

wheezy rider

Newsletter of the Fremantle group

June 2019
No 208

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

Price
Free

Hi All

Well, what a year it has been!!

Shortly after I became President, the Committee decided that we needed a new meeting place and after checking out a couple of locations, the decision was made to shift to the Hamilton Tavern. Together with starting the Social Meeting at 7:30 pm instead of 8:00pm, this has been a great success. The venue is a lot quieter as we don't have to compete with noisy icemakers and the Hamilton Tavern is a much brighter and cheerful venue than where we were before.

We also gained a Dearnley Medalist in Tony Collins. What a thrill it was to see him presented with this honour. Even better because Tony had no idea about it. This took quite a bit of work as we had to ask Tony about his roles in Annual Rally's etc without giving much away. Well done Mick and congratulations once again Tony.

I have enjoyed the challenges that come with being a Branch President, thankfully supported by a great team of Committee members; Secretary / Treasurer Mark Gilbert; Ride Co Reg Williamson; Wheezy Editor Mick Katarski; Quartermaster Paul Turner; Julie Dally; Ron Spencer our Webmaster; Anita Turner Raffles, and of course our meetings are not complete without "Tales from the Rear" and the Heads or Tails from Geoff and Jill Ball.

Incidentally, the visitors from Queensland at our May meeting were absolutely taken with "Tales from the Rear" and our friendliness. This is something that they are going to take up with their branch when they eventually get home.

Thanks also to all who led rides and organised social events. After all the aim of the Ulysses Club is that it is a "Social Club."

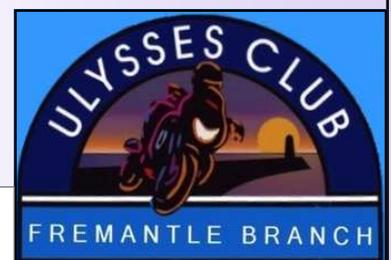
Unfortunately, I will not be able to ride for a while as I have to have a knee replacement a bit later this month. After surgery, I will be counting down the weeks / days till I can ride again.

There is a lot to look forward to in the next couple of years, next year will be our Branch's 20th Anniversary and 2021 will be the Annual National Ulysses Rally which will be held in Mandurah. Many of us, especially Tony Collins (Director) are already heavily involved in the planning for this.

John Pepper 40751
President Ulysses Fremantle Branch



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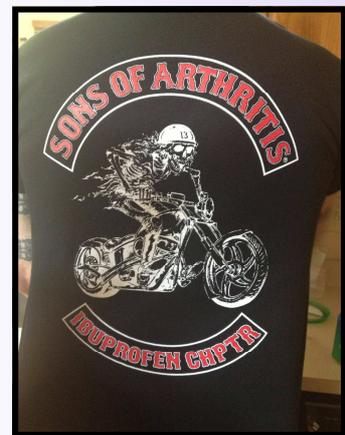
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FREMANTLE BRANCH MEETING 7:30pm
2ND TUESDAY OF THE MONTH AT THE
HAMILTON TAVERN 330 CARRINGTON ST,
HAMILTON HILL WA.

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

2018/2019 COMMITTEE:

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Andrew Mason 0890914220 0419922860

WEB ADDRESSES

National Ulysses site: www.ulyssesclub.org

Fremantle Ulysses site: www.ulyssesfremantle.com

Note: Next meeting, Tuesday
9th
July 2019

Plods and Saturday morning coffee

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

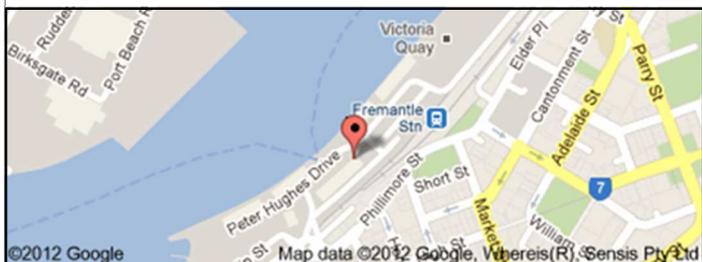
Any enquiries regarding plods can be directed to any of the following:

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.



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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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Message from Jude Gliddon (Joondalup Branch)

OK kids, I'm organising a 2 week soft cycling trip in north Vietnam in May next year for the Platypus Charity. We usually do motorbike rides to raise money but I'm keen to do this. The same local team that does the bike rides will lead, organise and support the cycle one. These guys are seriously good at this and we've been refining the processes for years. Quite a few members came along a few years ago and we had a ball.

So, 'what is soft cycling?' I hear you ask. Well it means not hard core - mainly good surfaces, relaxed pace and a support truck and bus so you can jump in if you've had enough or a hill looks too big. Then you can get out and ride down the other side. Your call. I'd like to include some massages (working on this). We will end up at a posh stilt resort on the private Cat Ba Island where we can kayak, snorkel and swim. I don't have a price or set date yet but it will start in the second week of May and the rides have been very reasonably priced. The idea is to get to Hanoi early and get used to it. Our guys will arrange your transport from the airport to our hotel.

You can read about Platypus here: <http://www.platypus-charity.org/about-us/> - we're all volunteers so the money goes to the kids.

If you're interested, please contact Jude at judithpg54@gmail.com

Ulysses Photos

Over the years many members have been taking digital photos at various events that include rides, weekenders, Odysseys, AGMs (National Rally), fundraisers, parties and meetings.

If any of you are willing to share these moments it would be greatly appreciated if you provide these to the Wheezy Editor either by uploading to a USB drive or sending them preferably zipped to Editor@UlyssesFremantle.com





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2019 EVENT CALENDAR:

Saturdays: Ride day (see over), Racedays: Sundays

MARCH 23/24 STAND ALONE

APRIL 20/21 COLLIE T.T. ROUND 1

MAY 25/26 ROUND 2

JUNE 22/23 ROUND 3

JULY 20/21 ROUND 4

AUGUST 24/25 ROUND 5

SEPTEMBER 27/28/29/30

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NOVEMBER 2/3 STAND ALONE

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Period 2, Vintage. 1920 to 1945
Period 3, Classic. 1946 to 1962
Period 4, Post Classic. 1963 to 1972
Period 5, Forgotten Era. 1973 to 1982
Period 6, New Era. 1983 to 1990

Some shots from Mick's Stirling Cottage ride



Below is the program for the Bridgetown Odyssey in September 2019 hosted by the Mandurah Murray Ulysses Branch kindly provided by Ian Dix

Welcome to The Bridgetown Odyssey



Friday 27th.

Arrive Midday 4.00pm-6.00pm Check in
Bar opens at 5.30pm bring in a take away & chat with long lost friends. Or check out Restaurants/Hotels in Town.

Saturday 28th.

7.00am—8.30am Breakfast
7.00am—8.30am Check In.
7.00am—8.30am Quartermasters.

9.00am Parade, Sports ground, through to Blackwood River Park. 6ks
Organised ride, leaving from Blackwood river Park.

9.30am Casual Rides From Blackwood River Park.

Suitable for Trikes & Solo Riders that prefer to enjoy the scenery. Approx 120ks
Doug & Jan will be leading this ride to Boyup Brook for Brunch, on the way back to town they will take you to the Green Bushes Lithium Mine Lookout.
Approx 150ks ride with Mike & Justine/ Jeff & Linda.

Alternatively, a time to check out this beautiful Town & surrounding areas.

3.00pm until 5.00pm gives you the chance to compete against other Branches in the Olympic Games, come prepared.

3.00pm--5.00pm Late Check in.

6.00pm A Bus will be taking you along to The Town Hall , for a night of Food/Raffles/Skits & Dancing to live music, in fact everything that Ulysses members enjoy best when not riding. Come on Branches, start organising your Skits these have always been a favourite in the past.

Welcome to The Bridgetown Odyssey Hosted by Mandurah Murray



Sunday 29th

7.30am—9.00am Breakfast

7.30am—9.00am Quartermasters

8.00am- 9.00am Check In

9.30am Organised Ride leaving Sports ground, heading for Clancy's Fish Pub
Dunsborough & back of course

10.00am Leisurely Wine Tour. From Sport's Ground
\$10 Per Person

4.00pm --5.00pm Presidents Meeting

Casual BBQ Dinner

Music

Monday 30th

7.00am—9.00am. Breakfast

Farewell when ready to leave

The following is an excerpt from amcn.com.au

World launch 2020 Suzuki Katana

10 May 2019

It's the latest in a long line of retro remakes, but Suzuki's new Katana stirs more than just nostalgia

This is not 1981 and Suzuki's newest Katana will neither be the styling trailblazer or the sales success the legendary GSX1100 was almost 40 years ago. But nor does Suzuki expect it to be. Ever since the Japanese firm unveiled the 2020 Katana in November last year, diehard fans of the iconic model have been criticising the modern interpretation's lack of authenticity. But, just like Kawasaki's reimagined Z900 duo, or Honda's new Monkey, the 2020 Katana is merely intended to tug on the heartstrings of motorcycling's most nostalgic. And at doing that, I reckon it's nigh-on spot on.

It's based around the firm's GSX-S1000 nakedbike and, I will admit, increasing the capacity out to something the other side of 1050cc in a bid to use the same 1100cc moniker as the original machine would have made this a far more credible remake. But this is 2019, the pool of development funds are becoming shallower and, frankly, the retuned version of the K5-K8 generation of GSX-R1000 engine used in this application is a peach.



Switch on the key and the green-on-black LCD dash has all the hallmarks of an Atari gaming console – which was as modern as it got in the early 1980s – as it goes through its start-up procedure. Thumb the starter, select first gear and as release the clutch and feed the 999cc inline-four cylinder engine revs, making your way slowly and deliberately through the six-speed gearbox, your helmet is filled with a gloriously guttural induction howl from deep underneath the nostalgic bodywork.

Capable of 110kW (150hp) at 10,000rpm, the long-stroke engine is sprightly throughout the rev range, offering grunty torque right through the midrange to the upper end, where it peaks at 108Nm at 9500rpm. As an everyday roadbike, which is exactly what this Katana is, the engine is substantially powerful, thoroughly usable and delightfully audible – even if it doesn't tick that 1100cc box.



And the best bit is it's all actuated by some good old fashioned throttle cables. Cables which instead of forming a perfect circle around the outside of the throttle tube like they do on the GXS-S1000, they instead have been repositioned on a flatter cam at the opening in a bid to reduce snatchiness as you open the throttle. Remember there's no switchable engine or power maps to handle this electronically, but there's something remarkably refreshing about a mechanical fix.

That's not to say the Katana is void of any electronic rider aids. It's relatively basic compared to some of its European counterparts but, frankly, so is its price – but more on that later.

So as well as a three-level traction control system that can be switched off all together, it boasts a non-switchable ABS system as well as the firm's Low RPM-Assist which electronically raises the revs ever so slightly once first gear is engaged to reduce the chance of stalling. Great on a learner-approved something, though probably superfluous on a 150-horsepower nakedbike, but if the technology is there, why not. And there's LED lighting all round.

In the very low single-digit ambient temperatures we were met with high in the Japanese hills, and on roads littered with paint and damp patches, the light which indicates the traction control system is intervening was flickering to the point of becoming distracting during the first few runs up and down the Arashiyama-Takao Parkway while in its highest level-three setting. The 10km stretch of road, by the way, is so enjoyable that motorcycles are actually banned from the road on weekends, such is its popularity among the two-wheeled fraternity.

Anyway, while I couldn't feel the system kicking in (the Katana's traction control system retards the ignition timing based on gear, wheel speed, crank and throttle position sensors – there's no IMU to speak of), I reluctantly switched it to level two, which didn't outwardly appear to change anything at all, except calm down the frequency of the flickering light – that's a capable and non-intrusive system by my count.

It shares the engine and chassis with the firm's GSX-S1000 nakedbike, though the subframe was designed specifically for the Katana and its rather, well, bare bum. For the first time on any production-model Suzuki, the rear fender, indicators and numberplate are all mounted on what Suzuki calls a satellite hanger which is mounted directly to the left-hand side of the swingarm. It was met with mixed emotions by the world's assembled press, but I'm a fan of it. It adds to interest to what would otherwise be a bland and common numberplate hanger from a band and common parts bin.



As well as the subframe, Suzuki said both the 43mm fully adjustable KYB front fork and matching shock has been updated for its application on the Katana, despite appearing the same as the GSX-S's on paper. And while I couldn't get an answer from the engineers about where exactly the improvements were made, the feedback from the front contact patch on the cold road surface through to my gloved fingers was exceptional. Despite the cold temperatures and the unfamiliar roads, the front end gave me confidence to push, even in the sketchy conditions.

A lot of that confidence was to do with the new Dunlop Sportmax Roadsport 2 tyre which is making its OEM debut on the new Katana. In the technical presentation, Dunlop's manager of tyre design Toshi Yukimatsunami described the new tyre as the middle ground between a Hypersport and Touring tyre. It's the new silica ratio, he said, which is responsible for the hoop's ability to perform at both lower and warmer temperatures than previously possible, and while I can't vouch for how they work in the warmth, they were excellent in the cold.

When the pace warmed up, I found I needed to drag the rear brake in a bid to settle the rear end into corners, it's something I tend to do anyway, so I wasn't inclined to rectify it through the fully adjustable monoshock. None of the blokes I asked had the same experience, so I suspect it had a lot to do with our somewhat different payloads.



Speaking of weight, fully fuelled, the Katana weighs 215kg and when you're standing alongside it, its presence looks every one of those kilos. But hop on the bike, settle yourself in the hugely intuitive and ergonomically comfortable riding position and it goes from looking like a front-heavy retro machine to feeling like a well-balanced and agile nakedbike.

Flicking the thing from side to side felt both instinctive and fun, yanking on the wide tapered alloy 'bar as you get on the gas on the exit of a tight left turn, both intake and exhaust howling in harmony before you're back on the anchors, dropping it right, trailing throttle and rear brake through the corner, feeling exactly what the front tyre is doing before you're back on the gas lining up the next corner to do again and again and again.

It's an easy but engaging ride, not least because the thing sounds louder than a 2020 bike ought to. The brakes contribute to the feedback offered by the Katana, a pair of radial-mounted Brembo calipers looks after the stopping duties up front (and you can get them in red! See accessories sidebar), and there's plenty of feel and power from the single-piston/245mm disc rear end. The front lever is adjustable, which mightn't sound much, but when your hands are child-size, like mine are, you're grateful for the additional feature, especially at this price point.

Bearing in mind the new Katana will be a limited run production and that you can currently ride away on Suzuki's base-model GSX-S1000 for \$16,690, the Katana's ride away price of \$18,990 is probably about right. It gives the Katana the premium edge the brand no doubt wants to create around the new bike, but would-be buyers will be asking themselves whether some nostalgic bodywork and the legacy of one of motorcycling's most iconic monikers is worth an extra two grand.

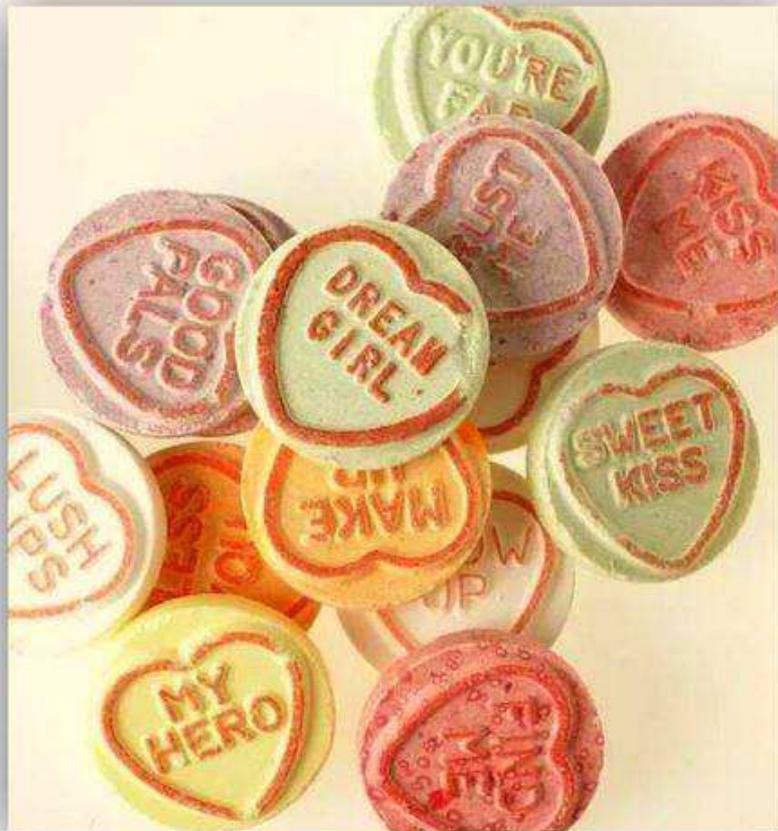
But given Suzuki aren't expecting to sell this things by the bucketload – in fact Suzuki Australia is only expecting to move about 140 examples – and given the styling and updates turn a rather dull-looking bike, however capable it might be, into a modern interpretation of an 80s icon, then I absolutely think it's worth it.



Test Kellie Buckley Photography Suzuki

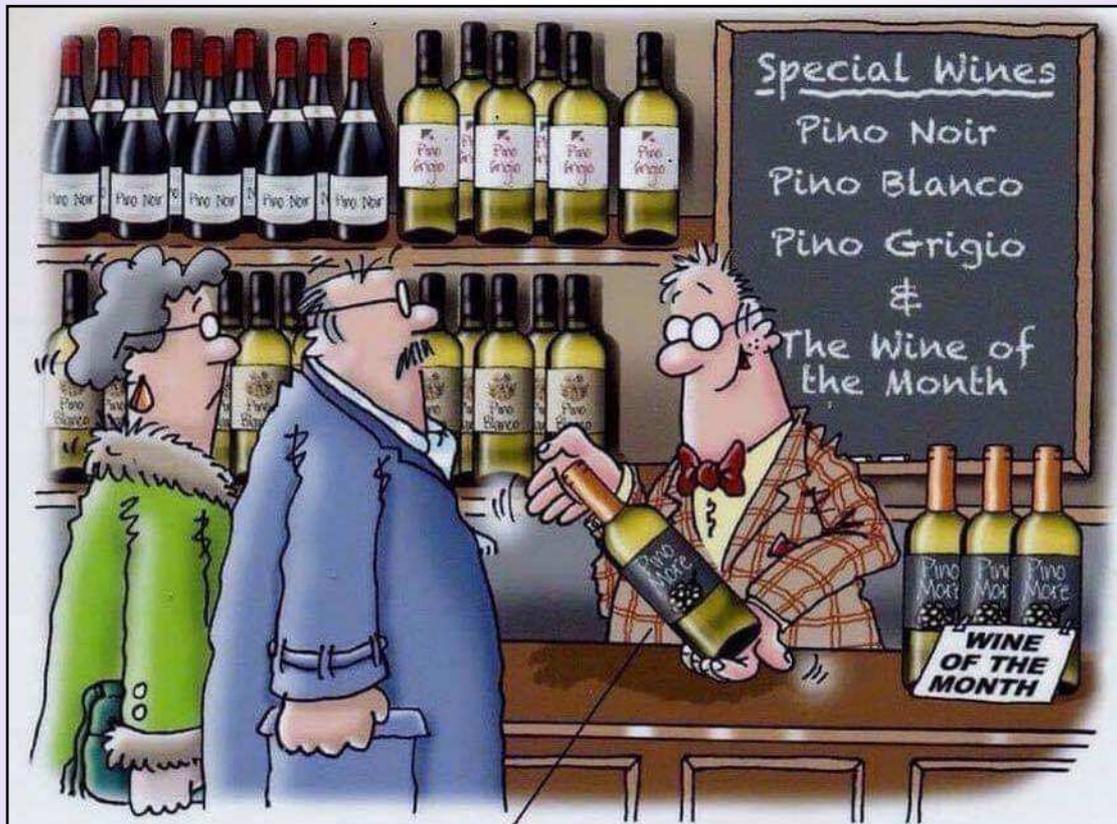
Photos compiled courtesy of Lost Perth (Facebook)





Happy Valentines from Lost Perth

SOME LIGHT HUMOUR



you'll like this one! it's made from an anti-diuretic hybrid grape and reduces the number of trips people your age go to the toilet during the night.
it's called PINO MORE!



Piccolo

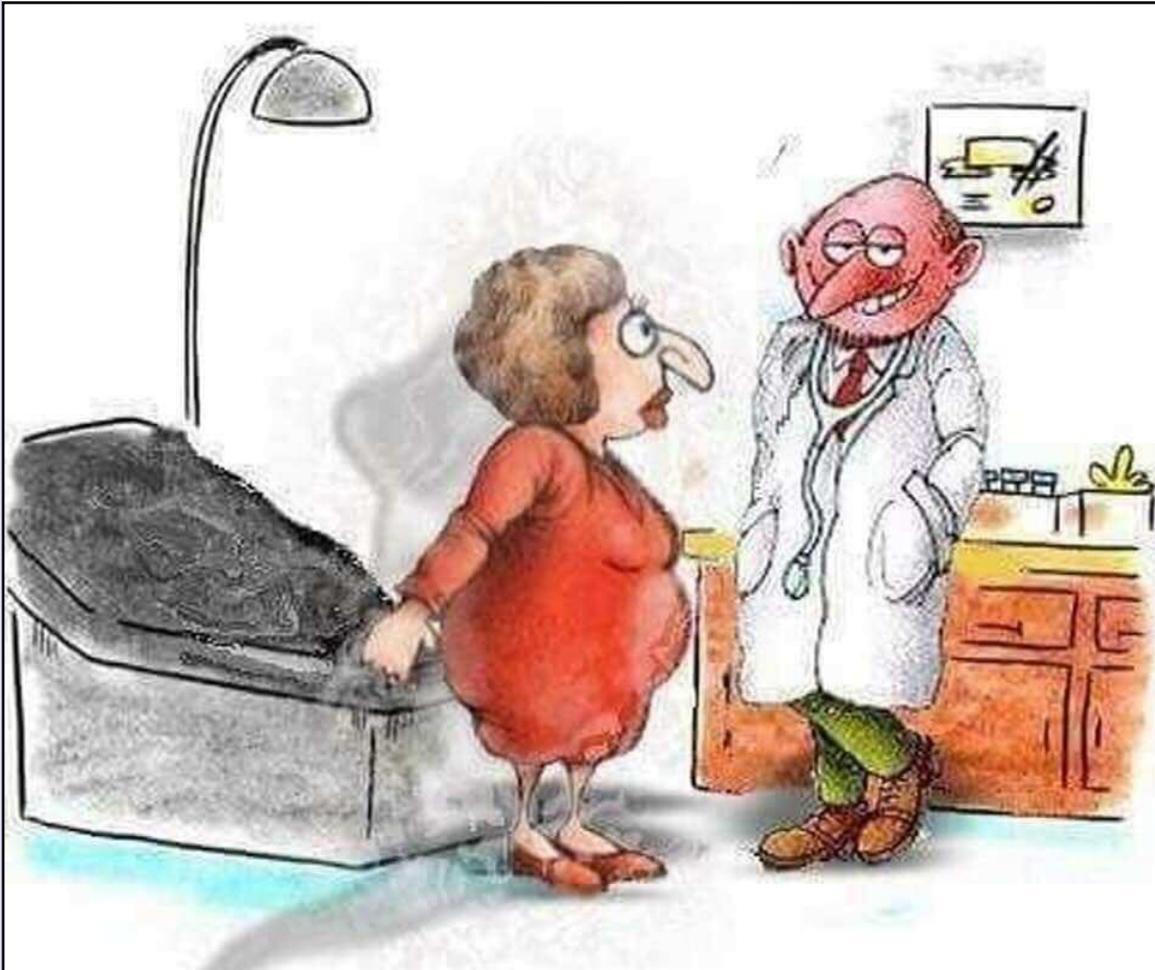
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4-2



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This little old lady goes to the doctor and says, "Doctor I have this problem with passing gas, but it really doesn't bother me too much. It never smells and it's always silent. As a matter of fact I've passed gas at least 20 times since I've been here in your office. You didn't know I was passing gas because it doesn't smell and it's silent.

The doctor says "I see. Take these pills and come back to see me next week."

The next week the lady goes back. "Doctor," she says, "I don't know what you gave me, but now my passing gas... although still silent, it stinks terribly." "Good", the doctor said, "now that we've cleared up your sinuses, we'll start to work on your hearing."