

wheezy Rider

Newsletter of the Fremantle group

May 2013
No 141

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

Price
\$1.00

Wife texts husband on a cold winter's morning: "Windows frozen, won't open." Husband texts back: "Gently pour some lukewarm water over it." Wife texts back 5 minutes later: "Computer really screwed up now."

Well Troops,

It's been a full month since our last meeting – especially the 1st half! April 13th saw 5 members join me to assist in the inaugural "Rolling Closed Road Cycling Race" in the form of the Kalamunda stage of the Tour de Perth. The process did not run smoothly - especially at the start - but given that the organisers only received the 'nod' from the authorities to proceed 2 weeks before the start I think it went well overall. Lots of lessons were learned and the

Event Coordinators were very thankful for the participation and valued constructive feedback of Ulysses Club (Fremantle Branch). My many thanks to Jeff, Geoff, Mike, Mick & Tony for their help, both on the day, and in giving feedback.

The 14th saw a group follow me on my favourite back roads for Lunch at Williams and then back via Pingelly. Williams is only 160k away but Lori and I managed to cover 480 on the trusty ST!! Great to be back riding again!

The 21st saw a small but determined group follow Trevor to the York Motorcycle Festival Despite the threat of inclement weather there was still a good turnout of visitors with plenty to see – both at the events and in the "bike parking". We enjoyed the day and all got home before the drenching commenced! Thanks Trevor.

Cheap & Cheerful Chow also returned to a regular spot commencing on April 19th with a visit to the Boab Tavern in High Wycombe and then, last Friday, Lori organised a meal at Zaika Indian in Midland. The usual suspects attended both but there is always room for YOU!

Unfortunately, the last 2 Sundays were recorded as "Free Rides" on the Calendar and the rest of this month looks the same. So the plea goes out again! Please nominate to lead a ride – it isn't hard, is lots of fun being up the front and there's any amount of help and advice once you say "Yes".

Christmas in July is looming and if you haven't registered and want to go you need to contact Eileen ASAP.

Also coming up is the June long week-end. Pippa is organising a trip to Denmark and we also have an invitation to head north with WSW and join Geraldton branch at Kalbarri for the Winter Warmer Rally (see elsewhere in this edition for more info).

Lori and I will be doing "Winter Warming in Mauritius" so will not be at either – I trust my spies will be taking notes!

Don't forget AGM is before the June Meeting so come to May's with your completed Nomination Forms. All positions are open with some incumbents not re-nominating.



Cheers and "Paint UP – Rubber DOWN"
Spence (53780)

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



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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

Fremantle Ulysses site: www.ulyssesfremantle.com

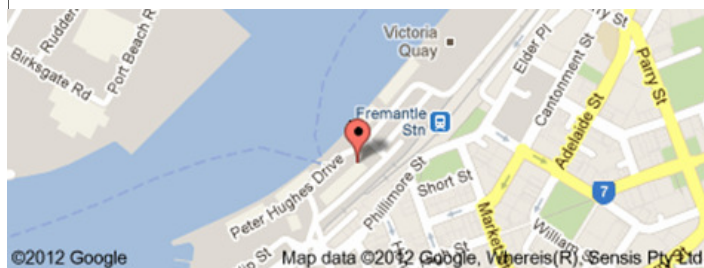
Note: Next meeting, Wed 12th
June 2013

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.



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Quartermasters Ramblings

Dec 2012



New!



Looks like a plain Pink or Black mug..... until you add hot water!!!

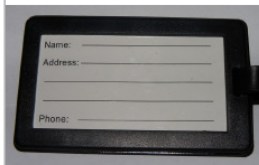


Same pattern as the stubby holder.

Amazing Colour changing mugs
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Luggage Tag great for travellers. Has Old Man Logo on the front and room for Name, Address & Phone number on rear.
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Bottle Holder also in Pink or Black
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Some exciting news this month is that Ulysses Club has had the opportunity to purchase some leather vests and leather jackets that will be available for sale at the Fraser Coast 2013 AGM Event. These have the Old Man Logo embroidered on the back and are stock from XDC who had a licence agreement with us but is now closing his business.



The Office Staff have asked me to remind you about your Christmas orders. The office will be open up to & including 21st December 2012, but to guarantee delivery before Christmas, the cut off date will be 30th November 2012. Orders will still be processed after this date but may not be delivered in time.



Have very Merry Christmas!

*Chris Glover
National Purchasing Officer*



Look The car pictured is a Mercedes Maybach

**Notice the 'recliner' rear seats, and the 'electrostatic' sunroof.
The sunroof turns from opaque to crystal clear depending on the
passenger's preference.**







**NOW, STOP DREAMING AND GET BACK TO REALITY!
BE HAPPY WITH THE CHANGES THAT JULIA
HAS PLANNED FOR YOU!**



Vincent Black Shadow: The First Superbike, and Maybe the Best

It's Jay Leno's favorite motorcycle: the classic English superbike known as the Vincent Black Shadow. More than 50 years after the last one rolled off the line, the Black Shadow is still an incredible piece of mechanics and design.

By Jay Leno

More than a half-century after the last bike left the factory in Stevenage, England, - people still praise the Vincent Black Shadow. It was the fastest motorcycle of its era, widely considered the world's first superbike, and it still holds its own on the highway. You've probably seen that [famous 1948 photo of American motorcyclist Rollie Free](#) wearing just a bathing suit, a rubber cap and sneakers while setting a 150-mph record on a modified Shadow at the Bonneville Salt Flats. The image was flashed around the world.



Where I grew up, in a small New England town, the Vincent was a motorcycle you only ever heard about. But the legend surrounding the bike was so strong. There was a guy who lived a couple of towns over who had a Vincent that had allegedly run in the renowned Isle of Man Tourist Trophy race off the coast of the U.K. Every now and then, somebody at school would say, "I heard it go by the other night." All the kids would stop to listen to his story. "What did it look like? What did it sound like?" We all wanted to know.

I only saw that bike once, when I was in high school. Thirty years later, I heard about a Vincent for sale in Haverhill, Mass. I tracked it down and discovered it was the same one. Now it's sitting in my garage. Turns out, it was a Series C Black Shadow, and "Big Sid" Biberman, a famous Vincent mechanic, had rebuilt the engine. It had a custom frame similar to a Norton Featherbed.

The Series C Black Shadow- is the most sought-after Vincent. Its 998-cc V-twin puts out 55 hp; the Black Lightning racing version is good for 70 hp. That may not seem like much, but a Vincent twin weighs just 458 pounds, about as much as a -500-cc single. A well-tuned Shadow could hit 125 mph in an era when doing an honest 100 mph—or "the ton," as the British say—was impossible for many bikes.

People forget that in 1952, the fastest- series production vehicles in the world came from England. The fastest saloon car was the Bentley Continental,- the fastest sports car was the -Jaguar XK120, and the fastest motorcycle was the Vincent Black Shadow. Vincent ads read: "The World's Fastest -Standard Motorcycle. This is a Fact Not a Slogan."



The fastest bike of its era, the Vincent Black Shadow is Jay's favorite motorcycle..



Black engine, black crankcase, black body—hence, the Shadow



The rear hub includes two sprockets for easy gear adjustment.



A Smiths speedometer helps define the Shadow's signature look.

Shadows are essentially blue-printed Vincent Rapides, with hotter cams, bigger carburetors, a higher compression ratio and a lower first gear for better acceleration. Their engines are stove-enamel black.

All Shadows have a prominent 5-inch chronometric speedometer that you can read a mile away. The needle doesn't fly around; it advances—ink, ink, ink—in steady increments. Once when I was riding one of my Shadows, a cop pulled me over.

"Y'know how fast you were goin'?" he asked.

No, sir," I replied. "I've no idea."

"You were doin' 93 miles an hour," he said. "I clocked you right off your speedometer!"

Aside from being fast, Vincents are technically interesting. Their narrow-angle V-twins have aluminum pistons, forged connecting rods, a unique rocker arm design, twin Amal carburetors and a dry sump oiling system. There is no front downtube; the engine itself is a stressed member. Changing wheels requires only simple T-handles, or tommy bars, as the British call them. The rigid -Girdraulic front forks are easily adapted for sidecar work by flipping a cam over to change the setting, and there are two rear sprockets, quickly reversible, so you can run a sidecar with a lower gear ratio.

At a time when no other motorcycle manufacturer gave a hoot about brakes—American bikes had just one rear brake for years—Vincents had four brake drums, one on each side of the hub, each with a balance bar; Shadows had finned drums. Vincents also boasted four speeds when a -Harley-Davidson had only three.

The rarest of my 10 Vincents is a prewar Series A. They called it the plumber's nightmare because it has so many external oil lines. In the owner's manual, it actually says: "After every 1000 miles, disassemble the engine and check everything. Reassemble." The Brits insist that there's nothing more enjoyable than spending a Saturday morning decoking the head on a motorcycle. Not true. People like to ride their bikes.

Motorcycles don't have a "gait" anymore, but riding a Vincent is a little like riding a thoroughbred horse. The engine fires about once every lamppost. There's a measurable heartbeat-like quality to the sound of the V-twin that doesn't exist with a four-cylinder or a high-revving parallel twin.

You accelerate and the engine goes DibdibdibdibDIBDIBDIBDIIIIIIIIB!!!

The riding position is the classic British "sit up and beg" stance. It's comfortable, and everything is adjustable. If you have big feet, you can extend the shift lever so your toe catches the end of it. There's also a hand shifter, so veterans who couldn't fully use their legs could reach down and shift. Even the Feridax Dualseat, a first on a motorcycle, was adjustable. You could alter brake tension with your fingertips. It was a true enthusiast's machine.

Sadly, that level of detail helps explain why the company ceased motorcycle production in 1955. There is a lot of time-consuming handwork involved in a Vincent. They say the best ones were made before 1951, because in later bikes, the dies tended to wear out in the stamping presses and the parts weren't as good. They were also expensive bikes, costing about \$1200 when a Triumph twin was roughly \$600.

At the end, Vincent was trying to sell fully faired Black Knights and Black Princes. They had taken the most beautiful engine in motorcycling and covered it up so the bike looked like a big Vespa. Although fully faired motorcycles caught on years later, the Vincents were so far ahead of their time that the 1956 film version of George Orwell's novel 1984 had the police -riding them.

You can tell that Vincents are my favorite motorcycles. There's a wonderful mechanical-ness to them; they are such quality machines. When you check the oil in a Vincent primary case, there's a beautiful aluminum knurled knob on the dipstick. It's overdesigned, way better than it needs to be. The general public ignored this kind of detailing because they could buy something cheaper. But today, the Vincent is considered a piece of art to be revered.

ED

ARMY JOKE

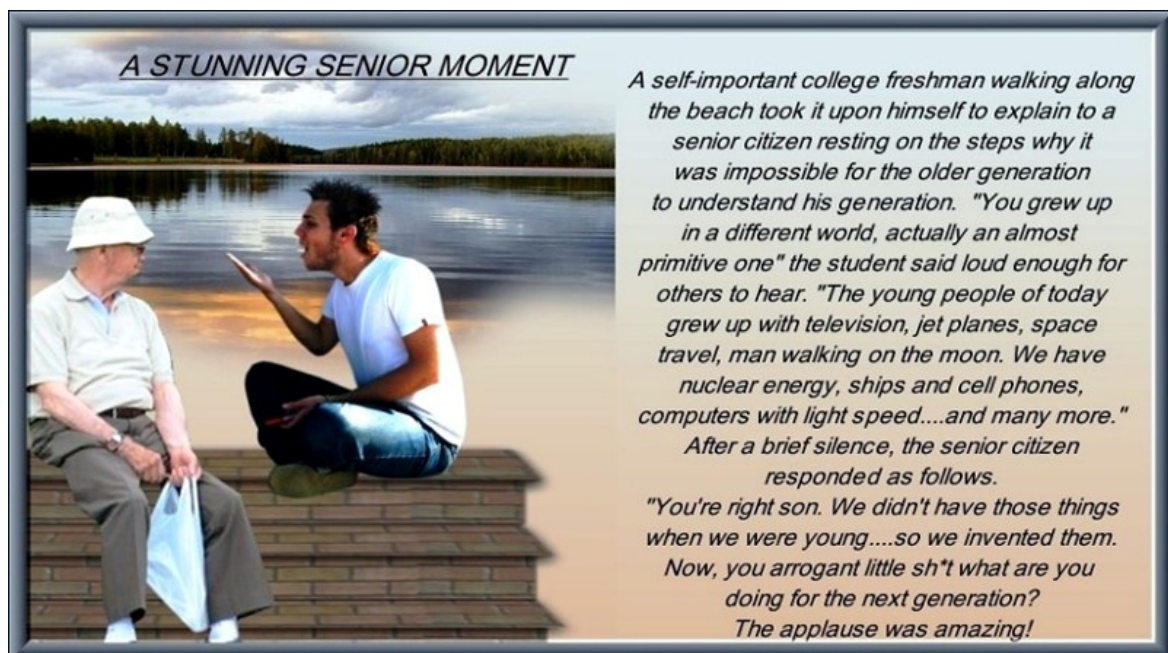
Finding a woman sobbing that she had locked her keys in her car, a passing soldier assures her that he can help.

She looks on amazed as he removes his trousers, rolls them into a tight ball and rubs them against the car door.

Magically it opens.

"That's so clever," the woman gasps. "How did you do it?"

"Easy," replies the man. "These are my khakis".



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[Aussie Bike Tours QLD](#)
[Bad Boy Biker Jewellery](#)
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Odd Motorcycles



(Inspired by Bloomers)

Odd Motorcycles (cont.)



Some Light Humour

A letter to Mum from a boy scout

Dear Mum,

Our Scoutmaster told us to write to our parents in case you saw the flood on TV and got worried. We are okay. Only one of our tents and 2 sleeping bags got washed away.. Luckily, none of us got drowned because we were all up on the mountain looking for Adam when it happened.

Oh yes, please call Adam's mother and tell her he is okay. He can't write because of the cast. I got to ride in one of the search and rescue Jeeps. It was great. We never would have found Adam in the dark if it hadn't been for the lightning.

Scoutmaster Ted got mad at Adam for going on a hike alone without telling anyone. Adam said he did tell him, but it was during the fire so he probably didn't hear him. Did you know that if you put gas on a fire, the gas will blow up?

The wet wood didn't burn, but one of the tents did and also some of our clothes. Matthew is going to look weird until his hair grows back.

We will be home on Saturday if Scoutmaster Ted gets the bus fixed. It wasn't his fault about the crash. The brakes worked okay when we left. Scoutmaster Ted said that with a bus that old, you have to expect something to break down; that's probably why he can't get insurance.

We think it's a super bus. He doesn't care if we get it dirty, and if it's hot, sometimes he lets us ride on the bumpers. It gets pretty hot with 45 people in a bus made for 24. He let us take turns riding in the trailer until the policeman stopped and talked to us.

Scoutmaster Ted is a neat guy. Don't worry, he is a good driver. In fact, he is teaching Horace how to drive on the mountain roads where there aren't any cops. All we ever see up there are huge logging trucks.

This morning all of the guys were diving off the rocks and swimming out to the rapids. Scoutmaster Ted wouldn't let me because I can't swim, and Adam was afraid he would sink because of his cast (it's concrete because we didn't have any plaster), so he let us take the canoe out. It was great. You can still see some of the trees under the water from the flood.

Scoutmaster Ted isn't crabby like some scoutmasters. He didn't even get mad about the life jackets.. He has to spend a lot of time working on the bus so we are trying not to cause him any trouble.

Guess what? We have all passed our first aid merit badges. When Andrew dived into the lake and cut his arm, we all got to see how a tourniquet works.

Steve and I threw up, but Scoutmaster Ted said it was probably just food poisoning from the left-over chicken. He said they got sick that way with food they ate in prison.. I'm so glad he got out and became our scoutmaster. He said he sure figured out how to get things done better while he was doing his time. By the way, what is a pedal-file?

I have to go now. We are going to town to post our letters and buy some more beer and ammo.. Don't worry about anything. We are fine and tonight it's my turn to sleep in the Scoutmaster's tent.

Your loving son
Cecil