

wheezy rider

Newsletter of the Fremantle group

Sept 2018
No 200

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

Price
Free

Hi All

As the weather warms up, it is time to think of more rides. We have plenty of blank Sundays over the next couple of months, so if you would like to go to a particular destination, now is the time to put your hand up. There will be plenty of support for first time ride leaders so there is nothing to stop you. Just see our Ride Coordinator Reg and let him know.

Alan Leahy's Memorial Service: It was good to see so many from our branch attend the service and also very pleasing to see so many from other branches as well. It was a very moving service as many of us will remember Alan with great fondness.

Welfare Officer: Deb Johnson has offered her services for this important role. She may be contacted on 0424658877. Please let her know if you are not well or if you know of one of our members who needs some help.

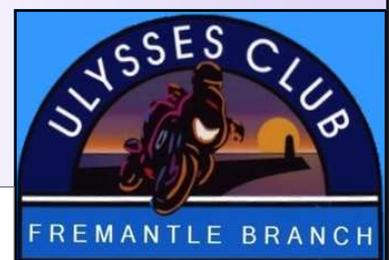
We are still looking at an alternate venue for our Branch meetings, so if you have a suggestion, please let one of the Committee members know. We need a place which has a relatively quiet meeting room to cater for up to 50 which does not charge a lot for the room or a fixed price per head. The "gold coin donation" is our preferred way of covering the room cost. We need a fixed booking, not a place where we have to work around special events. We also need to be able to store our Quartermaster's cabinet and last but certainly not least is good food at a reasonable price.

Christmas Party: Tony Collins has kindly offered his home as the venue for our Christmas Party which will be held on Saturday 8th December from 11:00 am. Help will be required from 9:30 am to set up the shade structure. Please let Tony know if you are able to assist. If coming by car, could you please bring a chair. Meats and condiments will be provided but salads and deserts will be required. Please let Tony know if you are coming and if you will be bringing food. We expect costs will be \$25 per head and only \$15 for those bring food. Details for payment etc will be provided shortly.

John Pepper 40751
President Ulysses Fremantle Branch



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The logo for Mobile Travel Agents features the letters "MTA" in colorful blocks and the text "mobile travel agents".

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FREMANTLE BRANCH MEETING
2ND TUESDAY OF THE MONTH AT THE
LEOPOLD HOTEL 326 CANNING HWY BICTON WA.

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

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WEB ADDRESSES

National Ulysses site: www.ulyssesclub.org

Fremantle Ulysses site: www.ulyssesfremantle.com

Note: Next meeting, Tuesday
9th
October 2018

Plods and Saturday morning coffee

Wednesday morning Plods meet at South Beach for a 9:30am start.

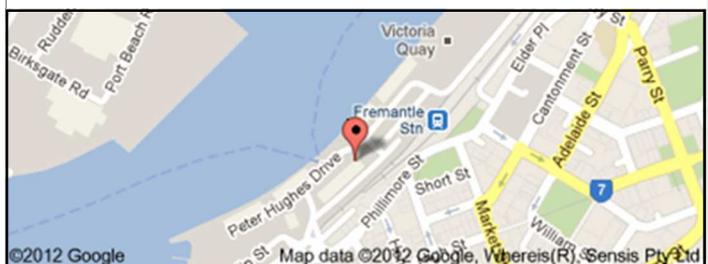
Any enquiries regarding plods can be directed to any of the following:

Will Duncan 0403014197

Patrick Hayes 0414756452

Mick Webb 0893396874

The Saturday morning coffee get together will also continue to take place at the former site of the Victoria Café, however commencement will be from 9.00am.



DISCLAIMER. All expressions of opinion are published on the basis that they are not to be regarded as expressing the official opinion of the Ulysses Club but are included for general interest only. The Ulysses Club Fremantle Branch accepts no responsibility for the accuracy of any of the opinions or information contained in the Wheezy Rider and readers should rely on their own enquiries in making any decisions touching their own interest. Errors and omissions excepted. Publication of articles at Editor's discretion.

THE BREAKFAST CLUB IS HERE

Another great turnout at the Kalamunda Pub - Thanks Swan Valley Hills

Next Breakfast Club

Saturday September 29th @ 9.30am
(week after the Odyssey)

Back to where it all started in the West

KELLY'S CAFE

CNR CAMPBELL ROAD AND BIRNAM ROAD CANNING VALE

Hosted by the Armadale Branch

Please TXT Tony with your branch numbers ASAP to help with booking - 0419830062

Free Wine Raffle as usual



Coming up

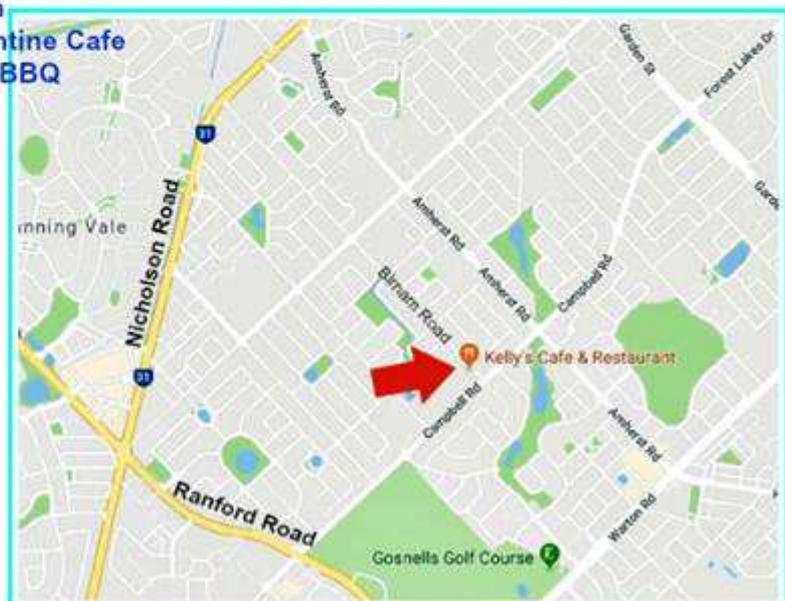
October - Bunbury 11.00am Brunch

November - Warnbro Sound Serpentine Cafe

December - Joondalup Kings Park BBQ



More Information
Tony- 0419830062
Ken - joondyridders@gmail.com



Some shots from the Memorial Ride to Lake Leschenaultia



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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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Total Motorcycle Accessories,

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Tel: (08) 9472 3030
Special Ulysses price on application

Tyres for Bikes,

621 Albany Highway, Victoria Park, WA 6100
Tel: 08 9362 6262. 10 % Discount

Some shots from Paul's ride to Boddington



Some shots from Col's ride to Lake Clifton Tavern



The following is an excerpt from rideapart.com



23 Things You Never Knew About Motorcycles

By [Tim Watson](#) - June 25, 2013

There is it seems some debate as to what was the first ever motorcycle made. Some think it was the coal-powered SH Roper from 1869, while others say the first proper motorcycle was Gottlieb Daimler's wooden-framed gasoline engine version of 1885.

I'm a sucker for trivia and useless information so I attempted to do some research with books and the internet about this but instead found myself lost in a myriad of weird facts and stories about motorcycles that took on a life all of its own.

Here's a little of some of the more diverse things that I discovered and whilst some of you may already be aware of these I was genuinely surprised about some of the things I learned.

- The name Hayabusa, as used by Suzuki, is actually a Peregrine falcon as well as a World War 2 Japanese Kamikaze fighter plane – the Nakajima Ki-43 known more widely as the Zero
- Did you know that modern sports bike tyres do not contain any actual rubber? The tread of a tire is composed of synthetic rubber, which has been compounded to give a compromise between durability and traction.
- The longest distance riding a motorcycle in 24 hours is 2,019.4 miles and was set by American L. Russell "Rusty" Vaughn at the Continental Tire Test Track, Uvalde, Texas, USA, on 10 August 2011. Vaughn used his own 2010 Harley-Davidson FLHTK Electra-Glide Limited for the attempt and completed 238 laps of the test track and earned himself a place in the Guinness Book of World Records.
- I didn't realize in the world of cinema Steve McQueen's infamous 65 ft motorcycle jump in the film *The Great Escape* was actually done by American Triumph dealer Bud Ekins who did it in just one take.
- Nor was I aware that in the 1970s TV cop series *CHiPS*, actors Larry Wilcox and Erik Estrada rode Kawasaki Z1000s with BMW fairings and that prior to the show Estrada underwent an intensive eight-week course, to learn how to ride. In 2007 it was revealed that Estrada didn't actually have a motorcycle license during the time *CHiPS* was in production, and he only qualified after three attempts, while preparing for an appearance with a motorcycle on a later reality television show.
- I tried to find out what happened to the motorcycles used in the 1970s cult film *Easy Rider* and opinions on web sites range from both bikes being destroyed during filming to actor and Grizzly Adams TV star Dan Hegarty apparently owning one. But there appears to be more *Easy Rider* motorcycles out there for sale than were ever actually made for the film. So I got no further with this.

- Nobody it seems knows either what exactly happened to Marlon Brando's Triumph 650 Thunderbird motorcycle from the film 'The Wild One'. Some people claimed that it was Brando's own motorcycle that he agreed to ride on the set. Thereafter the trail goes cold. Surprisingly Johnson Motors, which imported Triumph to the USA, was at the time very unhappy about the Triumph logos being seen on Brando's bike and asked unsuccessfully for them to be taken off the gas tank when filming started.
- The first company that advertised its motorcycle's top speed of over 100mph was Brough Superior that made the claim for its SS100 in 1924. Considered even today to be innovative and beautifully designed machines, Brough motorcycles were the first to have prop stands, twin headlights, crash bars, interconnected silencers and 1000cc v-twin engines. Every SS100 was road tested (yes on public roads) to check that it could reach 100mph. If it didn't it was returned to the factory for further work.
- Engineering genius and owner of Brough Superior, George Brough, also wrote all of his company's advertising copy describing his motorcycles as "atmosphere disturbers".
- Some of today's motorcycle companies are more diverse than you would ever believe. Many started from humble beginnings such as Ducati which was a family-owned firm that opened in Bologna, Italy, in 1935 making parts for radios before building motorized bicycles fitted with a 48cc SIATA engine. By 1950, more than 200,000 of these Ducati 'Cucciolos' (Italian for puppy) had been sold and two years later the company started making its own motorcycles and engines.
- Aside from making bikes today Kawasaki also manufactures personal watercraft, ships, electronics, construction equipment tractors, trains, helicopters, jet engines, missiles and space rockets.
- While rival Yamaha began life in 1887 as a piano manufacturer but today is a multi-national conglomerate which still produces musical instruments, but also boats, car engines, swimming pools, industrial robots, wheelchairs, RVs, electronics, and golf carts amongst other things and motorcycles.
- Suzuki began life at the turn of the 20th Century making weaving looms for Japan's then burgeoning silk industry. However, company founder Michio Suzuki wanted to diversify his company and began an engineering firm that started making small cars and its own engines during the 1930's. The first Suzuki motorcycle appeared in 1952 and was really a motorized bicycle called a Power Free. It was fitted with a two-stroke 36cc engine and was unique at the time as it featured a double-sprocket gear system that allowed the rider to either pedal with engine assistance, pedal without the engine or simply disconnect the pedals and use the engine. Today, aside from the production of motorcycles, Suzuki makes cars, marine engines, wheelchairs and is Japan's second largest manufacturer of small cars and trucks.
- In 1946 Honda began selling pushbikes fitted with two-stroke 50cc generator engines originally designed for use with army field telephones. And 46 years later on it launched arguably the most technically complex production motorcycle ever made with the 1992 Honda NR750. The NR boasted oval pistons with two con rods and eight valves per cylinder. Designed initially as a race bike, Honda made 300 road-going versions of the NR available to the public and at the time it was considered one of the most expensive motorcycles you could buy.

There is so much technical information about motorcycles out there that it's hard to choose one interesting fact over another. But here are a few points that leapt out at me.

- The gearshift lever on a motorcycle was invented by Harold Willis, of Velocette Motorcycles, in 1927 prior to that motorcyclists relied on a system of a foot clutch and hand shifter.
- In 10,000 miles the average four-cylinder motorcycle engine will have completed 100,000,000 revolutions and it's estimated that a con-rod of a modern sports bike engine at full revs withstands 10 tons of compression and tensile forces 500 times a second.
- BMW was the first manufacturer to patent and use telescopic forks on its R12 in 1932, yet ironically does not use the system on its big bikes today.

- And although BMW claims it has been making Boxer twin engines for its bikes since 1923, production actually stopped for a few months in 1986 when the company thought all of its bikes in the future should have triples and four-cylinder engines. Customer demand persuaded BMW to continue with the Boxer and the production line was re-started again.
- Recognized around the world as a leader in crash helmets manufacture for both on the race track and road, ARAI was actually a hat making company founded in Japan in 1926 making headgear for the construction industry. Company founder Hirotake Arai was once a motorcycle stunt rider and the company is still privately owned today and run by the third generation of the Arai family.

When I started out on my research to find out precisely the first production motorcycle ever made (which incidentally is purported to be a 1488cc 2.5 hp Hilberand Wolfmuller built in Germany from 1894–1897) I never envisioned I would get so distracted by the huge amount of facts and figures out there about motorcycles. But I did learn a thing or two.



Opel Motorcycles
(Excerpt from cybermotorcycle.com)

Adam Opel founded the Opel Company in 1863 to make sewing machines and bicycles, and by the mid 1920s they were the largest producer of bicycles in the world.

Motorcycle production was over three periods, the first between 1902 and 1907. From the Armistice of 1918 through to 1923 they built motor bicycles with the liquid-cooled engine powering the rear wheel. Franz Gnädig, who was previously a partner in the famous [K.G. Krieger-Gnädig](#) firm joined Opel in 1928, and this marked the beginning of the third phase of motorcycle production. The company purchased the rights to Ernst Neumann-Neander's brilliant Neander motorcycle, and they began building it as the Opel Motoclub, a stunning 500cc OHV ¹ machine in red and silver. The design utilised a pressed metal frame which allowed drastic reduction of the hours required for assembly.

Photos compiled courtesy of Lost Perth (Facebook)

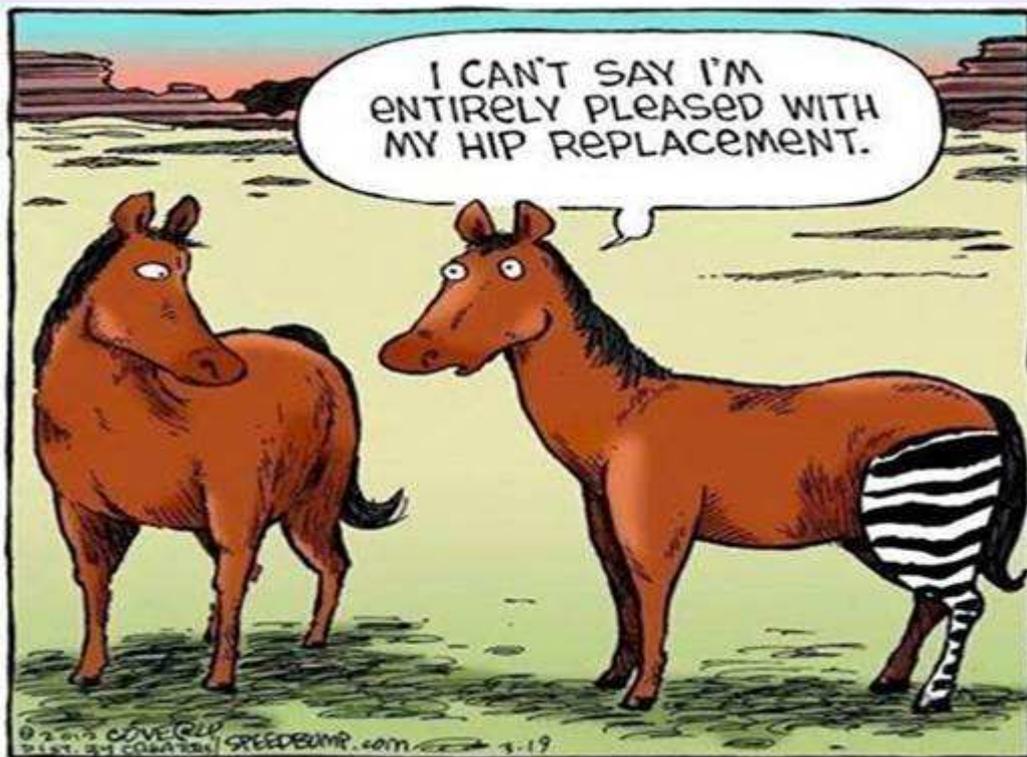
Opened 1897
Closed 1989







SOME LIGHT HUMOUR





An Aussie Poem

*The sun was hot already - it was only 8 o'clock
The cocky took off in his Ute, to go and check his stock.
He drove around the paddocks checking wethers, ewes and lambs,
The float valves in the water troughs, the windmills on the dams*

*He stopped and turned a windmill on to fill a water tank
And saw a ewe down in the dam, a few yards from the bank.
"Typical bloody sheep," he thought, "they've got no common sense,
"They won't go through a gateway but they'll jump a bloody fence."*

*The ewe was stuck down in the mud, he knew without a doubt
She'd stay there 'til she carked it if he didn't get her out.
But when he reached the water's edge, the startled ewe broke free
And in her haste to get away, began a swimming spree.*

*He reckoned once her fleece was wet, the weight would drag her down
If he didn't rescue her, the stupid sod would drown.
Her style was unimpressive, her survival chances slim
He saw no other option, he would have to take a swim.*

*He peeled his shirt and singlet off, his trousers, boots and socks
And as he couldn't stand wet clothes, he also shed his jocks.
He jumped into the water and away that cocky swam
He caught up with her somewhere near the middle of the dam.*

*The ewe was quite evasive, she kept giving him the slip
He tried to grab her sodden fleece but couldn't get a grip.
At last he got her to the bank and stopped to catch his breath
She showed him little gratitude for saving her from death.*

*She took off like a Bondi tram around the other side
He swore next time he caught that ewe he'd hang her bloody hide.
Then round and round the dam they ran, although he felt quite puffed
He still thought he could run her down, she must be nearly
stuffed..*

*The local stock rep came along, to pay a call that day.
He knew this bloke was on his own, his wife had gone away,
He didn't really think he'd get fresh scones for morning tea
But neither was he ready for what he was soon to see.*

*He rubbed his eyes in disbelief at what came into view
For running down the catchment came this frantic-looking ewe.
And on her heels in hot pursuit and wearing not a stitch
The farmer yelling wildly, "Come back here, you lousy bitch!"*

*The stock rep didn't hang around, he took off in his car
The cocky's reputation has been damaged near and far
So bear in mind the Work Safe rule when next you check your flocks
Spot the hazard, assess the risk, and always wear your jocks!*