

Rule 1: There shall be no rules.

Rule 2: See Rule 1.

wheezy Rider

Newsletter of the Fremantle group

Jan 2012
No 126

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

Price
\$1.00

Due to the sad resignation of our president, Doug Brown, there will be no presidents report for this issue. No doubt someone will step in to fill his shoes, and I feel sure we will have a presidents report next month.

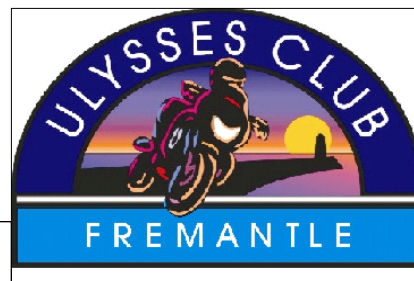
I think Old Stick E Beak has nailed it quite succinctly, in his inimitable style, and I suggest you read his piece later in this issue.

Here's looking forward to a happier 2012, and I would like to wish you all a

VERY HAPPY NEW YEAR



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

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National Ulysses site: www.ulyssesclub.org

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<http://branches.ulyssesclub.org/fremantle>

Web Master:

Wheezy Rider :

fremantlewheezyrider@gmail.com

Note: Next meeting, Wed 11th
Jan 2012

And as always

Wednesday morning Plod from South beach kiosk at 9-00am for a 9-30am 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 Victoria Café 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



We meet monthly (except December) 7:00 pm for a meal, 8:00 pm for the meeting on the second Wednesday of each month at the Swan Yacht Club, East Fremantle.

Members Name :.....

Phone:.....

Fremantle.ulysses@gmail.com
<http://branches.ulyssesclub.org/fremantle>

This is the card Bob Thompson has had printed. They will be available for you to take a few at the next meeting. Just another way of getting the message out there

Quartermasters Ramblings

Spring Edition



Men's black and ash Polo shirt. Price \$28



Headsox are great to wear under your helmet on those warmer days.
Price \$17



Ugly fish sunnies. Price \$55



Teddy bears in cream or brown wearing a Ulysses t-shirt, jacket & bandana
Price \$35



Ulysses Backpack. Has front strap to prevent slipping when riding. Carry your phone, wallet, keys, camera etc. Comes with weather proof cover which tucks away in its own pocket when not needed.
Price \$28



Ulysses water bottle. 500ml capacity strong but light, stainless steel.

Price \$7.50



Black braces with Old Man Logo. Regular or large sizes.
Price \$29



ORDERS CAN BE MADE ON
LINE OR PHONE THE
NATIONAL ADMINISTRATION
OFFICE ON 1300 134 123



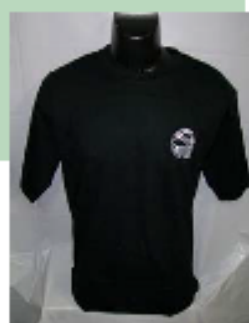
Have a look at our great range of t-shirts....
black or white, long sleeve or short, large or small logo.

White Long sleeve Price \$18

White Short sleeve Price \$16

Black Long Sleeve Price \$19

Black Short sleeve Price \$17



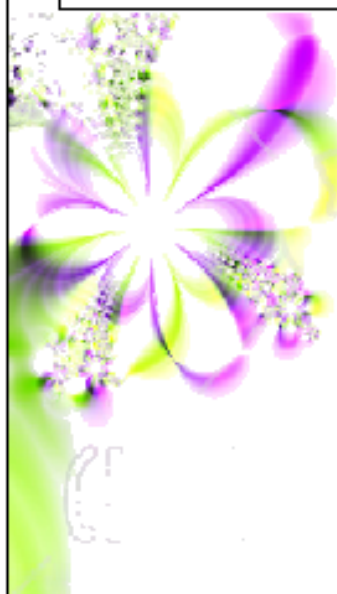
Black or brown leather belts with the Old Man Logo and Ulysses printed on it. 7 sizes available from S (34") - King size (54")
(limited sizes in brown) **Price \$26**



Hi Everyone,

Spring is finally here and believe it or not, it is almost time to think about your Christmas orders. The office will be open until the 23rd December, but to guarantee dispatch before Christmas, the cut off date is 30th November. Orders will still be processed after this date but may not be delivered in time. Also, remember that Teddy Bears are a great gift for Christmas for young and old alike. There are some wonderful items in the Gearshop for you to consider.

*Regards
Chris Glover
National Purchasing Officer*



A WARM WELCOME AWAITS YOU

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IT'S the bike that would make Batman jealous.

With a top speed of 241km/h, the one-off Wazuma V8, built by French company Lazareth, is so powerful it is only permitted to be driven off-road.

The bike boasts a Ferrari engine with 250bhp and handlebars from a BMW M3.

It is up for sale on luxury website JamesList. And with a price tag of \$266,000, you would have to be Bruce Wayne to afford 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 Rocking-
ham 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% dis-
count 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

FOR SALE

VINTAGE SCOOTER SALSURY MOD 85 BUILT IN 1945/USA,
RARE COLLECTORS ITEM, ON PERMANENT DISPLAY AT THE WHITEMAN'S PARK
MUSEUM, PRICE \$ 10'000.—
CONTACT MARIO: O.REMLAB@GMAIL.COM



For Sale

1949 BSA 350 gold star \$8900.00
1989 Soft tail custom \$22000.00
2006 TE 510 Huskvarna \$5000.00
1996 WR250 Yamaha \$2500.00

they are all in great condition and I'll look at offers



Contact Tony Ahern on
0427952633

For Sale Yamaha FJ1200 \$3000

Contact Frank on 0407195326



I don't know if any of these are still for sale. If you want them repeated next month, please let me know.
Thanks, Ed.

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](#)

[Gippsland Tourism](#)

[Great Ocean Road](#)

[Harley Owners Group](#)

[Harley Owners Group - Perth](#)

[Honda Motorcycles](#)

[Honda Shop](#)

[Isle of Man TT and other Bike Shipping](#)

[Kawasaki](#)

[Lakes and Wilderness](#)

[Mack 1 Motorcycles](#)

[Map Works](#)

[Moto Guzzi](#)

[Motorcycle Network](#)

[MRA WA](#)

[MRA Australia](#)

[Motorcycle Mart on-line shopping](#)

[Motorcycle News Magazine](#)

[Net Bikes](#)

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[Open Road Motorcycle Touring Club](#)

[Phillip Island Circuit](#)

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[Rain-off overgloves](#)

[Reviews of Motorcycles](#)

[Select Cycle Supplies](#)

[Stay Upright Training Courses](#)

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

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

[TAC Motorcycle 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

Welcome to 2012. The very fact that Sticky has made it this far is a personal victory, and if there is one thing that I have learned, while sliding down the razor blade of life, it is that there is not enough time to have all the fun we want without starting to waste time on things that are the business of others.

I suppose anyone involved with the Fremantle Branch these last few weeks would have to be in a plastic bubble or away if they are not aware of the fact that we have had some serious problems.

Some of the people involved have made it quite clear that they do not want the matter discussed and so there will nothing specific mentioned here.

All understood. However.....

Some points for consideration. (Sticky climbs puffing onto his soapbox.)

The Ulysses Club is different in many ways to the normal organisations such as Apex, Lions or the Antipodean Grande Order of Tiddly-winkers. In those organisations Branches have a form of independence under their Constitutions. In Ulysses, Branches have NO autonomy. Branch Presidents and committees have no power to make rules, exercise authority, discipline members or carry out any duties, other than administering the Branch's everyday matters. All other matters have to be referred to the NATCOM as there is only ONE CLUB. We are Branches of ONE CLUB. Get it?! This means under the Constitution there is nothing your local committee can do. If you have a problem, then refer it to them for action by the National Committee.

Now go away and have a think about what some of you have said, thought, discussed or heard over the last few weeks and see how close or how far you are away from what in actual fact can or cannot happen.

Finally to quote the late National President Ian (Huggy) Rawlings in a remark to our first Branch President the late Martin Rees,

"Listen Cloth Ears, what is it about the Ulysses Constitution that you do not understand?" when we were trying to sort out branch ride rules. Like.....there can be no BRANCH rules!

Sticky topples off soapbox and toddles off for another coffee and sticky bun.

Let's get back to what we are best at.....riding bikes and having fun.

Stick E Beak.

2012 Ducati 1199 Panigale Engine Details Revealed.



Today, Ducati has revealed many telling details about the all-new 1199 Panigale “SuperQuadro” engine in anticipation of the machine’s complete unveiling next month at EICMA in Milan. Needless to say, with all the hype and buildup surrounding the 1199 Panigale, much of it has centered around the completely radical and highly oversquare engine that also acts as the main stressed member of the monocoque frame. The design goals were rather ambitious — 195 hp, among others — and as such, much of what we’ve come to expect from Ducati has been thrown out the window. In fact, only the desmodromic valve actuation and the 90-degree V-angle of the cylinders remain. We’ll have a full write-up on the details surrounding the engine tomorrow, but for now feast your eyes on Ducati’s latest teaser video after the jump.

Fast on the heels of the Moto Guzzi Norge review comes another model of Italian eccentricity, the Moto Guzzi California Black Eagle. Equipped with buckhorn bars and floorboards, it's certainly no sportbike, but it'd take a crowbar and sledgehammer to shoehorn this model into any standardized cruiser category.

Cylinders jutting skyward from the sides of the bike, the Black Eagle is powered by an incorrectly mounted (in the traditional cruiser sense) V-Twin. The air-cooled, two-valves-per-cylinder, 1064cc engine is the iconic centerpiece of the Black Eagle and unarguably proclaims an individualism unto itself.



[The Moto Guzzi California has been in existence since 1971. The Black Eagle is variable of the familiar model.](#)

It produces a respectable 70 horsepower, which is very high for a cruiser engine of less than 1100cc. On the flip side is a modest 60 ft.-lb of torque produced relatively high in the rev range (5200 rpm). This uncharacteristic-for-a-cruiser powerplant exhibits a strange power curve against competitive cruiser models that exhibit much greater low-end vigor.

Rolling from a stop requires more clutch slippage than other cruisers, and a narrow engagement zone at the end of the lever travel requires some finesse. But the engine's relatively lofty powerband makes first gear very usable in city traffic. Powerplant points are deducted for its old-school fuel-injection system that requires actuating a fuel-enricher lever during cold starts. Fuel mapping seems to be on the lean side, as large throttle openings result in a slight lag in response.

Guzzi compensates the Black Eagle's lack of torquey thrust with a surprising amount of lean angle. In fact, we'd venture to say that the Black Eagle exhibits more lean angle than any cruiser we've ever ridden. Unlike its lowered, feet-forward cruiser brethren that excel in dragging every hard-part possible at painfully mundane speeds, the Black Eagle begs to be cornered.

This cornering prowess isn't without drawbacks. To achieve the Black Eagle's abnormally high ground clearance Moto Guzzi attached the floorboards in an elevated position above the tarmac. Combined with the positioning of the floorboards — neither directly below nor stretched in front of the rider — this forces the rider's knees to rise above the fuel tank. For riders of average height this peculiar arrangement takes some getting accustomed to, while for taller riders the discomfort is exacerbated. The ergonomic package is reminiscent of an over-sized Honda Rebel.



[Not necessarily evident in this photo with a 5-foot-8 rider, the Black Eagle's seating position takes some getting used to. Note the uncommon steering damper and centerstand.](#)

Making matters worse are the buckhorn handlebars. The comfortably positioned bars trap a taller rider's knees against the fuel tank during tight maneuvers. This design oversight is not only a parking-lot-speed performance deficiency but also a safety issue. The foible can be resolved by remembering to swing the impending knee out of the way before making a tight turn or by raising the bars by rolling them forward in the bar clamp risers. Or replacing them altogether. This design deficiency for long-legged riders should be addressed, but maybe it's not an issue for generally shorter Italian riders.



[The Black Eagle's high seat is very broad and supportive, with excellent passenger accommodations.](#)

Short of these aforementioned faults, the Black Eagle handles with aplomb for a couple of reasons. The yawning distance between handgrips provide uber amounts of leverage. And adding to the transitioning ease is the Black Eagle's comparatively feathery sub-600-pound wet weight and a relatively stubby 61.4-inch wheelbase. With access to both the Guzzi Black Eagle and a 2012 Triumph Thunderbird for a couple weeks, I found myself gravitating back to the Black Eagle after spending time on the Triumph. The big-digit torque figures bursting from the T-Bird's 1597cc vertical Twin is head-jerking good fun, but at 746 pounds full of fluids I simply tired of holding the beast up at stoplights and dragging pegs at walking speeds around corners. The Black Eagle isn't exhilarating in the torque department, but I prefer its lighter, more maneuverable mannerisms.

When testing the Moto Guzzi Norge, noticeable was the attention given to the bike's fit and finish. Sadly, that trend doesn't follow to the Black Eagle. The mechanism attaching the wide, comfortable one-piece seat doesn't fasten securely, the rubber sidestand grommet vibrated loose, and internal rust was eating away on the outside of one muffler. "Guzzi's chrome-plating process seems to have remained unchanged since the California's introduction in 1971," remarks Pete.



[Just about the time you expect the Guzzi to run out of steam it keeps the tach spinning all the way to redline.](#)

The proximity of the heel/toe shifter to the left floorboard is prohibitively close and does not allow a booted toe beneath the shifter, forcing a Black Eagle owner to develop a delicate touch with the heel portion of the shifter in order to find neutral and upshift.

On the opposite side of the bike the high position of the floorboard doesn't allow an acceptable range of motion in one's ankle for proficient manipulation of the brake pedal. To overcome this Guzzi added a small node meant to provide the needed support and angle of a foot. However, in order to utilize the node, a rider must remove his foot from the floorboard and reposition it atop the node to properly work the brake.

"The rear brake is odd in that you need to place your heel onto a snubby peg to better modulate the brake pressure," says Troy. "Otherwise you'll either brake too hard or not enough."

The Black Eagle doesn't boast ABS, but it does feature linked braking. Engaging the rear brake pedal sends fluid pressure to both the front and rear Brembo calipers, which none of the MO testers appreciated. "The Brembo brakes seem sufficiently powerful enough to reel in the California," says Pete, "but I could do without the linked rear to front brakes. Far too much front-end dive when applying a heavy dose of rear brake."

For a cruiser, both the front brake and clutch levers are uncharacteristically narrow and feel relatively wimpy. Wider, more comfortable levers would be appreciated.

A steering damper is a component not often found as standard equipment on cruiser motorcycles, but the Black Eagle comes equipped with an Italian-made TT Suspension damper which keeps the Eagle's front end stable at higher speeds.



[A relatively lofty powerband \(rev limited to 7250 rpm\) makes the Black Eagle very usable in city traffic.](#)



[The Black Eagle's suspension features adjustable compression and rebound settings up front and preload and rebound on the rear shocks.](#)

Featuring compression and rebound adjustments up front and rear preload and rebound adjustments, the Eagle is more liberal with its suspension fine-tuning than most cruisers. Easy-to-use dials on top of each fork leg control the settings, with one fork leg handling compression and the other controlling rebound. Optimum rebound control was achieved by a setting just two clicks off max. Preload on the rear shock is the common ramp-style adjustment, while rebound is easily controlled by dials on the tops of each shock.

The matte black fuel tank holds five gallons of petrol which is good for upwards of 180 miles between fuel stops, according to the 36-mpg average the Black Eagle was exhibiting while in our possession.



[The Black Eagle's instrumentation is readable but very basic.](#)

In addition to its tank, the Aquila Nera (Italiano for Black Eagle) features matte-black fenders and side panels, which, in addition to its steering damper, set it apart from the standard

Guzzi California model. The dull black paint scheme does an excellent job of emphasizing the Eagle's metal components and engine.

In the subjectively stylized world of cruisers the Black Eagle held its own ground, garnering attention from civilians and motorcyclists alike. For the most part we'd agree with them both, but a critical eye is going to fault the Black Eagle for losing sight of flowing lines toward the rear of the motorcycle. In relation to the rear wheel, the rear fender is in another zip code, fixed high and well beyond the travel of the rear wheel, leaving an unsightly gap.

The Eagle's finish quality is a bit lacking on a few components. The plasti-chrome instrument brightwork and turnsignals belie their humble origins, and the sloppy welds on the passenger grab rail are unpleasant. We also didn't like its ultra-long sidestand that is extremely awkward to deploy, and retracting it is accompanied by a loud clang as two springs slam it to its stops. Guzzi can only claim "character" when explaining away deficiencies in their motorcycles. Some of us find its weirdness can be endearing in a strange way, but Pete was more disappointed than the rest of us.



[The Guzzi V-Twin's cylinders splayed 90 degrees apart to the sides is a unique arrangement in the motorcycle world.](#)

"I can see why some folks might find the Black Eagle a neat ride, and if the VIN plate had an early to mid-'70s year stamped on it I wouldn't hold anything against this Guzzi. But too many things, practical things, on this motorcycle are in need of update, and no amount of quaintness can compensate to keep me interested."

However, Editor Duke saw the Guzzi's individuality in a different light. "Once you get over how weird it is, it begins to charm you. There's nothing else quite like it," he says.

I have been in many places, but I've never been in Cahoots. Apparently, you can't go alone. You have to be in Cahoots with someone.

I've also never been in Cognito. I hear no one recognizes you there.

I have, however, been in Sane. They don't have an airport; you have to be driven there. I have made several trips there, thanks to my friends, family and work.

I would like to go to Conclusions, but you have to jump, and I'm not too much on physical activity anymore.

I have also been in Doubt. That is a sad place to go, and I try not to visit there too often.

I've been in Flexible, but only when it was very important to stand firm.

Sometimes I'm in Capable, and I go there more often as I'm getting older.

One of my favourite places to be is in Suspense!
It really gets the adrenalin flowing and pumps up the old heart!

someone said they saw me in Toxicated but I don't remember going there.

Have you been to Coventry? Apparently you get sent there when no one wants to talk to you

I haven't been to Hell yet but I have quite often been told to go there!

I have quite a few mates there so I won't be lonely

And one I just have to add, the place many of you will end up in.

Continent