
President



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



'Welcome'

Please welcome our two new proud web sponsors



Many thanks to Wayne at Willetton Exhaust for recommending these new sponsors

FREMANTLE BRANCH MEETING

2ND WEDNESDAY OF THE MONTH AT SWAN YACHT CLUB.

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

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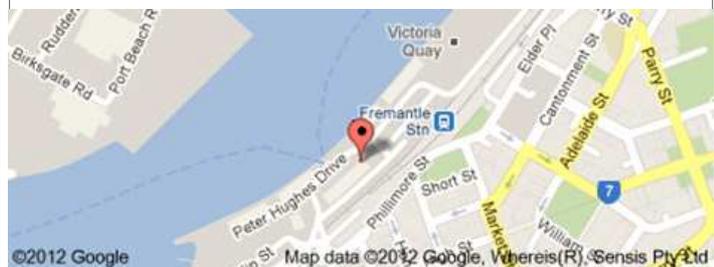
Note: Next meeting, Wed 13th March 2013

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



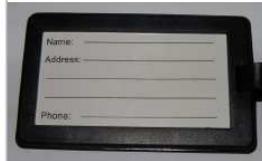
Looks like a plain Pink or Black mug.... until you add hot water!!!



Same pattern as the stubby holder. Amazing Colour changing mugs \$15.00



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Wine Opener **\$11.00**
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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*



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Classic Motorcycles

Henderson Four



07 Feb 2013 | Author and classic motorcycle expert Ian Falloon nominates the five best four-cylinder motorcycles of all time

In 1911, two brothers – William and Tom Henderson – established a motorcycle company in Detroit, USA, and their first bike was a longitudinal, in-line four. Rolling on a long 1650mm wheelbase, the Henderson Model A, according to company advertising, "allowed the rider to sit between the wheels, reducing road shocks to a minimum."

The four-cylinder engine displaced 965cc and produced 5.1kW (7hp) and one of the Henderson's most innovative features was the inclusion of a folding hand-crank for easy starting.

The Henderson brothers constantly upgraded their four. Between 1911 and 1917 the Henderson gained more gears, a shorter wheelbase, kick start, a mechanical oil pump and more displacement.

The 1918 Model H was the first of the Excelsior Hendersons built in Chicago. The displacement remained unchanged at 1068cc but the reputation for power and smoothness continued. Rolling on a pair of 28in wheels the Henderson was well finished, good looking, and more modern than its contemporaries.

The Henderson Four was enlarged to 1301cc for 1919 and the Model K of 1920, with pressure lubrication, established a new level of performance and reliability. It became extremely popular with police departments and throughout the 1920s continued to set astonishing speed and endurance records.

Fast Facts

The Henderson earned an enviable reputation for reliability. In 1913 Carl Stearns Clancy circled the globe on his 1912 Henderson and, in 1917, Alan Bedell rode his stock 1917 Henderson from Los Angeles to New York City in seven days. Bedell had already set a new 24-hour record at Ascot Park, California, averaging 77km/h over 1857km.

Financial difficulties resulted in Ignaz Schwinn buying Henderson in 1917. Schwinn made bicycles and had earlier acquired Excelsior Motorcycles. The Henderson Four was envisaged as a perfect stable mate for the Excelsior Super-X and Henderson motorcycle manufacture was moved to Chicago.

Unhappy with the direction of development, Tom Henderson left the company in 1918 and William Henderson in 1920. William formed the Ace Motor Corporation with Max M. Sladkin, building similar four-cylinder motorcycles.

Early in 1927, the Indian bought the Ace Motor Corporation. The 1928 Indian Ace became the Indian Four, which continued until 1942. Excelsior continued to develop the Henderson Four until 1931 when Schwinn, convinced the depression would deepen, shut the plant down.

Motorcycle Braking

This information was originally published in the [New Zealand Motorcycle Safety Consultants](#) Megarider eNewsletter

1. Which brake is the most effective?

The front brake is the most effective, giving between 60 & 80% of the bike's stopping power in hard stops, depending upon surface conditions. This is because most of the weight of the bike and rider transfers forward onto the front wheel when the brakes are applied.

A common example of weight transfer is when you trip on a gutter - your feet stop but momentum keeps the top of you going and you fall flat on your face. The weight transfer that takes place under braking on a motorcycle pushes the front wheel onto the ground and makes it grip very well.

2. Is the front wheel likely to skid if you apply the front brake hard?

No. The front wheel is likely to skid uncontrollably and bring you down only if you jam the front brake on hard. If you apply the front brake in a staged (progressive) process, the front wheel may skid but that skid is normally quite controllable.

3. Is the rear wheel likely to skid if you apply the brakes hard?

With most of the weight being on the front wheel, the rear wheel tends to be light under braking and will therefore lock up and skid very easily.

4. How do you control a rear wheel skid?

Control of a rear wheel skid is easy. Just keep your eyes up to the horizon and look where you WANT to go (not necessarily where you are actually going) and the bike will skid in a controllable manner with a minimum of fishtailing.

Basic and advanced braking techniques are best learnt under controlled conditions rather than when a truck pulls out on you! Your local motorcycle school will run a fun braking exercise session for you and some mates if you care to call the school and arrange it.

5. Is braking a natural skill?

Braking, as with any riding skill, is a learned skill, not a natural one. This means you must practice the correct braking skills enough to make them an instinctive reaction before you can be sure that you will do the right things in an emergency. Overseas research has shown that, because of panic overpowering the rider's conscious reactions, nearly a third of all riders do absolutely nothing in an accident situation: they don't even apply the brakes!

If, however, your high level braking skills are so well learnt that they are instinctive, you will do it right, no matter what the situation. However, this requires you to do a lot of high level braking skill practice, the skills will not come with normal everyday riding.

6. Is there a special braking technique that ensures that a rider will get the best out of a motorcycle's brakes?

Yes. The process is called STAGED BRAKING and it involves the rider applying the motorcycle's brakes in a staged process. This gives the rider predictable, progressive braking.

7. In an emergency do we concentrate on using staged braking on both front and back brakes?

This is a controversial subject. Some experienced riders reckon that, even in an emergency when research has shown that panic tends to decrease your riding skills, they can apply the back brake perfectly with no loss of braking on the front.

Well, research has shown that the average rider can only properly concentrate on the use of one brake in an emergency so, unless you think you're road motorcycling's equivalent of a top motorcycle racer, we would suggest that you concentrate on getting the best out of one brake.

Of the front and rear brake on a motorcycle, the one to concentrate on in an emergency is the front brake because if you get that one wrong, lock it up and don't correct that problem then you're going to crash.

According to the American Motorcycle Safety Foundation, if you try to get the best out of both brakes in an emergency, you will get the best out of neither. The MSF says you can't concentrate FULLY on both brakes at one time. You know your mother's old nag, "You can't concentrate on two things at one time"!

So, to get the best braking, you have to concentrate using either the front or the back brake and, since the front brake gives up to 80% of your braking power and incorrect application is likely to make you fall off, it makes sense to concentrate on the front brake.

The American Motorcycle Safety Foundation teaches their instructors that "in an emergency braking situation you should apply the back brake hard and let the back wheel slide if it wants to. This way you can concentrate on what is happening up front; there's enough to think about in the use of the front brake."

8. So how should I apply the rear brake?

Apply it and forget about it. Let the back wheel skid if necessary. Concentrate on using staged braking to harness the superior power of the front brake to save your life.

9. Is Staged Braking difficult to learn?

Given practice, the skill is not difficult to learn. The best way to learn it is to start off with a four stage application of the front brake. Later you can increase the number of stages to make your braking more and more progressive, if you want to.

10. Can you explain four stage braking in practical terms?

To understand four stage braking, think of a rider coming up to a set of lights. Stage One is the force with which he applies the front brake when he sees the lights turn orange some way ahead, in other words, lightly.

At Stage One, the rider is applying the front brake to the point where the brake is just on and slowing the bike down very, very gently to roll to a stop.

Stage Two is the force the rider would use if he was a bit closer to the lights when they turned orange, and he had to make a normal, smooth stop at the lights. So, Stage Two is the firm pull used to bring the bike to a firm, but quiet stop. The rider applies his front brake to Stage One (friction point) before going on to apply to a steady force at Stage Two.

Stage Three. Our rider has dithered about whether to stop for the orange light before deciding he'd better. By this time, he has to stop quite hard to stop. So he applies the front brake to friction point (Stage One), then onto a firm pull (Stage Two) before applying pressure with a strong pull at Stage Three.

Stage Four. The rider very unwisely decides to run the orange only to find, just before he reaches the lights, that they turn red. In this serious situation the rider needs all the braking he's got. So he applies the front brake to friction point, moves onto the firm pull of Stage Two, then to the strong pull of Stage Three, before giving it all he's got at Stage Four.

11. If you "give it all you've got" on the front brake at Stage Four, won't you get front wheel lockup?

Possibly but by using the staged braking process, by the time the tyre gets to the point of locking up at Stage Four, the weight has transferred forward onto the front wheel and any tendency of the front tyre to lose grip is both easily sensed and controlled, unlike a front wheel skid caused by a tyre locking up when the brake is jammed on hard while weight is moving around on the bike under weight transfer.

With correct use of the Four Stage process, controlling a front wheel skid is simply a matter of keeping the wheel steering straight ahead as you relax pressure on the front brake to allow the wheel to revolve again and regain grip.

12. What will happen if the front wheel locks and I don't relax some pressure?

You'll fall off as the wheel will eventually tuck under and the bike (and you) will fall down.

13. How good can you get at emergency braking?

In emergency stops, expert riders are capable of controlling a front wheel skid by releasing pressure on the front brake just enough to get that wheel turning again without actually letting the brake right off. This requires considerable sensitivity on the brakes and the only way you will gain this sort of sensitivity is to practice.

At the NZMSC higher level Megarider sessions, the way the instructors tell if the pupil has reached a suitable standard is whether they can hear the front tyre chattering as the tyre grips at the point of adhesion during emergency stops.

14. Is a bald tyre a liability when braking?

A treadless tyre will quite adequately handle braking stresses on a perfect road surface. The trouble is that perfect road surfaces are more than rare - they're virtually extinct. Tyre tread acts like a broom, sweeping debris, dirt, gravel and water etc off the road surface in order that the tyre can grip the road.

The tread on a sensibly ridden motorcycle can comfortably handle most foreign matter on a road surface - with the possible exception of oil (especially diesel oil), thick mud, and smooth wet paint. But link a bald tyre with foreign matter on the road surface and throw in braking stresses for good measure, and the crash will resound throughout the neighbourhood.

15. How should I brake on slippery and loose surfaces.

Carefully but not timidly. The secret to good braking on poor surfaces is observation. If you know what's under your wheels you can tailor your braking to the surface.

So, keep an eye on the road surface. If you cross a slippery surface under strong braking the front wheel may lock. This is why riders who brake late and hard for orange or red lights often spill off - into the middle of the intersection. The fall occurs because the rider fails to ease the front brake as the front wheel crosses the white line that crosses the lanes at the edge of the intersection. Then the front wheel breaks loose under braking on the slippery surface, the rider panics and freezes, and he and his bike head groundwards...

The basic requirements for braking on a loose surface such as gravel are the same as those applying to braking on a sealed surface. The difference is that you must observe the requirements more strictly on gravel.

15. (Cont.)

You must brake in plenty of time, preferably brake while upright and in a straight line (any braking while leaned over in gravel is extremely hazardous), use both brakes very progressively, carefully interpret the noise from the front and rear tyre while braking to detect and counteract any wheel lock-up, know your road surface, and take particular care when braking on gradients, inclines, and heavy cambers.



For Sale

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Dec 2004. Silver



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Good condition over all.

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For Sale

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Only 14,900 kms

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Contact Mick Katarski on 0415 568 089

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.)

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[Bad Boy Biker Jewellery](#)
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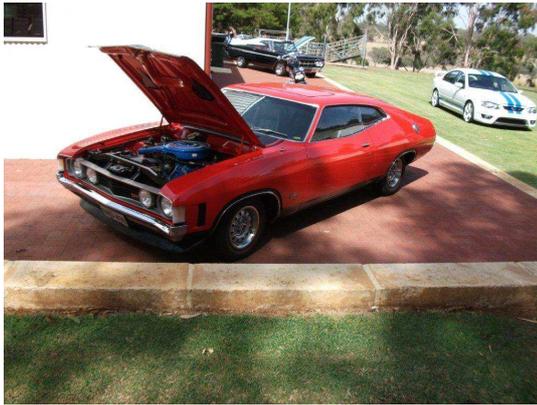
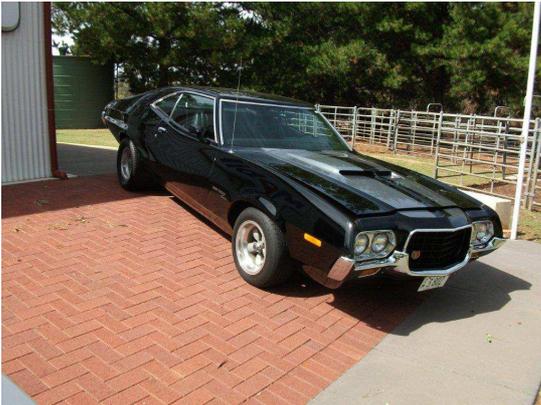
[Women's International M/C Assn.](#)

[Yamaha Bikes](#)

Upcoming Ride

Bailup Farm on the 24th February 2013 (Check Ride Calendar)

The following photos are from the previous trip there 2 years ago.



\$5 donation entry fee that gets donated to Princess Margaret Hospital

Barbeques available



THE UCARF STORY

Ulyssians have always been generous people and right from the start have opened their hearts to worthy causes. At the Wagga AGM in 1997 it was decided that in the absence of a specific alternative, the Ulysses Club would designate research into arthritis as its own preferred charity. The impetus for the choice came from the death at only 72 the previous year of Jo Dearnley who finally lost a 20-year battle against rheumatoid arthritis. Because arthritis is so slow, insidious, painful and debilitating it does not attract the same publicity as the more obvious and 'dramatic' diseases, yet not only is it by far the most common cause of painful and severe handicap in this country, it can also be deadly. In its various forms it affects nearly five million Australians and accounts for more deaths than AIDS or MS, yet because the disease is so diffuse it does not attract a lot of media attention.

In the beginning with funds were passed to the Arthritis Foundation but after some internal problems and the discovery that only a minute portion was directed to research, it was decided that the Ulysses Club would channel donations directly to the front line. Consequently the club has given significant support to a number of post-graduate students in Brisbane, Sydney and Melbourne and supplied their laboratories with expensive items of equipment. As the Ulysses Club Arthritis Fund we have had progress reports from the researchers themselves and direct evidence of where our contributions are being applied.

For 2011 NatCom has agreed to take this a step further by offering a full fellowship to a brilliant research scientist, Kelly McKelvie, from Otago University in Dunedin. This calls for UCARF to commit \$80,000 over the next twelve months and in return Kelly will be providing the Club with regular progress reports and updates. I hope members will have the opportunity meeting her personally at the Newcastle AGM in March. With research now moving to the forefront of genetic and molecular biology I would like to feel that the Ulysses Club was taking a lead in unlocking the secret of auto-immune diseases such as rheumatoid arthritis; in looking for a cure, not just another palliative measure.

Stephen #1

The fund raising continues in 2012-13 with the Annual Raffle and all members are asked to sell at least one book each. Tickets are \$2 each with a book containing 20 tickets.

Each branch will ask its respective members to nominate how many books they'll sell and will then order the required quantity from Head office administration.

So come on fellow Ulyssians – get behind our own worthwhile cause and let's try and top all previous records for the amount of funds raised. You never know the research may lead to the ease of the suffering of one of your loved ones in the future.

This year there is a fantastic set of prizes:

- 1st prize - Honda VT750S including ORC (Value \$9500)
- 2nd prize - A trip for 2 people to the Australian Superbike Championship at Phillip Island in 2013 including 3 night's accommodation, car hire and 2 tickets to the VIP area. Value \$3300 (conditions apply) Sponsored by QBE.
- 3rd Prize - 12/240V Cooler / Warmer with cover from Classic Industries- Value \$425

The Raffle will be drawn during the AGM Event at Fraser Coast

Spence # 53780

A Little Light Humour

A police officer pulls over a speeding car.

The officer says, 'I clocked you at 120 km/h, sir.'

The driver says, 'Christ, officer I had it on cruise control at 100, perhaps your radar gun needs calibrating.'

Not looking up from her knitting the wife says: 'Now don't be silly dear, you know that this car doesn't have cruise control.'

As the officer writes out the ticket, the driver looks over at his wife and growls, 'Can't you please keep your mouth shut for once?'

The wife smiles demurely and says, 'You should be thankful your radar detector went off when it did.'

As the officer makes out the second ticket for the illegal radar detector unit, the man glowers at his wife and says through clenched teeth, 'F..k it, woman, can't you keep your mouth shut?'

The officer frowns and says, 'And I notice that you're not wearing your seat belt, sir. That's an automatic \$75 fine.'

The driver says, 'Yeah, well, you see officer, I had it on, but took it off when you pulled me over so that I could get my license out of my back pocket'

The wife says, 'Now, dear, you know very well that you didn't have your seat belt on. You never wear your seat belt when you're driving.'

And as the police officer is writing out the third ticket the driver turns to his wife and barks, 'WHY DON'T You shut the f..k up?'

The officer looks over at the woman and asks, 'Does your husband always talk to you this way, Ma'am?'

I love this part... :

'Only when he's pissed.'

A Little Light Humour (Cont.)

I no longer have problems with road rage.
You may not have known I had issues with road rage in the past.

Just wanted to let you know I'm over all of that now.



A psychiatrist was conducting a group therapy session with five young mothers and their small children.

'You all have obsessions,' he observed.

To the first mother, Mary, he said, 'You are obsessed with eating. You've even named your daughter Candy.'

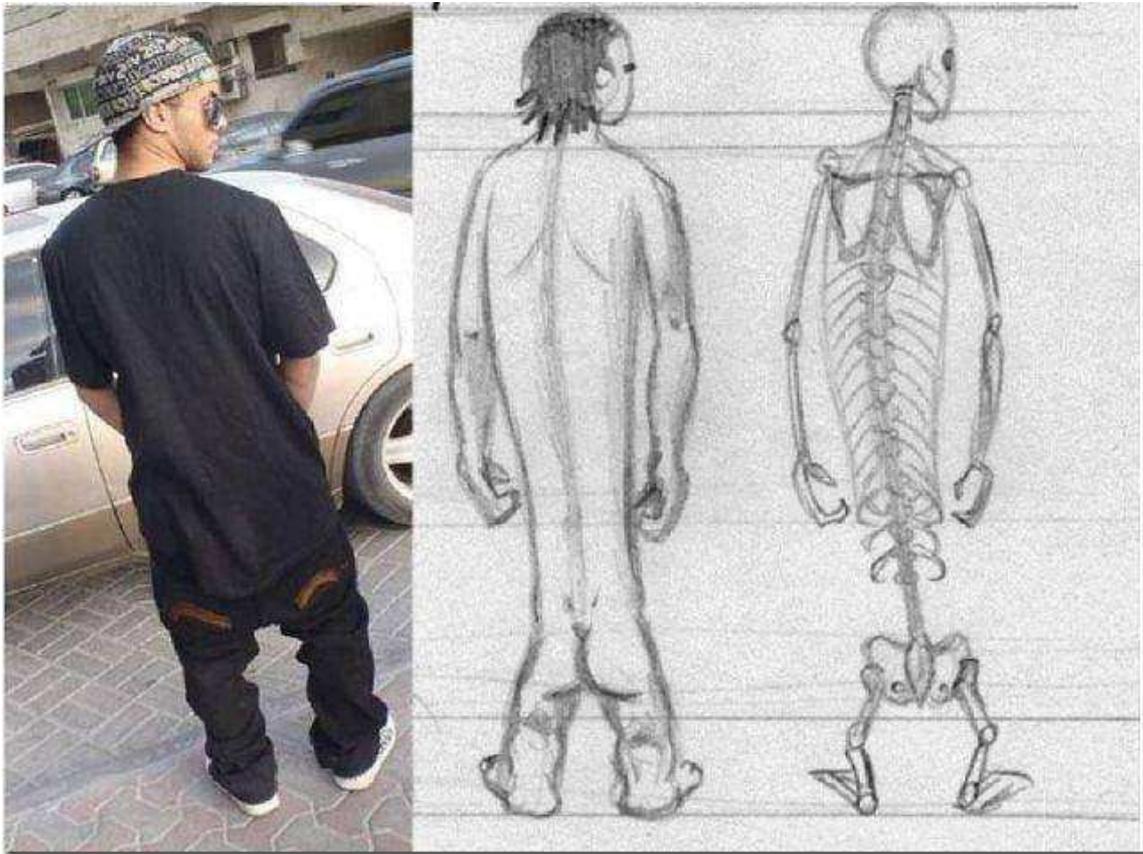
He turned to the second Mum, Ann: 'Your obsession is with money. It manifests itself in your children's names, Penny, Goldie and Frank.'

He turned to the third Mum, Joyce: 'Your obsession is alcohol. This too shows itself in your children's names: Brandy and Sherry. You even called the cat, "Whisky"'

He then turned to the fourth Mum June: "Your obsession is with flowers. Your girls are called Rose, Daphne & Poppy.

At this point, the fifth mother, Kathy, quietly got up, took her little boy by the hand and whispered.....
'Come on, Dick, this guy has no idea what he's talking about. Let's go pick up Fanny and Willy and go home.'

A Little Light Humour (Cont.)



New sub species

Ask your Pharmacist

The woman asked the pharmacist, "Do you have Viagra?"

"Yes," he answered.

She asked, "Does it work?"

"Yes," he answered.

She said, "Can you get it over the counter?"

"I can, if I take two," he replied.