



# wheezy Rider

*Newsletter of the Fremantle group*

Oct 2012  
No 135

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

**Price  
\$1.00**

The wife was screaming at her husband: LEAVE!! Get out of this house!" she ordered.

As he was walking out the door she yelled. "And....I hope you die a slow and painful death!"

He turned around and replied " So now you want me to stay - make up your mind!"

Now that I've attempted upsetting up to half our membership I should get down to recount what another awesome month it has been.

On the ride front we had Pippa's ride on the 16th which also saw one of the new Ford based trikes ex Germany via a dealership in Queensland join us. Unfortunately, that ride was marred by an incident that could have been lots worse - more on that elsewhere in the Wheezy.

Then, on a day that I couldn't participate, Tony led a ride to "Somewhere" because Mark had to alter the date for his planned ride. The next week saw us all heading to Denmark for the 2012 Odyssey. Fantastic week-end - Lori and I headed down on the Friday as did Mike, Eric and Judith from Joondalup. Got off the highway at Nth Dandalup and never saw it again! The two re-fuelling points we used saw the owner of the bowser come out with a key to unlock the padlock - and only 91 was available! But fantastic roads - I'm doing that ride again. We (Eric and Wendy accompanying) returned via Walpole and Manjimup on Monday and to say there was a bit of a difference between the temps on the way down versus on the way home is put it mildly! Best part of 1,400k 2-up on old faithful.

And, of course, we mustn't forget our bi-weekly culinary exploits on the C&CCR. The 21st saw us head to a new Italian in Bull Creek - "Il Cielo" and although the weather was so bad there was no ride we still had a very healthy turn-out and a great meal. The 5th October saw us do our 1st return visit to a venue when we trooped back to The Village Pizza in Lesmurdie. Another fantastic night with a great ride through the Hills. If you haven't joined us on a C&CCR I urge you to give it a go. The ride is always pleasant and we find some great out of the way places to have a bite. Just check the Calendar and show up at the start!

We also had the Motorcycle Theory Course on the morning of the 6th Oct and although I had every intention of going I just couldn't fit it in. Hopefully someone who did will be able to fill us in at the Social Meeting.

Last but not least Sunday the 7th saw the annual "TECs Out Front Ride" to Tammin - can't wait to hear all about that one Geoff and Jill!

Looking forward to seeing you all at the Social Meeting on Wednesday night - I know there will be a couple of new members joining us and we look forward to welcoming them. Make sure you introduce yourselves guys. I shouldn't be too hard to find - Annie and I will be the only 2 in the room with no accents and she usually wears a skirt!

**Till next time - "Keep the paint up and the rubber down"**

**Spence 53780**



*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*

#### **2011/2012 COMMITTEE:**

**President** Ron Spencer (Spence) Member 53780  
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Sandra Dix, Branch Secretary, 0413 513 039

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### **KALGOORLIE**

Andrew Mason 0890914220 0419922860

## **WEB ADDRESSES**

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

Fremantle Ulysses site: [www.ulyssesfremantle.com](http://www.ulyssesfremantle.com)

## **Note: Next meeting, Wed 10th October 2012**

### **And as always**

Wednesday morning Plods from South beach kiosk assemble at 9:00am for a 9:30am start. If you're an early riser, some members meet for breakfast at 8:00am before the Plod.

The group will meet at the Ill Capriccio Café Bar corner of South Terrace and Commercial Street South Fremantle. There is 2 hour parking across the road and also behind the Indian restaurant on the opposite corner of Commercial Street.

The Saturday morning coffee get togethers commence at 10:00am. at the Victoria Café. This café is located at the eastern end of 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 Editor's discretion.



# Quartermasters Ramblings

Hurry up Spring!! Edition

NEW!!

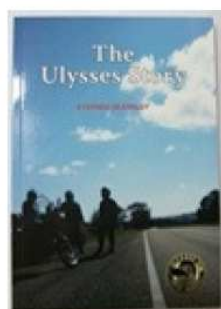


**Celebration of Stephen Dearnley's Life**  
**DVD \$10.00** Proceeds to UCARF

**Stephen Dearnley**  
**"Ride On" Badge.**

**\$5.00**

Proceeds to UCARF



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with Old Man Logo.  
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If you are escaping the winter  
weather don't forget your  
Australian **Touring patch \$6.00**,  
**Touring badge \$5.00** or  
**Touring sticker \$4.00**



Long sleeved black high neck  
**Riding Shirt \$22.00**







Black Canvas tote bag \$25.00

Ulysses black Toiletry Bag \$24.00

Black Polar fleece Neck Warmer \$15.00

Headsox – one size fits all \$17.00

Embroidered leather look Patch 250mm \$25.00

Black or Denim Patch 300mm X 300 mm \$6.00ea

Fridge magnet \$2.00

Glasses case \$6.00

Beanie \$15.00

Rubber key ring \$5.00



Limited AGM Event stocks are available. T-shirts, Shirts, Jackets, patches, stickers. Please ring the National Administration Office for more details.



Black Braces with Ulysses logo. Sizes Regular or Large \$29.00

I hope you are keeping warm over these Winter months and getting a few rides in between the rain. Roll on Spring!!

We are waiting on some samples of new products which will hopefully come in soon. Some of these are: helmet liner, ladies polo shirt, ladies cap and mens and ladies black dress shirts.

Look out for updates for when new products are in stock.

Ride Safe

Chris Glover  
National Purchasing officer



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Supplying and fitting exhausts for all automobile work, come down and visit Wayne at Willetton Exhaust who with 25 years experience will be able to advise you on the best possible needs for your exhaust problems.

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Phone: 9354 5004

Fax: 9259 5401

<http://www.willettonexhaust.com.au/>

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

**American Motorcycles,** 211 Albany  
Highway Victoria Park WA 6100 Tel: (08)9361 4884  
10% Discount on most  
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**Five Star Yamaha,** 54 Rockingham Rd  
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**Hoon's Workshop** U5/4 Malcolm St, Mad-  
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15% Discount on access 5% Disc plus free  
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**Motomax**  
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Ric Steele 0417 977 937. 15% discount.

**Motorcycles Plus,** 126 Kewdale Road,  
Kewdale WA 6105 Tel: (08) 9353 4567 10% dis-  
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**Southern Cross Caravan Park,**  
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Discount to Ulysses members

**Total Motorcycle Accessories,**  
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Special Ulysses price on Application

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**Witch Cycles Suzuki,**  
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2398 10% Discount

## **RIDE LEADER GUIDELINES**

**It is strongly recommended that you go on at least 3 or 4 rides before leading your first ride. Observe the ride leaders and how the dynamics of the group operate.**

### **Select destination**

Ask for suggestions from other members

Ask the ride co-ordinator if they can suggest a place that we have not been to for a while – the route notes may be available.

Surprise us.

Short rides - morning coffee run – 30 to 80km from start

Lunch Ride - 100 to 200km from start to destination – includes morning tea break + fuel stop

Long Ride - > 200km from start to destination – morning tea, lunch, + possible multiple fuel stops

### **Select start point**

Wherever possible use one of the following regular start points

Maccas Gateways – cnr Beelair Dr and Mitchell Freeway

Maccas Armadale

Maccas Midland

Gingers Gull Roadhouse Gt Eastern Hwy Upper Swan

Gull Roadhouse Karragullen Brookton Hwy

If you have to use another start point make sure clear directions are provided as to its location.

### **Select a route**

You cannot avoid using roads that have been ridden before so don't worry – it is the ride that matters.

Try to avoid long sections of the ride using main roads such as Freeways, Highways etc if at all possible as there are a lot of back roads available.

Get out of the metro area as soon as possible

Try to avoid excessive numbers of corners if possible.

### **Planning**

Ride the route before your ride day to check on road conditions, road works, road closures etc.

Work out where to safely position corner markers

### **Timing – speed**

Allow sufficient time for the ride because the average overall speed is that of the slowest rider and you will probably average 60kph over the day when allowing for breaks, fuel, meals, catchup etc

### **Breaks and destination**

Break destination – make sure they are open – check if they need advance warning on the number of riders especially if it is for lunch.

Allow 30 minutes for morning tea and at least 60 minutes for lunch  
Get the phone number and ring them at the start of the ride if necessary  
The tail end riders will arrive later than you do so give them a chance to have a break and drink

### **Fuel**

Fuel – some bikes only have a maximum 180-200km fuel range  
Ensure the outlet will be open – check the week before the ride if using small country suppliers

### **Getting lost!**

If you get lost do not worry we have all done it – stop & work out where you are and if necessary ask for assistance from other riders. We will possibly rag you but that is part of the fun – what goes around comes around and you will get your turn – maybe!

### **Trip Notes**

Advise the co-ordinator of the start point, distance, destination and other relevant facts such as type of meals etc so your ride can be included in the ride calendar.  
Read the ride calendar for an idea of what information to include.  
Email the trip notes to the ride co-ordinator for filing for future reference

### **Tail end Charlie**

Ask for a volunteer and ensure everyone knows who it is

### **Corner Marking**

Ensure everyone in the group knows the principles of corner marking.

### **Passing**

Always continue on past a vehicle at the same passing speed for at least 300metres or more to allow following vehicles to slot in

Always remember that you are riding at the front of a lot of riders. Try and judge passing distances and make sure new riders to the group are aware that they must always ride at their own pace. It is not a race.

### **Catch up**

There will be time when the ride strings out over a large distance especially after numerous corners. Pull over in a safe (shady) place and wait for the riders to re-group and re-start once tail end Charlie has caught up.

### **Accidents**

Heaven forbid that an accident occurs but if it does then you will be the last to know because you are at the front. This is where Catch up is important so stop the ride until the problems can be sorted out.

Tony Collins

Ride Co-ordinator Fremantle Branch Ulysses Club Inc

Phone 9386-4154



## Denmark Odyssey 2012

What a great weekend, it started for us to rendezvous with the crew on 29 September 2012 at Gateways under the dedicated guidance and leadership of Steve and Kaylene Zaretsky.

Photos that you haven't seen yet:













## **Learner Riders, Branch Organised Rides and The Law**

Troops!

I have to admit to being a bit concerned about our approach to having potential new members join our rides when they are still on “L” plates and how we manage that situation.

Whilst I am proud of how we, as a group, welcome new and potential members to our ranks I am mindful that we need to properly manage that interaction when the new person is still on “L” plates – be it for an “R-E” (up to 250cc) or “R” (over 250cc).

It has been the habit for riders on “L”s to join our rides and generally “ride in the pack”. This is fraught with danger on many levels and should cease.

As most of you know neither the President nor the Committee of a Ulysses Club branch has any power of enforcement but that doesn’t mean we shouldn’t advise and exercise a duty of care when something hazardous becomes evident.

Recently on one of our rides, a rider on “L”s had a mishap resulting in a collision with a vehicle at an intersection. Fortunately, for all concerned, nobody was hurt and the damage sustained was confined to our guest rider’s bike. I wasn’t on that ride and didn’t witness what occurred but the reports I’ve heard lead me to the conclusion that the other driver was not at fault.

This occurrence elevated my concern to the extent that I asked for some research into what, if anything, has changed in the law relating to riding under instruction since my days in blue.

I have obtained the opinion of leading members of the W.A Police Service from within both the Traffic Law Enforcement and Prosecuting Sections and the advice is unequivocal.

- The Law: Requires any learner rider to be accompanied by a qualified person.
  - The Law: Allows that instructor, in our circumstances, to be a rider with a minimum 4 years experience in the class for which the permit is held.
- The Law: Requires them not to exceed 100 km/h where that speed is otherwise permitted.

In a nutshell the opinion of these senior W.A. Police Service officers is:

- The person who collects a learner for the ride is the instructor nominated by that learner within the meaning of the Act and must remain in a position to observe and communicate with the learner for the entire ride.
- The role of instructor only passes to another person when the learner and that other person both agree to the change. This cannot occur “on the fly”.

- If the learner and the instructor become separated then the learner is no longer being accompanied and must pull over to await the instructor's arrival or someone else who is qualified must agree to assume the role.

If the learner is riding beside someone who has not accepted the role of instructor then they could be riding with someone who is not qualified (not had the required licence for 4 years), has no knowledge of the learner's skill level and may therefore 'force' them to ride outside their level of expertise and may ride at above 100km/h thus forcing the learner to ride illegally.

As I stated above I am very keen for us to remain inclusive and encourage new members of all skill levels to join us – but we must manage the process properly.

Neither I nor the committee have the power to enforce any standards on a ride – we are all there as willingly participating adults however the following are guidelines we should adopt and I'll be looking to see these implemented on any ride I lead. These guidelines are designed to ensure the learners joining us are properly looked after and that, in the event of any mishap, no unwitting member finds him/herself in trouble.

Any learner joining our rides must be collected by the member inviting them on the ride and brought to the designated start point. No learner should arrive at the start unaccompanied.

That member is expected to ride as the "Instructor" with the learner for the entire ride unless otherwise agreed between the learner and another member who takes on the role.

The learner and instructor should be exempted from corner marking and ride at the rear of the group just ahead of TEC so that they can observe the 100km/h rule and not run the risk of being separated "in the pack".

When the TEC arrives at a marked corner the marker may overtake the learner and instructor, when it is safe to do so, and rejoin the ride wherever they please so ensuring the learner and instructor keep to the rear.

At the conclusion of the ride the learner should be accompanied home by the nominated instructor or any other qualified person who has agreed with the learner to assume that role. No learner should be left to make their own way home and thus be in breach of the law.

PLEASE: Let us continue to welcome new riders of all skill levels and adopt these simple measures to ensure their safety and that of our members.

Finally, neither I nor the committee are purporting to be experts here – we're just seeking the best outcome and protection for all – so, please, if you have an opinion that can be supported by law, share it with us.

**Remember: Keep the paint up and the rubber down!**

**Spence**



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+](#)

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[Mack 1 Motorcycles](#)

[Map Works](#)

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[Motorcycle Network](#)

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[Motorcycle News Magazine](#)

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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 Motorcycle News \(Spokes.com.au\)](#)

[TOTAL Motorcycle Accessories](#)

[Travelling Australia](#)

[Triumph Motorcycles](#)

[Two Wheels Magazine](#)

[Ventura Bike Pack System](#)

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

[Yamaha Bikes](#)

## **INTERESTING MOTORCYCLE FACTS (DID YOU KNOW)**

The founder of ARAI, Hirotake Arai was a stunt rider.

Princess Anne and George Harrison have both owned custom-painted ARAI helmets.

Barry Sheen's King helmet was Bell Star helmet with a King sticker on it.

The term 'motorcycle' was first coined by British inventor Edward butler when he built a twin-cylinder tricycle prototype in 1885.

Some poly carbonate helmets are made from melted-down bottle crates.

Helmet manufacturer FM also make bottle crates.

British superbike rider Scott Smart is Barry Sheen's nephew. Smart's mum 42, Maggie, was the first ever MCN grid girl in 1971.

Mike Duff, the Canadian rider who won the Belgian 250cc GP in 1964 and the Dutch 125cc in 1965 is now Michelle Duff, following a sex change.

Castrol Honda makes a special sticky tape that improves airflow over race bikes' bodywork. Laid across the nose section, it allows the air to slip up and over the helmet and leathers of the rider more smoothly.

Under WSB rules, acid is used to check if a component that should be aluminium or steel, say it isn't in fact titanium. A colour change indicates the presence of exotic lightweight material.

The first motorcycle ever was the SH Roper 1869 steam cycle.

The first production bike to advertise a top speed of over 100mph was the Brough Superior.

The first bike to ever top 200 mph was supercharged 499cc NSU in 1956. It achieved 211.4 mph

The first rider to ever go over 300mph was Don Vesco in 1975, on a 1496cc Yamaha-engined streamliner.

The first production motorcycle was the 1488cc, 2.5hp Hilberand & Wolfmuller Motorrad, made in Germany from 1894-97

Super-fit Troy Bayliss has a resting heart rate of 36 bpm, around half the normal rate. During a race, Bayliss' heart rate rises to 186bpm.

Nobody in the 2004 GP, WSB or BSB series has the number one plate on his bike.

Honda only started racing to win the TT, in 1959 with the RC142.

Jean-Phillipe Ruggia was the first racer to regularly get his elbow down without crashing.



## Ride Updates

Just a note to draw attention to some interesting additions to the Ride Calendar recently loaded.

- Kim Brooklyn is heading to Toodyay and York via the "Rollercoaster" on the 28th October 2012;
- Tony Barton is taking anyone interested into the wild blue yonder on the 4th November 2012. Full details can be downloaded/printed from the Glider icon on the Downloads page @ [www.ulyssesfremantle.com/Downloads.htm](http://www.ulyssesfremantle.com/Downloads.htm);
- Eric Ilett is taking all interested to Bunbury on SATURDAY November 10th to visit the Railway and Traction Day;
- Steve Zaretsky will take FRIDAY adventurers to Jurien Bay on 16th November 2012 whilst;
- Spence will take the SATURDAY crowd on the 17th.

There are a number of Sundays on the Calendar in green - meaning Free Ride. Now we can't be having this can we? So pick a place you'd like to go, click on "contact Tony" on the Calendar and any amount of assistance to help you do it will be made available to you - just ask!



# MOTO SAFETY CREW

On October 20-21, thousands of riders will cycle 200+ kilometres in the SunsUPER Ride to Conquer Cancer® benefiting the Western Australian Institute for Medical Research (WAIMR). As they embark on this epic journey, they'll need your help!

Crew Members are the backbone of the event. Because of all of their hard work and dedication, Crew Members experience the same perks as the Riders such as access to a hot shower, catered meals, and a cosy tent at Camp.

The Ride is seeking bikers, moped riders and enthusiasts who can provide their own wheels and insurance to help with important tasks such as:

- Traffic assistance
- Follow Riders along the route
- Cheer on the brave men and women of The Ride
- And most importantly – to have fun!

**JOIN US TODAY!**  
**CONQUERCANCER.ORG.AU**  
**1300 99 RIDE**  
(7 4 2 2)

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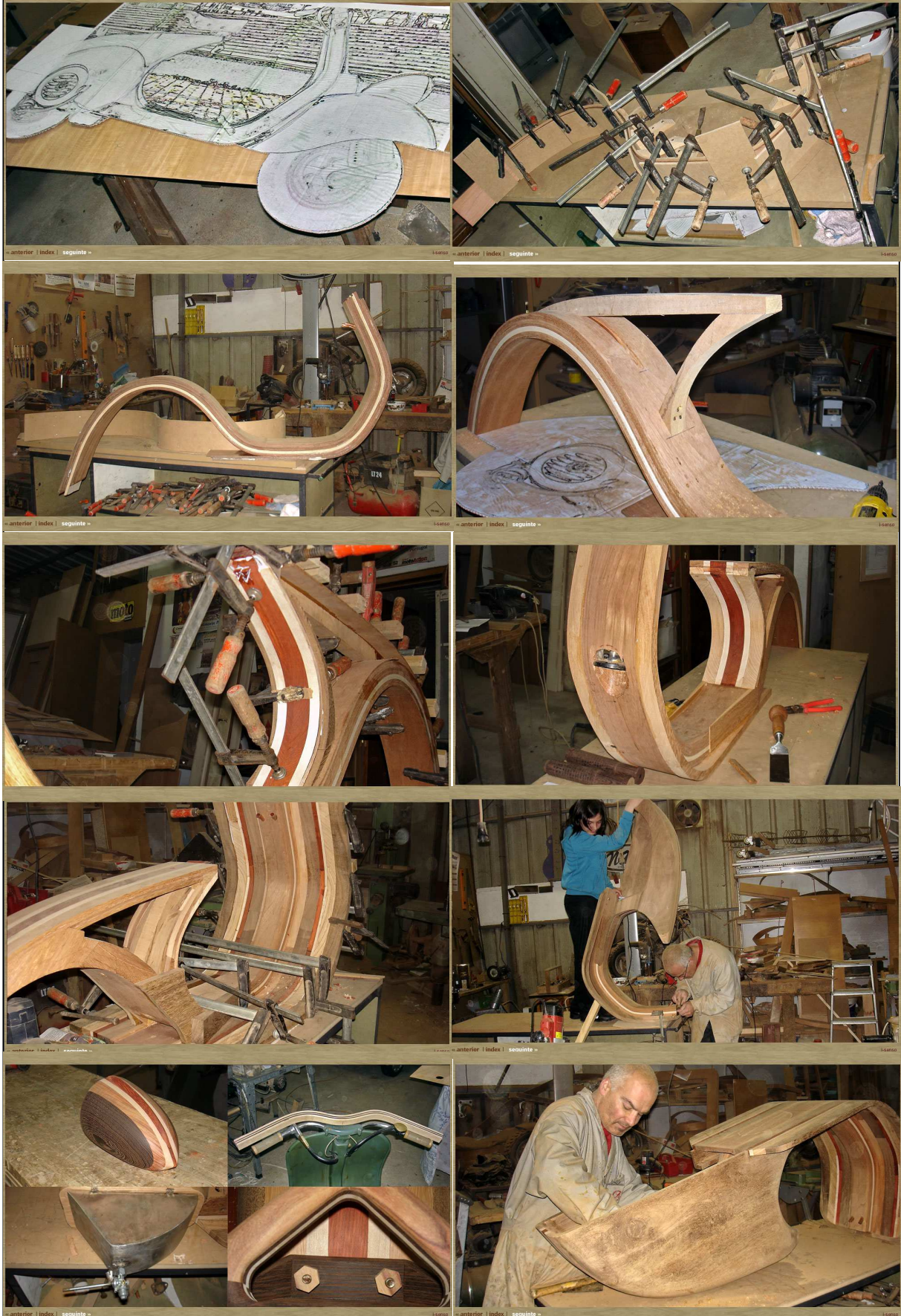
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# This is Unbelievable









## A LITTLE LIGHT HUMOUR

SO, A PIRATE WALKED INTO A BAR...

..... and the bartender said: "Hey, I haven't seen you in a while. What happened? You look terrible."

"What do you mean?" said the pirate, "I feel fine."

"What about the wooden leg? You didn't have that before."

"Well," said the pirate, "We were in a battle, and I got hit with a cannon ball, but I'm fine now."

The bartender replied, "Well, OK, but what about that hook? What happened to your hand?"

The pirate explained, "We were in another battle. I boarded a ship and got into a sword fight. My hand was cut off. I got fitted with a hook but I'm fine, really."

"What about that eye patch?"

"Oh," said the pirate, "One day we were at sea, and a flock of birds flew over. I looked up, and one of them shit in my eye."

"You're kidding," said the bartender. "You couldn't lose an eye just from bird shit."

"It was my first day with the hook."

## Same Surgeon

