

wheezy rider

Newsletter of the Fremantle group

Feb 2020
No 215

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

Price
Free

Hi members

It was so good to get back on the bike the other Sunday, even if it was only to morning tea at Pinjarra. It was quite a lot earlier than I expected to be able to ride and the change to Kim's Bakery was good too. We had a good number of bikes which was also good to see.

Rides

Next Sunday the 16th Andy Gibb is leading a ride, but after that we have no set rides until April. I will be away early March but will most likely lead a ride late March.

If you have not led a ride before, please put your hand up. There is plenty of support from regular Ride Leaders who can provide suggestions of destinations and routes.

Australia Day Celebration

Many thanks to Tony Collins for a great Australia Day Celebration. A large group of us turned up and had a great time as well as some excellent food.

Lismore Rally

If you are not going to the Rally this year but would like to vote, please email Natcom administration administration@ulysses.org.au for a ballot paper. Ballot papers are only available upon individual request and will be posted to your residential address.

20th Anniversary Celebrations June 2020

We have tentatively chosen a venue and are awaiting costs of food and entertainment. The date will be Saturday 20th June.

Breakfast Club

The next Breakfast Club will be held on Saturday 22nd February at Ye Olde Narrogin Inne, Armadale, and hosted by Armadale Heritage Branch.

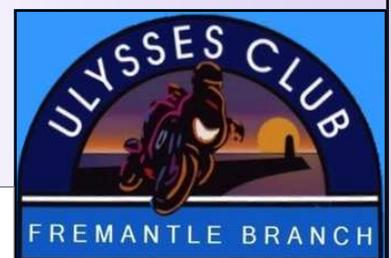
Raffle door prize and a membership card raffle (so don't forget to bring your current membership card with you).

John Pepper 40751

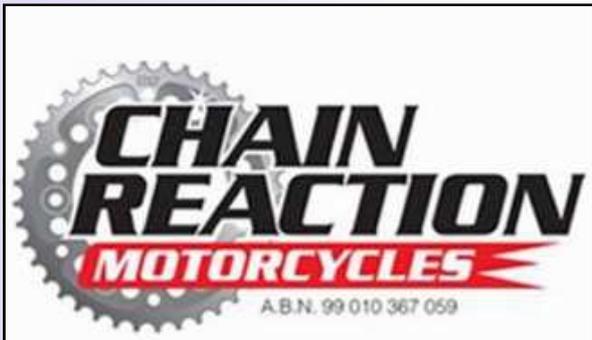
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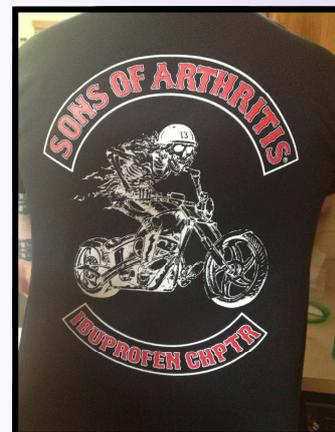
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FREMANTLE BRANCH MEETING 7:30pm
2ND TUESDAY OF THE MONTH AT THE
HAMILTON TAVERN 330 CARRINGTON ST,
HAMILTON HILL WA.

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

2019/2020 COMMITTEE:

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WEB ADDRESSES

National Ulysses site: www.ulyssesclub.org
Fremantle Ulysses site: www.ulyssesfremantle.com

Note: Next meeting, Tuesday
10th
March 2020

Plods and Saturday morning coffee

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

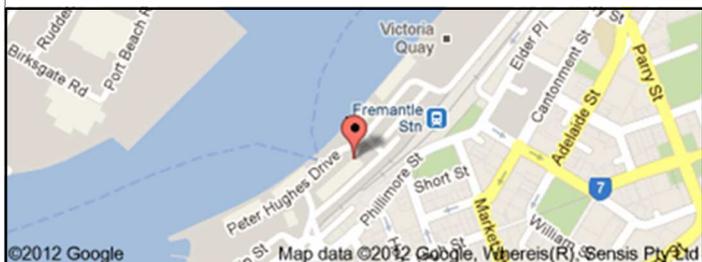
Any enquiries regarding plods can be directed to any of the following:

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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**Some shots of Col's ride to Harvey
via the Kim Bakery in Pinjarra**



Some shots from Steve and Kaylene's ride to Dardanup via Harvey





The following is an excerpt from Canstar Blue

Are Australian roads dangerous for motorcyclists?

Posted by Harrison Astbury 15/07/2016

The majority of Aussie motorcycle riders believe the country's roads are dangerous for them – yet one in four admit regularly taking risks, a Canstar Blue survey found. So it begs the questions: Why do they do it?

There's no doubt that getting from A to B is a lot more exhilarating on two wheels than it is on four. In fact, in many ways it makes sense to travel by bike to work, especially if you don't have much stuff to carry.

What are the benefits of commuting by motorcycle?

There are a few standout benefits to riding a motorcycle to work:

- Saves time: Lane splitting is legal and this is especially useful in gridlock.
- More economical than a car.
- Parking a bike is easier and there are often more spots empty for motorcycles.

Though the benefits are great, and you may be tempted to go out and buy a motorcycle today, there are inherent dangers that come with motorcycle riding.

Are motorcyclists doing enough to keep themselves and other road-users out of harm's way while they get their thrills, or should they be doing more? Many car-commuters say that motorcycles are to blame in a crash, but the fact is, cars can be equally at fault, and the road needs to be shared by everyone.

What are the dangers of commuting to work by motorcycle?

Mark Hinchliffe is a former motoring editor of Brisbane's Courier Mail and founder of motorbikewriter.com. Having been riding for more than 40 years, few are better qualified than he is, and he said that the dangers with motorcycle riders often lie in other drivers not paying attention.

"Foremost in a rider's mind when they ride on a public road is not being seen by other road-users because we are so small and can easily fall into vehicles' blind spots," he said. "Riders can't just complain that they aren't seen and they should never assume they have been seen. They need to take responsibility and ensure they are seen and heard by any safe means they can."

Hinchliffe also said that Australian roads themselves can have dangerous elements for motorcyclists.

"Riders not only need to watch out for other road-users but also the road surface. Public roads are dangerous places for motorcyclists with slippery painted lines, metal sewage covers, potholes, pavement grooves, spilt diesel and oil, gravel and more obstacles."

Because motorbikes are much smaller than cars, they are more susceptible to the conditions of the road and riders in general need to be a lot more alert and ride defensively, rather than passively.

Three-quarters of respondents to Canstar Blue's survey said they ride in fear of other road-users not seeing them. But to avoid accidents, Mark believes riders also need to take their fair share of responsibility.

"Safety is at the forefront of every rider's mind as soon as they switch on the ignition," he said. "We realise we are vulnerable road-users and that even in a minor accident, we have little protection and could be seriously injured. However, we ride because we believe the risk is worth it for the thrills, feelings of freedom and the absolute joy of riding."

He said that risk is always an element of riding, but every rider tries to reduce that risk as much as possible.

“The riskiest thing riders can do is use the road as a personal racetrack. Motorcycles have enormous speed potential which cannot be experienced on public roads. Many riders wishing to explore that potential now take their bike to one of the many track days where they can get their thrills while also learning valuable lessons in bike control.”

Almost one in four motorcyclists surveyed said they have been involved in a collision with another vehicle and 32% have considered selling their bike because of the dangers of riding. In addition, more than half have been encouraged to do so by friends or family.

In his case, Mark said the risks are outweighed by the rewards of riding.

“I’ve had a few accidents in my four decades of riding, but I have never thought about hanging up my helmet,” he said. “It’s risky business, but it’s a calculated risk against the enormous rewards of riding. And every accident I have had, I’ve accepted a portion of the blame and learnt from my experience to make sure I am a better and safer rider.”

Every motorcyclist out there carries with them an accepted risk that riding can bring. It’s a personal decision but it is worthwhile doing the best you can to minimize this risk as much as possible.

Tips to Ride Safely

After a while of riding the same road to work every day, it’s all too easy to become complacent and ride in a passive manner. However, it’s a fact that you can’t control what stupid things commuters can do on the roads. It pays to ride defensively. Follow these tips for safer riding:

- Ensure proper maintenance of your bike so it performs well. This includes grippy tyres.
- Wear proper protective gear; ensure your helmet is good quality and your leathers have padding and reinforcements in all the right places.
- Use assertiveness but not dominance: A bike cannot possibly win in a fight versus a car or truck.
- Overtake only on the right; other drivers often don’t check blindspots when changing to the left lane; it’s all about making yourself most visible to other drivers.
- Pick the most open parts of the road with the fewest cars hunched together. This will give you vital seconds if sudden braking is needed. Also be constantly aware of any possible ‘escape’ routes; this could be a road shoulder if there is gridlock or sudden braking.
- Be wary of merging drivers on the highway; often they are grossly under the limit, which makes merging dangerous. Slip into the next lane to avoid this.

Commuting by motorcycle may seem like a perilous way to spend your morning and afternoon, but by taking preventative measures, you can ride as safely as possible and mitigate risks as much as possible on your end; but remember, you can never control what other vehicles are going to do!



The following is an excerpt from amcn.com.au

ON SPEED – 2019 TRIUMPH SPEED TWIN

15 January 2020

Can Triumph's Speed Twin earn its place on Aussie soil?



Placing a new motorcycle between your bargain modern classic Street Twin and the incredibly fun and highly accomplished Thruxton 1200R is a brave move for Triumph. Not so brave, however, when you spot the monster engine output upgrade over the lesser model and realise it's housed in a chassis only marginally less accomplished than the high-spec model. Instead it's all of a sudden an inspired decision. Triumph's new Speed Twin is more, for less.

According to Triumph, the \$13,700 (plus on-road costs) 2019 Street Twin 900 is 49 percent in arrears to the \$18,000 (plus on-road costs) Speed Twin when it comes to peak horsepower. That kind of grunt upgrade is a wallet opener, particularly when its peak numbers go close to matching the most expensive bike in the Classic range, the \$21,100 (plus on-road costs) Thruxton R.

What this power also does to what looks like a conservative retro bike, is give it life! Lots of sparkly, wheel-lifting life. Think of it as a retro big-bore naked rather than a doughy old man's bike. It can be that – and there's nothing wrong with that – but a stroke of the clutch lever lifts its skirts easier than I dreamed. This bike is a lively ride if you want it to be.

I – somehow – had missed riding a Triumph retro Classic up until this point. So looking at them lined up in a Melbourne street ahead of our two-day Aussie launch ride (we ran the world launch report in Vol 68 No 17), I guess I can be forgiven for assuming she would be a pretty mild old ride.

Wrong. Utterly wrong, I was.

I do love the looks, as conservative as I find them. There is no doubting the build quality, something I have come to expect from Triumph, and the Korosi Red option is my pick – so that's what I hung my helmet on at the start of the ride.

Triumph has done a great job of integrating some useable tech for the new Speed Twin, too, including the neat instrument package and a USB output for charging devices that was so well hidden, I never found it until right at the end (I wasn't looking for it, but it is discreet). There's LED lighting, tyre-pressure sensor capability, rider modes, ride-by-wire throttle and even traction control, but experience has told me all those bolt-ons mean nothing, if the engine and chassis don't get on well together. As I punched the amiable Speed Twin onto its back wheel out of a second-gear corner, I knew that ratio was spot-on.



Speaking of ratios, the bottom five gears are short-ish, helpful with the acceleration and wheelie endeavours, while an overdrive sixth lets the cruise stay within reasonable revs. If I was riding this bike far, often, I'd want some more legs in the lower gears. As it stands, it's great for all manners of riding. It shifts beautifully, too.

Deep in a conga line of riders, the Speed Twin was proving its myriad strengths; that punchy, yet under-stressed engine and liquid smooth power delivery; an ease of riding few other 1200s match; a solid, easy to understand chassis and an all round 'together' feel. As a package, it works great, like all the good bikes do. There was just one niggle.

The engine is excellent, the gearbox superb and the brakes are perfectly suited to the bike – close to flawless for the design brief. Which all ganged up on the fork, the one piece of equipment not quite up to the same level as the rest of the package.

It doesn't do anything wrong, it just lacks feel and suppleness. This is highlighted by a very capable chassis and engine package, and with the Thruxton R's superior front end (albeit with a price tag to match) as an example of what this bike could be, the 41mm KYB fork is a standout.



It doesn't ruin anything, it just means if you're looking for something to upgrade, you'd start there. That, and the Vance & Hines brushed alloy silencers...

Better yet, how about an R version of this bike? A Speed Twin R with Thruxton R boingers and an even sharper tune from the engine is a tantalising prospect. That said, sifting through the 80-plus options for that something extra from the accessories catalogue isn't hard.

Then there's the brakes. The twin front Brembo four-piston hardware will howl the front Pirelli Rosso Corsa 3 rubber time and again with precision, feel and sheer stopping power, along with the most delicious lever feel I've felt in a while. I never thought I'd be writing that about a retro classic, but they simply fit this bike to perfection. I'd prefer I had the option to remove ABS when needed, but otherwise, they are close to being flawless stoppers.

In the Speed Twin, Triumph has produced a bike that is easy to ride and something I would be happy recommending to someone not long off their P plates. But hidden by the lush paint, retro stylings and mellow face, there's a side to it that, once let off the leash, scratches the itch for whom a ride is adrenalin-spec, rather than coffee and cruise-focussed.

There's firm competition in this sector, though Triumph's mention of the Kawasaki Z900RS is a little off target, I reckon – both bikes go about their business very differently, despite similar-era styling and pricing. The BMW R Nine T Pure (\$20,290) and Ducati Scrambler 1100, however, are very much in its line of fire.

If a retro classic excites you with its looks, but you need something with bark and spark to match the thrills, then the Speed Twin is worth a test ride. Riders with more budget will likely pick the Thruxton R all day long, but the Speed Twin is enough of a step above the Street Twin to have riders working a second job to get on that instead.



Test SAM MACLACHLAN Photography MARK DADSWELL

Message from Jude Gliddon (Joondalup Branch)

*Please note change of date and email

OK kids, I'm organising a 2 week soft cycling trip in north Vietnam in **September** next year for the Platypus Charity. (Date change due to MotoGP in Hanoi) 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 **September 2020** 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 jpg@aapt.net.au



“Are you really trying to look up a number for your ball’s tech-support? It needs air. Just blow it up.”

Photos compiled courtesy of Lost Perth (Facebook)





SOME LIGHT HUMOUR

Idiosyncratic: Diacritic Diatribe THINGS TO PONDER

If a poison use-by date expires, is it more poisonous or is it no longer poisonous?

Which letter is silent in the word "Scent," the S or the C?

Do twins ever realise that one of them is unplanned?

Why is the letter W, in English, called double U? Shouldn't it be called double V?

Maybe oxygen is slowly killing you and it just takes 75-100 years to fully work.

Every time you clean something, you just make something else dirty.

The word "swims" upside-down is still "swims".

100 years ago, everyone owned a horse and only the rich had cars. Today everyone has cars and only the rich own horses.

If you replace "W" with "T" in "What, Where and When", you get the answer to each of them.

FOUR GREAT UNRESOLVED CONFUSIONS

At a movie theatre, which arm rest is yours?

If people evolved from monkeys, why are monkeys still around?

Why is there a 'D' in fridge, but not in refrigerator?

Who knew what time it was when the first clock was made?

VAGARIES OF THE ENGLISH LANGUAGE

Why does the word "Funeral" starts with FUN?

Why isn't a fireman called a waterman?

How come lipstick doesn't do what it says?

If money doesn't grow on trees, how come banks have branches?

If a vegetarian eats vegetables, what does a humanitarian eat?

How do you get off a non-stop flight?

Why are goods sent by ship called CARGO and those sent by truck SHIPMENT?

Why do we put cups in the dishwasher and the dishes in the cupboard?

Why is it called "Rush Hour" when traffic moves at its slowest then?

How come noses run and feet smell?

Why do they call it a TV "set" when there is only one?

What are you vacating when you go on a vacation?

Who thinks this stuff up?

There is a factory in Essex which makes the Tickle Me Elmo toys. The toy laughs when you tickle it under the arms.

Well, Denise is hired at The Tickle Me Elmo factory and she reports for her first day promptly at 8:00 am

The next day at 8:45 am there is a knock at the Personnel Manager's door. The Foreman throws open the door and begins to rant about the new employee. He complains that she is incredibly slow and the whole line is backing up, putting the entire production line behind schedule.

The Personnel Manager decides he should see this for himself, so the 2 men march down to the factory floor. When they get there the line is so backed up that there are Tickle Me Elmo's all over the factory floor and they're really beginning to pile up.

At the end of the line stands Denise surrounded by mountains of Tickle Me Elmo's. She has a roll of plush Red fabric and a huge bag of small marbles.

The 2 men watch in amazement as she cuts a little piece of fabric, wraps it around two marbles and begins to carefully sew the little package between Elmo's legs.

The Personnel Manager bursts into laughter. After several minutes of hysterics he pulls himself together and approaches Denise.

'I'm sorry,' he says to her, barely able to keep a straight face, 'but I think you misunderstood the instructions I gave you yesterday...'

'Your job is to give Elmo two test tickles'.



