

Rule 1: There shall be no rules.

Rule 2: See Rule 1.

# wheezy Rider

*Newsletter of the Fremantle group*

June 2011  
No 120

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

Price  
\$1.00

Dougs away so there's no presidents report this month.  
Not a lot been happening anyway.

Don't forget that this Wednesday, 8th June, is  
the annual general meeting night.

Nominations are already in (see page 10)  
You won't get "volunteered" for anything,  
So there's no excuse for not being there.



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



## **FREMANTLE BRANCH MEETING**

### **2ND WEDNESDAY OF THE MONTH AT SWAN YACHT CLUB.**

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

#### **2010/2011 COMMITTEE:**

**President** Douglas Brown Memb 42575

Contact:

**Secretary/Treasurer** James Kirton Memb 43205

Ph 08 93102742 james.kirton@optusnet.com.au

**Committee** Coral Lukies Memb 42576

Mick Katarski Memb 55306

Tony Barton Memb 50460

Bob Thompson Memb 43136

**Ride Coordinator** Anthony Collins Memb 34687

**Editor** Eric Ilett Memb 40021

fremantlewheezyrider@gmail.com

**Quartermaster** Joan Lawrence Memb 22322

## **AROUND THE BRANCHES**

### **ARMADALE BRANCH**

Richard Peddel 93908764

### **BUNBURY BRANCH**

Trevor Rose 0407998872 trevrose@westnet.com.au

### **ESPERANCE BRANCH**

Steve Smith (Homer) homers@westnet.com.au

### **GERALDTON BRANCH**

Bruce Ralph 08-99642392 0427-642-392

Bruce Ralph ralphy@wn.com.au

### **JOONDALUP GROUP**

Ken Eaton 0893012727 ken@eatondesign.com.au

### **MANDURAH BRANCH**

Diana Lilly 0895813129 diana\_lilly@hotmail.com

### **PERTH BRANCH**

John Gliddon 93320440 0417-945-789

### **WARBRO SOUND WANDERERS**

Christine Phillips 0895942990 c\_k\_phillips@hotmail.com

### **GREAT SOUTHERN BRANCH**

Ray Prior 0898429293 guzzirider@aapt.net.au

### **KALGOORLIE**

Andrew Mason 0890914220 0419922860

## **WEB ADDRESSES**

National Ulysses site: [www.ulyssesclub.org](http://www.ulyssesclub.org)

Fremantle Ulysses site: <http://branches.ulyssesclub.org/>

[Default.aspx?alias=branches.ulyssesclub.org/fremantle](http://Default.aspx?alias=branches.ulyssesclub.org/fremantle)

Web Master:

Bob Thompson trebor51@bigpond.net.au

Wheezy Rider :

fremantlewheezyrider@gmail.com

## **Note: Next meeting, Annual General Meeting Wed 8th**

**JUNE 2011**

**See page 10 for details of nominees**

Since there has been some confusion of late regarding ride start places and times, brought about, in part, by the fact that sometimes an updated ride calendar is issued after the Wheezy has gone to print. It has been decided to omit the ride calendar from the Wheezy. Those of you on the email list already get the calendar and it is available on the web as well, further, I will be printing a few copies for the meeting. I hope nobody has any major objection to this. Ed.

## **And as always**

Wednesday morning Plod from South beach kiosk at 9-30am for a 10am start. If you're an early riser, some members meet for breakfast at 8am before the plod.

The group will meet at the Ill Capriccio Café Bar cnr of South Tce and Commercial St Sth Freo. 2 hr parking across the road and also behind the Indian restaurant on the opposite corner of Commercial St.

The Saturday morning coffee get togethers at 10:00 AM.

Coffee mornings will now be at the Fremantle "E" Shed markets. Great Coffee, come and give it a try.

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 Editors discretion

# **NATCOM MUTTERINGS**

## **Announcing the National Committee for 2011**

**National President: Denis Paulin**  
**National Vice President: Helena Gritton**  
**National Secretary: Jennifer Woods**  
**National Treasurer: Leo Farrelly**  
**Committee Members:**  
**Chris Glover**  
**Perry Stephens**  
**John Evans**

### **Ulysses Club Inc. Rebates**

The Ulysses Club Inc. offers rebates for 50% of the cost of advanced rider training and of the cost of significant first aid courses or motorcycle first responder courses. For rider training a maximum payment of \$80 applies, and for first aid courses a maximum payment of \$60 applies per three year membership period.

1. The rebates apply once in every three-year membership period, to financial members only (not to those in the "grace period").
2. They are for 50% of the amount paid for the course, up to a maximum of \$80 for rider training and \$60 for first aid course. If the 50% rebate is less than \$80 or \$60, the difference remains a credit until the member's next renewal date, when it is re-set at \$80 or \$60. Credits do not accumulate.
3. They are independent of any rebate schemes that were in effect previously, and are for courses completed on or after 31 May 2007.
4. The Rider Training Rebates are only available to licensed riders attending a road safety and/or skills based advanced training course. They are not available for training required to obtain a motorcycle licence.
5. The First Aid rebates are only available on completion of a Senior First Aid certificate or Motorcycle First Responder endorsement. Giving first aid is a very serious responsibility, and we want to encourage members to take sufficient training to enable them to operate safely and effectively. Some first aid 'courses' are simply too elementary to be of value. This policy is under constant review, so if you are in doubt about a particular course, please contact the National Secretary or Treasurer to discuss.
6. The rebates are only available to members who successfully complete the course, not just for the booking. We are requiring a copy of the certificate of completion issued by the training provider, plus evidence of payment (receipt)
7. In the case of block bookings (by groups or Branches), we are requiring individual copies of completion certificates or a formal listing on Company letterhead with confirmation of completion. We will pay each member directly.
8. These policies will be reviewed in the light of member response and the financial health of the club.

**Rebates will only be issued if the criteria are filled. It is the members' responsibility to provide all information required to the Administration Office. At time of booking**



# Quartermasters Ramblings

AUTUMN/WINTER



Perfect for when the rain starts.....  
Back pack with wet weather cover to keep your things dry. Cover tucks away when not in use.  
**Member price: \$28.00**



With the cooler weather just around the corner, consider this Riding Shirt. Higher neck than a regular t-shirt will help to keep you warm.  
**Member price: \$19.00**



Ulysses warm up jacket....great for the cooler nights.  
**Member price: \$36.00**

Ulysses denim long sleeved shirt.  
**Member price: \$41.00**

Also comes in short sleeved style.  
**Member price: \$39.00**



2011 AGM Event long and short sleeved shirts in ladies and men's styles..

**Short sleeve: member price \$37.00**

**Long sleeve: member price \$39.00**

If you are travelling to escape the winter remember to grab a touring logo sticker and patch.

**Sticker:**

**Member price: \$4.00**

**Patch:**

**Member price: \$6.00**



Please note, the 2011 AGM Event shirts are plain blue, NOT chequered as shown here. Problem with the copy from the original PDF file. Ed.





Cut the glare out with these  
Ugly Fish Sunglasses.....funny  
name....great product!!!  
**Member price: \$50.00**



Warm socks .... 80%  
wool/20%nylon (pure  
wool inner cushion and  
nylon outer) come in 2  
sizes, regular (6-10) &  
large (11-14).  
**Member price: \$13.50**



Keep cosy with a neck  
warmer.  
**Member price: \$15.00**



Ulysses braces come in 2 sizes...regular & large.  
**Member price: \$29.00**



Long sleeved t-shirts come  
in either black or white and  
also have Ulysses printed on  
the sleeve. Logos come in  
either large or small.  
**Long sleeve...**  
**Member price: \$18.00**



Also available in **short  
sleeve..**  
**Member price: \$16.00**

**\*\*NOTE: :Limited sizes /  
quantities only in the white  
shirts as we are selling out!**



Snuggle up to your  
favourite Ulysses teddy  
bear. Available in  
cream or brown.  
**Member price: \$35.00**



With winter on its way it's a good time to have a look at what  
warm clothes the Gear Shop has to offer. From Riding Shirts  
to long sleeved t-shirts, Jackets to Neck Warmers, all great  
quality and reasonably priced.

This months **SPECIAL**: receive a free temporary tattoo with  
every \$5 spent. This offer is valid until 15th August and while  
stocks last. Offer does not apply to postage.

Ride safe,

Chris Glover  
National Purchasing Officer



*A WARM WELCOME AWAITS YOU*

**AT THE YERECOA TAVERN**  
**GREAT HOME COOKED MEALS**

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**CONTACT YOUR HOSTS CHARLIE  
& DI CLARKE [Ulysses members]**

**PHONE 9654 6032 E MAIL**

**check.point@bigpond.com**

## **Polish Your English**

Difference between **COMPLETE** & **FINISHED**

People say there is no difference between **COMPLETE** & **FINISHED**.

But there is. When you marry the right one, you are **COMPLETE**.

And when you marry the wrong one, you are **FINISHED**.

And when the right one catches you with the wrong one, you are...

**COMPLETELY FINISHED**

ENGLISH IS A WONDERFUL LANGUAGE,  
ISN'T IT?

## **WA Companies who support The Ulysses Club**

**American Motorcycles,** 211 Albany Highway Victoria Park WA 6100 Tel: (08)9361 4884  
10% Discount on most after market parts and workshop

**Five Star Yamaha,** 54 Rockingham Rd Hamilton Hill WA 6163 Tel: 08 9430 4090 Up to 20% Discount on parts and accessories

**Honda Country,** 59 Dixon Road Rockingham WA 6168 Tel: (08) 9527 5093 Special Ulysses price on Application

**Hoon's Workshop** U5/4 Malcolm St, Mad-dington WA 6109 Tel: Vince 0417 956 523 Trailer, Towbars, Bike Modifications & Custom Parts painted or chromed & more..... By a Ulyssian for Ulyssians

**In City Used Motorcycles Pty Ltd,** 614 Albany Highway Victoria Park WA 6100 Tel: 08 9470 4446 Special Ulysses discount

**Kim Britton Kawasaki,** 2/91 Dickson Road Rockingham WA 6168 Tel: 08 9592 1113  
Special Ulysses price on Application

**Mack 1 Motorcycles,** 237 Great Eastern Highway Midland WA 6056 Tel: (08) 9250 2522

15% Discount on access 5% Disc plus free tyre Fitting

**Motomax**  
Motorcycle sales, service and parts. 1291 Albany Highway, Cannington , W.A. 6107. Ph. 9258 8299 or Ric Steele 0417 977 937. 15% discount.

**Motorcycles Plus,** 126 Kewdale Road, Kewdale WA 6105 Tel: (08) 9353 4567 10% discount on parts, labour and repairs and tyres

**Southern Cross Caravan Park,** Great Eastern Highway Southern Cross W.A. Tel: (08) 9049 1212

Discount to Ulysses members

**Total Motorcycle Accessories,** 1028 Albany Highway East Victoria Park WA 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

**Witch Cycles Suzuki,** 109 Day Rd Rockingham WA 6168 Tel: (08) 9527 2398 10% Discount



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Kawasaki VN900 Vulcan (09).

Vance & Hines Pipes.

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\$10.000 Call Daniel 0450349937.



**1997, 750cc Honda shadow  
C2 , green and cream ,  
37000 km , just serviced ,  
new tyres and battery , In  
ex condition \$5500 , con-  
tact Laurie Winfield  
0438376148**

**Email: [laurieanyhow@gmail.com](mailto:laurieanyhow@gmail.com)**





#### Motorcycle details

<b>Bike</b>	2000 Honda VFR800Fi
<b>Price</b>	\$8,300
<b>Odometer</b>	47,130 kms
<b>Body</b>	Sports Tourer
<b>Colour</b>	Blue
<b>Engine Capacity</b>	800cc
<b>Long Comments</b>	Fantastic bike for its age, in excellent working order, ready to go, no work required. Motor and Gears as expected - runs like a clock. Have receipts for complete top- to-bottom tune-up. Must See. Top-Box, workshop manual, tyre repair kit, battery trickle charger, and service tools included.
<b>Contact</b>	Bruce Davies ☎0417 970 182 or bddsubw@gmail.com



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.)

[Asian M/C Tours](#)  
[Aussie Bike Tours QLD](#)  
[Bad Boy Biker Jewellery](#)  
[Bad Penny Customs](#)

[Bike Links](#)

[Bike Movies](#)

[Bikes+](#)

[BMW Club WA](#)

[Cameron Simpson's Links](#)

[CBX6 Owners Club of Australia](#)

[Cruise Controls](#)

[Draggin' Jeans & Jackets](#)

[Ducati Motorcycles](#)

[Ducati Owners Club - WA](#)

[Ferris Wheels Bike Safaris](#)

[Fox-Com Australia](#)

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[Harley Owners Group - Perth](#)

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[Kawasaki](#)

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[Mack 1 Motorcycles](#)

[Map Works](#)

[Moto Guzzi](#)

[Motorcycle Network](#)

[MRA WA](#)

[MRA Australia](#)

[Motorcycle Mart on-line shopping](#)

[Motorcycle News Magazine](#)

[Net Bikes](#)

[Net Rider](#)

[Open Road Motorcycle Touring Club](#)

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[Reviews of Motorcycles](#)

[Select Cycle Supplies](#)

[Stay Upright Training Courses](#)

[Super Cycles - Custom Motorcycles in Perth](#)

[Swag-in-a-bag](#)

[TAC Mortorcycle News \(Spokes.com.au\)](#)

[TOTAL Motorcycle Accessories](#)

[Travelling Australia](#)

[Triumph Motorcycles](#)

[Two Wheels Magazine](#)

[Ventura Bike Pack System](#)

[Vintage Motorcycle Jackets](#)

[Walden Miller Leathers](#)

[Women's International M/C Assn.](#)

[Yamaha Bikes](#)

# CHOOK DROPPINGS

*Stick E Beak*

Another month has gone by and it has been quiet month around the Chook yard this month. After the very successful trip to Lewana Cottages it seems many have been taking a bit of time out. Eric took us to Northam for lunch which turned into a very pleasant ride with lunch overlooking the river at Northam. The following weekend Tony took us to the Artillery tunnels in Mosman Park. Sadly Sticky had to pull out after the lunch at E shed however there was a good roll up and I am sure all had a great time. The long weekend to Hyden fell through sadly however Robert took us on a ride to somewhere and others did their own thing.

It is the AGM for the Fremantle Branch this meeting and I have to admit that it does not feel like 11 years since we set out on our journey. Much has changed and by the same token much has not. The faces of those making the journey have changed as some have stepped off the train and some have stepped on. This is one of the fascinating things about Ulysses in that people join in and some stay and some go. I guess it is the people that love the bikes and the riding that are always there and stay on from year to year. Then there are the people that have ridden for years and for whom riding bikes is in their blood. Others join I guess because they are lonely and at that time of life that they need company and some fun and a return to riding has appeal. Others join and find that it is not for them in the end and move on. Whatever the reason, we seem to have a lot of folk that have been around for all the time that we have been a Branch. They are still in there when the whips are cracking and they are always there to take rides and help at AGM's and be there to do things. Which leads me, in my wandering waffle to thank the Committee for the past year for the way things have been run. It has been another great year and those of us on the back benches should be very grateful to Doug and his team of helpers for the fun that we have had and the way things have been run. The meetings continue to be a lot of laughs, the rides have been great (Thank you ride leaders, thank you ball boys/girls) and Doug has to be singled out for the organisation that he puts into the whole show. The policy of dealing with the business at committee level and only asking for opinions if really needed is working well and allows the meetings to be what they are supposed to be; social gatherings for fun and good company. I can assure you not all Branches enjoy this.

Three other Branches in WA are celebrating their 10<sup>th</sup> Anniversaries this year, Joondalup, Armadale and Warnbro Sound. Great to see and let's hope that we are all around to see the 20<sup>th</sup> when it comes around. While on that note don't forget that the Odyssey in Wagin is loom-

ing up on the Horizon and of you are going then it is time to point the mind in that direction and make some arrangements.

On the personal front old Sticky has finally had to sell the BMW 80. It is a sad thing however there is no future in keeping the bike when I can no longer get on and off the thing easily. It was always going to happen and I always knew that one day the old knee would pack in and I would not be able to leap aboard like I used to. It has been sold to another member of Ulysses and I am sure they will have just as much fun as I have. The other change is that the side car is being removed from the big Vulcan and sold. It has also been a bone of contention as they are awkward beasts and while we have had a ball over the 6 years that we have been riding it and the 4 years before that when we had "Herman" the K100 we have decided that when we travel together to Ulysses functions in future we will go by car. I think it is called Anno Dominae.....either that or sore joints! The other bit of news for the old Sticky is that he will be heading into hospital in the near future for a total knee replacement of the left knee. That will keep me quiet for a while however fear not.....I will be back.

OK folks.....that would seem to be that. See you somewhere soon and ride safe and be kind to your web footed mates.





## ABOUT BRAKING

from: *New Zealand Motorcycle Safety Consultants*  
<http://www.megarider.com/>

### 1 Which brake is the most effective?

The front brake is the most effective, giving between 60% and 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. 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 stop. By this time, he has to brake 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.

The way some riding instructors tell if a 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.

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.

From: New Zealand Motorcycle Safety Consultants  
<http://www.megarider.com/>





Last month we asked you to identify a handsome young devil on a Honda cafe racer, do the above photos help in your deliberations? Yes, he does still have the bike. If any of you have old photos that may pose a similar problem, please send them to me. If you don't have them in electronic format, no problem. If you lend them to me, slide or print, I'll convert them and guarantee to return them and will email you an electronic copy.



Spied recently, not so Harley Bob on a 250 Virago.  
There are rumours that he's finding the Goldwing too much motor-bike, either that or he's trying to conserve fuel.

#### A Scotsman's Chilli

A hungry bloke walks into a seedy cafe in Glasgow .  
He sits at the counter and notices auld Jock with his arms folded staring blankly at a bowl of chilli.  
After a few minutes of just sitting there staring at it, the hungry bloke bravely asks,  
"If you aren't going to eat that, mind if I do?"

Auld Jock slowly turns his head toward the young bloke and says, "Nah, ye can gae ahead." ( go ahead you can have it)

Eagerly, the young bloke reaches over and slides the bowl over to his place and starts spooning it in with delight.  
He gets nearly down to the bottom and notices a dead mouse in the chilli.  
The sight was shocking and he immediately pukes up the chilli back into the bowl.

Auld Jock says, "Aye, that's as far as I got too."

**ELECTION OF OFFICE  
BEARERS 2011/12  
ULYSSES CLUB INC.  
FREMANTLE BRANCH  
Election date 8 JUNE 2011**

**Nominations received to date are:**

**PRESIDENT**

**DOUGLASS BROWN 42575**  
Nominator James Kirton 43205  
Seconders Tony Collins 34687

**SECRETARY/TREASURER**

**PIPPA LEAHY 45464**  
Nominator Douglas Brown 42575  
Seconders James Kirton 43205

**COMMITTEE MEMEBRS**

**MICK KATARSKI 55306**  
Nominator B Sutherland 32707  
Seconders M Smith 9852

**ROBERT THOMPSON 43136**  
Nominator P Walsh 53356  
Seconders N Fraser 53964

**CORAL LUKIES 42576**  
Nominator R Thompson 43136  
Seconders N Fraser 53964

**TONY BARTON 50460**  
Nominator D Brown 42575  
Seconders M Katarski 55306

**MALE VS. FEMALE AT THE ATM MACHINE**

A new sign in the Bank Lobby reads:

'Please note that this Bank is installing new Drive-through ATM machines enabling customers to withdraw cash without leaving their vehicles.

Customers using this new facility are requested to use the procedures outlined below when accessing their accounts.

After months of careful research, "MALE & FEMALE" procedures have been developed. Please follow the appropriate steps for your gender.'

\*\*\*\*\*

**MALE PROCEDURE:**

1. Drive up to the cash machine.
2. Put down your car window.
3. Insert card into machine and enter PIN.
4. Enter amount of cash required and withdraw.
5. Retrieve card, cash and receipt.
6. Put window up.
7. Drive off.

\*\*\*\*\*

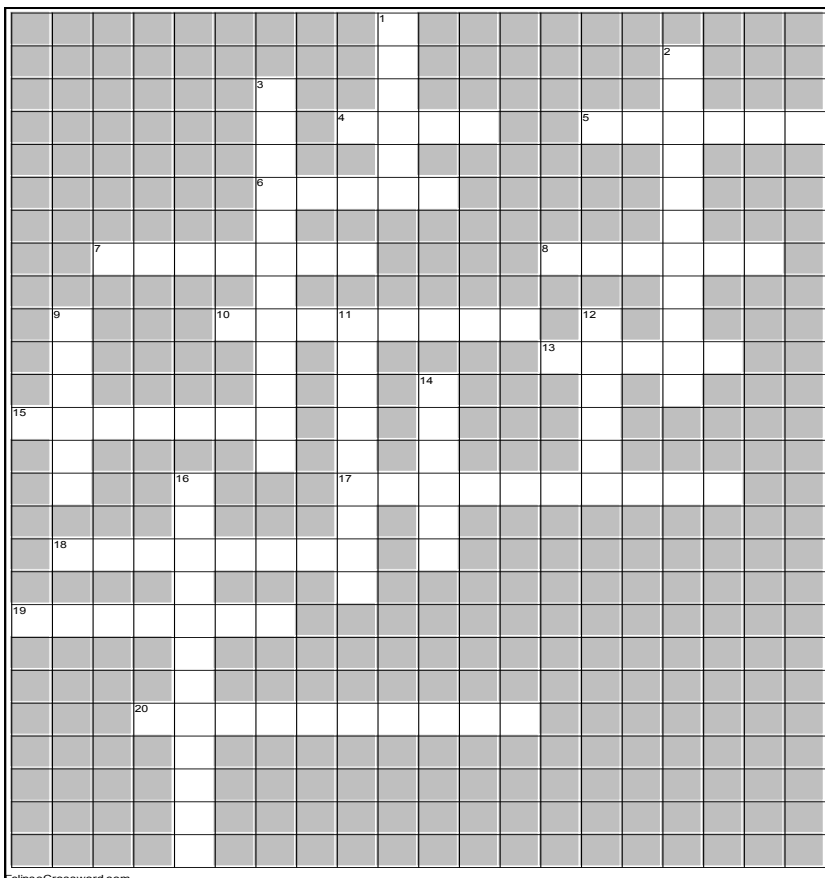
**FEMALE PROCEDURE:**

(What is really funny is that most of this part is the truth!!!!)

1. Drive up to cash machine.
2. Reverse and back up the required amount to align car window with the machine.
3. Set parking brake, put the window down.
4. Find handbag, remove all contents on to passenger seat to locate card.
5. Tell person on cell phone you will call them back and hang up.
6. Attempt to insert card into machine.
7. Open car door to allow easier access to machine due to its excessive distance from the car.
8. Insert card.
9. Re-insert card the right way.
10. Dig through handbag to find diary with your PIN written on the inside back page.
11. Enter PIN.
12. Press cancel and re-enter correct PIN.
13. Enter amount of cash required.
14. Check makeup in rear view mirror.
15. Retrieve cash and receipt.
16. Empty handbag again to locate wallet and place cash inside.
17. Write debit amount in check register and place receipt in back of check book.
18. Re-check makeup.
19. Drive forward 2 feet.
20. Reverse back to cash machine.
21. Retrieve card.
22. Re-empty hand bag, locate card holder, and place card into the slot provided!
23. Give dirty look to irate male driver waiting behind you.
24. Restart stalled engine and pull off.
25. Re-dial person on cell phone.
26. Drive for 2 to 3 miles.
27. Release Parking Brake.



This is courtesy of El Presidente. Just print the page and go for it.



Mays solution.

1	J	I	F	F	Y														
			A			3	C	H	O	P	S	T	I	C	K	S			
			U						N			A				U			
			N						I			N				B			
7	C		T			8	M	O	O	N	K					M			
	H		L				E	N		S						A			
	E		E				R			9	W					R			
	C		R				C			E						I			
	K		O				10	E	M	U	S		11	N			N		
	M		12	H	Y	O	I	D			T		A			E			
	A						E			13	V		P						
14	T	E	L	E	V	I	S	I	O	N		O							
	E				E						16	L							
					N						17	T	I	B	E	R	I	U	S
17	C	H	I	H	U	A	H	U	A			O							
					S							N							

## Across

4. This word originated when ticket agents in England marked the tickets of travelers going by ship to the Orient (4).
5. This plant can grow up to 3ft in 24 hours. (6)
6. This is the only planet not named after a god. (5)
7. The only thing that can destroy this substance is intense heat (7)
8. this is the fastest healing part of your body. (6)
10. It first flew on the 1st January 1969. (8)
13. It means 'pound' in Latin (5)
15. The ancient Greeks grew these as a form of medicine. (7)
17. This is the only fruit which seeds grow on the outside. (10)
18. There is a reference to this man in every episode of Seinfeld. (8)
19. This country consumes more Coca Cola than any other country. (7)
20. Is the fear of music. (10)

## Down

1. This word is the longest in the English language with all the letters in alphabetical order. (6)
2. Is the only bird that can fly backwards. (11)
3. a qualified technician trained to draw blood (12)
9. This is the only word in the english language that ends in "mt" . (6)
11. This food was invented in Austria. (9)
12. The dot on top of the letter 'i' is called a ..... (6)
14. It is the only European capital city not situated on a river. (6)
16. This is the longest word typed only with the left hand. (12)