

wheezy Rider

Newsletter of the Fremantle group

August 2013
No 144

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

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Greetings for September!!

Spring is upon us and what promises to be some of the best riding weather of the year!

The calendar is full – right up to next year – so all you’ve got to do now is turn up at the start point and enjoy the fruits of the Ride Leaders’ planning – or lack there of!! After all it’s all an adventure, isn’t it! I’m sure we’ll hear tales of mishaps and “adventures” on Wednesday night – I’ve certainly heard of a few!

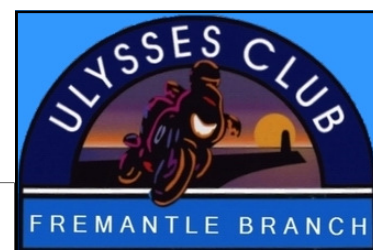
That said my apologies for lack of attendance of late – a lot going on with lots of travel. This has either had me away at week-ends or else trying to catch up between trips. I did manage one ride as leader though when Andy had to drop out. I took our troops out to Moora and home via Indian Ocean Drive connecting the 2 with some new roads (for me anyway) and managed to introduce some of that “adventure”. Took a wrong turn and added about 80k into the ride thus catching out some who had neglected to top-up in Moora!! My odo at home said 480k so a bit bigger than planned!

Keen observers of the Ride Calendar will note that the Cheap & Cheerful Chow Ride regular entry has disappeared. Lately it has been a bit too much pressure to get back for the ride from a business trip – last time was a drive from Kalgoorlie for a zero attendance – so I’m changing it to an ad hoc event rather than a regular occurrence and we’ll see how that goes. Of course, this does NOT mean that no one else can’t organise one – just let Steve or I know and we’ll put it in the Calendar and publish it to members.

Looking ahead **PLEASE** mark October’s Social Meeting in your personal calendar **now**! I am hoping that on October 9th I will be able to make a **very** significant announcement and expect as many members as possible to be in attendance. Believe me – you WILL want to hear this first hand and not later on the grapevine! Watch this space!!



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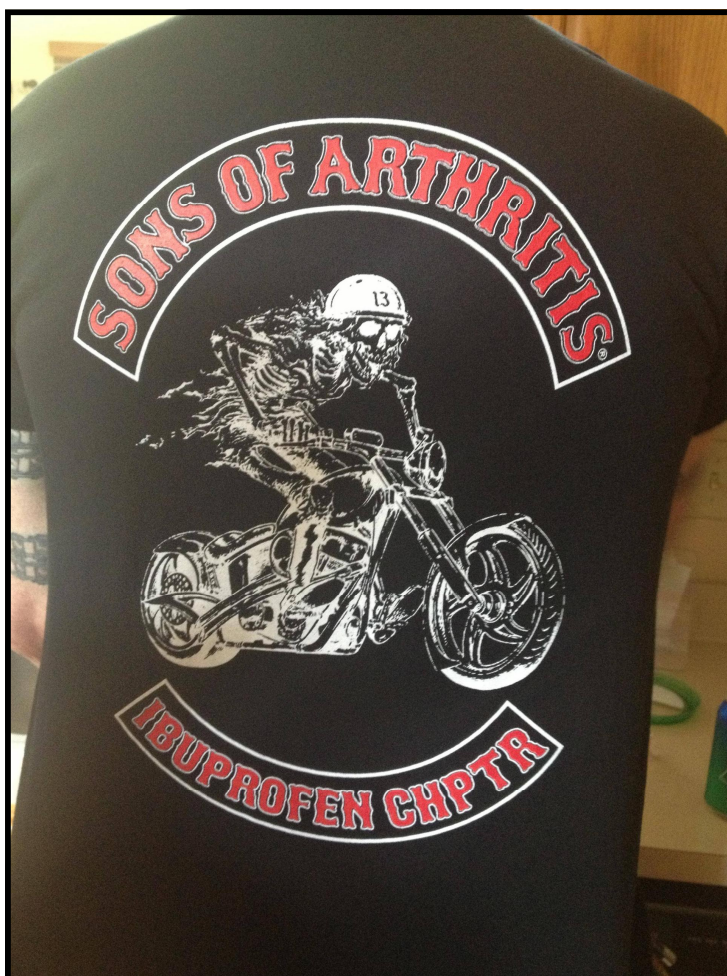
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FREMANTLE BRANCH MEETING

2ND WEDNESDAY OF THE MONTH AT SWAN YACHT CLUB.

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

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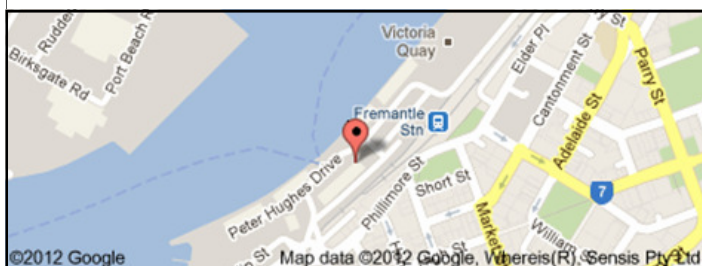
Note: Next meeting, Wed 11th September 2013

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 is meeting at the South Beach Kiosk until another venue is found. The cafe closed a few weeks back.

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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Counter Steering

At very slow speeds we steer a motorcycle by turning the handlebar in the direction we wish to go. We can only do that at speeds of less than about 5 MPH. At any higher speed we do the exact opposite, whether we realize it or not. For example, assuming we want to turn to the right, we actually TRY to turn the handlebar left. This results in the front wheel leaning to the right and, as a result of the lean of the wheel, a turn to the right. This is counter-steering.

Why is it that we don't get confused regardless of our speed? Because we have learned that steering a motorcycle is an effortless chore. That attempt to turn the handlebar to the left FEELS like we are pushing the right grip rather than pulling on the left one. It feels like that because the harder we push it, the more the motorcycle turns to the right and, thus, it feels like the right grip is pushing back at you that much harder. In other words, we quickly learn to associate counter-steering feedback with the hand closest to the direction in which we wish to turn. Further, even a little bit of experience shows that counter-steering is essentially effortless while trying to turn the handlebar in the direction you want to go is virtually impossible. Humans are relatively fast studies, after all.

It takes only a modest familiarity with a gyroscope to understand counter-steering - at least to understand how most people believe it starts to work. The phenomenon is called Gyroscopic Precession. This is what happens when a lateral force is applied to the axis of a spinning gyroscope. The spinning gyroscope translates the force vector ninety degrees in the direction of spin. Thus, if we try to turn our front wheel to the left, the force we use appears as a lateral force forward against the axle on the right side and this is translated into a force that tries to lean the wheel to the right. Similarly, trying to turn the wheel to the right results in the wheel trying to lean to the left.

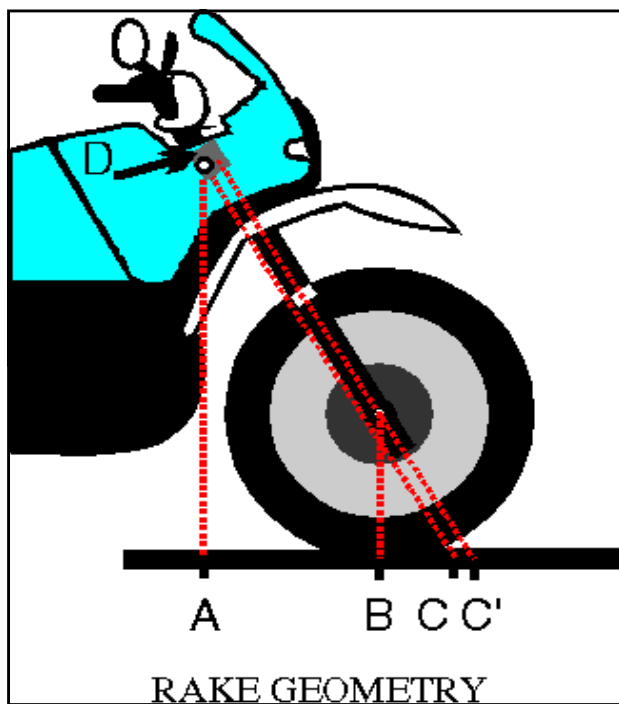
But gyroscopic precession is not a necessary component of counter-steering. No matter how slight, if your front wheel deviates from a straight path your motorcycle will begin to lean in the opposite direction. It is entirely accurate to assume that even without gyroscopic precession, the act of steering the front wheel out from under the bike would start counter-steering in the opposite direction. This is a result of steering geometry - rake. You can observe it at a complete stop. Just turn your handlebars in one direction and you will see that your bike leans in the opposite direction as a result.

In the case of a motorcycle, your handlebar input is immediately translated by gyroscopic precession into a lean in the opposite direction. Since your front wheel is attached to the bike's frame, the body of the bike also attempts to lean. It is the lean of the BIKE that overwhelms the handlebar effort and drags the front wheel over with it - gyroscopic precession merely starts the process and soon becomes inconsequential in the outcome.

If, for example, you had a ski rather than a front wheel, the front would actually begin to turn in the direction of handlebar input (just like it does with a wheel instead of a ski) and body lean in the opposite direction would then overwhelm that ski making counter-steering still effective.

The ONLY WAY to turn a motorcycle that is moving faster than you can walk is by leaning it (if it only has two wheels). We have talked only about what starts that lean to take place. Indeed, all we have talked about is the directional change of the front wheel along with the simultaneous lean of the bike, both in the opposite direction signaled by handlebar input. So then what happens?

Before getting into what is actually somewhat complicated let me say that if you were to let go of your handlebars and provide no steering information whatever (or you were to get knocked off your motorcycle), after some wildly exciting swings from side to side your motorcycle would 'find' a straight course to travel in and would stabilize itself on that course, straight up! That's right, your motorcycle has a self-correcting design built into it - known as its Steering Geometry - that causes it to automatically compensate for all forms of leaning and speed changes and end up standing straight up, going in a straight line, whether you are on the bike or not - until it is traveling so slowly that it will fall down.



This diagram shows a typical motorcycle front-end. The handlebars are connected to the steering column, which is connected to the knee bone, which is... Oops, wrong discussion. The steering column (actually called the 'steering stem') does not connect to the knee bone, nor does it connect directly to your forks! Instead, it connects to what is known as the *triple-tree* (shown as D in the diagram.) This is merely where both forks are tied, along with the steering stem, to the bike's frame. You will notice that the triple-tree extends towards the front and that as a result the forks are offset forward some distance from the steering stem. (Notice the red diagonal lines marked C and C'.) This is known as the *offset*.

Now please notice that the forks are not pointing straight down from the triple-tree, but are instead at an angle. This angle is known as the *rake*. Were it not for that rake (and modest offset) the front tire would touch the ground at point A. (Most rake angles are approximately 30 degrees.)

What the rake does for you is profoundly important. For one thing, it causes any lean of the wheel to be translated into a turn of the wheel towards that lean. For another, it slows down your steering. That is, if you turn your handlebar 20 degrees at slow speed your course will change something less than 20 degrees. [At higher speeds you NEVER would turn your handlebars 20 degrees - the front wheel is *always* pointing virtually straight ahead.] Rake, in the case of higher speed turning then really does SLOW DOWN the realization of the turn. (We will see why soon.)

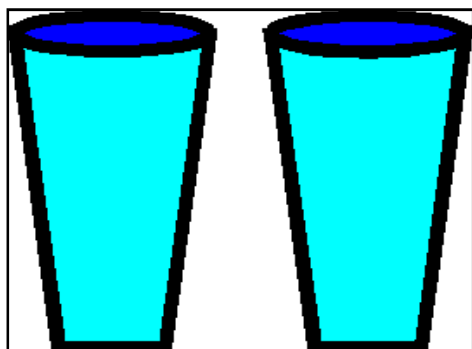
Looking at the diagram, imagine that instead of pointing to the right the wheel is pointing straight at you. (The body of the motorcycle remains pointing to the right.) You will now recognize that the *contact patch* which was B before the wheel turned has now got to be near where C' is at. In other words, the fact that your wheel is on a rake results in the consumption of part of your steering input into a displacement of the contact patch of the wheel. (This is why steering is 'slower' - and the greater the rake, the slower it is. Note that 'slow steering' is NOT the same as *'under-steer'*.)

Notice also that where the red diagonal line marked C' touches the tire is higher than where B touches the tire. This demonstrates that a consequence of turning is that the front-end of your motorcycle actually lowers based on rake geometry. The distance between where B and C (not C') touch the ground is called *trail*. (Trail, as you can see, is determined by rake angle, offset and tire radius.) Some motorcycles will have the hub of the front wheel either above or below the forks rather than directly in the middle of them. In effect, these placements are designed to reduce or increase the effect of the offset in order to increase or reduce trail.

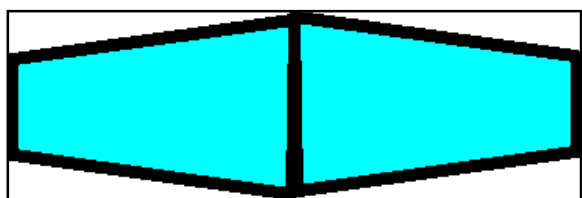
The stability of your motorcycle at speed is a function of how long its trail is. However, have you ever noticed that the front wheel on bikes that have excessive rakes (and therefore long trail) have a tendency to flop over (at low speeds) when they are not aligned perfectly straight ahead? This is the phenomena that explains just one of the reasons why your wheel actually turns in the direction you want to go after it begins to lean in that direction. Any lean whatever of the wheel, because gravity tries to lower the front-end, receives an assist from gravity in its efforts to move the contact patch forward along the trail. Further, notice that the pivot axis of your forks is along C,

not C' and that this is behind the bulk of the front-end. Thus, gravity plays an even bigger role in causing the wheel to turn than at first glance it would appear. (And now you see why you have steering dampers - so that a little lean doesn't result in a FAST tank-slapping fall of the wheel in the direction of the lean.)

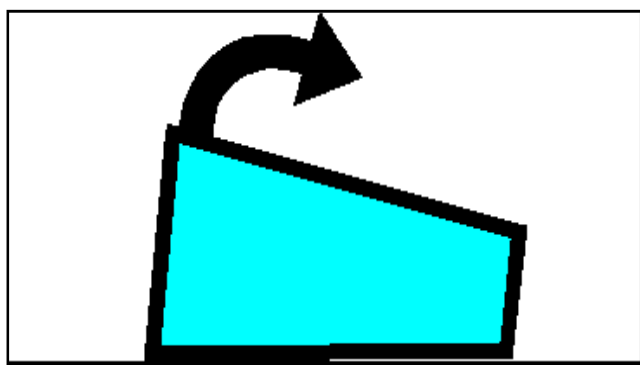
But there is another, more powerful, reason that the lean is translated into a turn - *Camber Thrust*. Unlike automobile tires, your motorcycle rides on tires that are rounded instead of flat from side to side. When you are riding vertically your contact patch is right in the middle of the tire, at its farthest point from the hub of the wheel. When you are leaning you are riding on a part of the tire that is closer to the hub of the wheel. The farthest parts of the tire from the hub of the wheel are TURNING FASTER than any part closer to that hub. Thus, when you are leaning the outside edge of the contact patch is moving faster than is the inside edge.



Imagine taking two tapered drinking glasses and putting them together as in the next diagram. Does this not bear a striking resemblance to the profile of your tires when looking at them head on?



Now imagine placing one of those glasses on its side on the table and giving it a push. Note that the glass MUST move in a circle because the lip of the glass is moving faster than any other part of it. The same is true of your tires. This camber thrust forces your wheel to turn in response to a lean.



Thus, both the rake geometry and camber thrust conspire to cause a leaning front wheel to become a turn in the direction of the lean. Then, of course, the motorcycle body follows the wheel and it, too, leans in the direction of the turn.

So, now you know what counter-steering is, how it works, and why. What might just now be occurring to you is with all of these forces conspiring to cause the wheel to lean and then turn in the direction you want to go, what stops that wheel from going all the way to a stop every time a little counter-steer is used? And, as I earlier mentioned, how does a pilotless motorcycle automatically right itself?

The answer to both of those questions is centrifugal force and, again, rake geometry. For any given speed and lean combination there is only one diameter of a circle that can be maintained. This is a natural balance point at which gravity is trying to pull the bike down and centrifugal force is trying to stand it up, both with equal results. (If you have Excel on your system you might want to click on this link for a [model](#) that demonstrates

this concept.)

If the speed is increased without a corresponding decrease in the diameter of the turn being made, centrifugal force will try to stand the bike more vertically - i.e., decreases the lean angle. This, in turn, decreases the camber thrust and the bike will, of its own accord, increase the diameter of the turn being made.

If the speed had been held constant but the bike attempts to shorten the diameter of the turn beyond that natural balance point then centrifugal forces are greater than gravity and it stands taller, again lengthening the diameter of the turn as described earlier.

Once your bike is stable in a curve (constant speed and constant lean) then it will stay that way until it receives some steering input. i.e., you again use some counter-steering or the road surface changes or the wind changes or you shift your weight in some way or you change speed.

As soon as any form of steering input occurs the stability of the bike is diminished. Momentum, camber forces and rake geometry will then engage in mortal combat with each other which will, eventually, cause the motorcycle to find a way to straighten itself out. That momentum will try to keep the motorcycle going in a straight line is obvious, but it also works with traction in an interesting way. That is, because the front tire's contact patch has traction the momentum of the entire motorcycle is applied to the task of trying to 'scrub' the rubber off that tire. If the body of the motorcycle is aligned with the front tire (only possible if traveling in a straight line) then there is essentially no 'scrubbing' going on. But if the bike is not in perfect alignment with the front tire, then momentum will try to straighten the wheel by pushing against the edge of that contact patch which is on the outside of the curve. As the contact patch touches the ground somewhere near point B, and because that is significantly behind the pivot axis of the front-end (red-dashed line C), the wheel is forced to pivot away from the curve.

I believe you now see why if the bike were to become pilotless it would wildly gyrate for a few moments as all of these conflicting forces battled each other and the bike became stable by seeking a straight path and being vertical. Clever, these motorcycle front-end designers. No?

OK, if you managed to wade through all of that then here is a little light relief for you! Ed



CHOOK DROPPINGS

By Sticky E Beak

Well you can count yourselves lucky that there is a Wheezy Rider this month as it only dawned on me a few days ago that I was still the temporary, unpaid and somewhat reluctant Editor! Now let me see, what has been going on this last month.

Plods have been plodding, coffee mornings have both been well attended despite the rain and wind. Sunday rides have been happening I think however for various reasons I have not been on many of late. It looks at last as though Spring may be about to “sprung” just in time for the Odyssey in Merredin. If you have not booked yet then you need to. Sticky will not be attending for very private and personal reasons however I am sure everyone will have a great time.

As many of you know I have had a few bikes in my time. BMW's, Kawaka's, Suzuki's, even a Honda. However for the last 18 months I have been the captive of an Italian machine, the California 1100i. I know, they have their problems however a lot of those problems are caused by human intervention. There are others that are caused by purely Italian quirkiness or cussedness depending on your view, however when these beasts are on song then there is nothing quite like the stirring of the soul they give you.

About 3 months ago Renzo (my name for the California named after an Italian race rider) decided it was time to have a hissy fit. It all started with a loose battery terminal and a dying battery and some human intervention in its far past life. Lets face it the beast is 18 years old. I am certain that it was not the previous owner but one well before that however I needed to change the battery. Once I had found it I discovered that the thing was 2 mm too long for the hole it had been dropped into. BIG battery.....too big! Eventually after a couple of tries my tired old hands managed to extract the thing from where it lurked with the judicious use of two large screw drivers and some choice Geordie phrases. There were some rather interesting “greeblies” watching from various places in the depths of the black hole however a squirt of Mortein along with the WD 40 that was sloshing around put paid to

them. In with the new battery and the machine sprang into life again. For a while.....I found that the new battery was struggling to hold its charge so once the required sheckels had been collected off to Mario at Thunderbikes we went. It was discovered that the rectifier was only charging on high revs so that was changed and presto eh! We have electricity!

Having changed the fuel filter (long overdue) and the air filter and some other bits and pieces while in under the tank we were getting there. However not quite yet.....The long time sort of laid up had caused the injectors to foul up and they decided it was time to have their say. Also I was getting faults on the ECU readout as well and to top it all off I got a puncture in the well worn rear tyre. Renzo and I were glaring at each other by this time.

Copious doses of injector cleaner started to get the injectors firing when they should and deliver a spray instead of a solid cup full and the foul over rich smell eased off. Off to Mario again and a new Metzeler 880 was fitted to the rear and Mario set to work balancing and tuning. Well.....so that is how they are supposed to run. Mmmmmmm.!

A few little lessons here. If you want the job done correctly then get it done by some one who knows what they are doing. Secondly the price of the tyre was less than the tyre shop and it was done correctly and other things like the spline drive was checked. Lastly by buying locally instead of the internet I paid more for the tyre but not much more, however that way you keep the Mario's of this world in a job.

Now lets see what the mighty Italian Stallion comes up with next.....but oh the SOUND! **BELLISIMO!**

Keep your ears open, you might hear some thing!

Be well and kind to your web footed friends.

Sticky.



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Your 2-day cycling adventure begins as you gather with fellow Riders for an inspiring Opening Ceremony, where we'll remember those lost to cancer and honour those continuing the fight.

Discovering some of Western Australia's most dramatic landscapes, you'll experience Perth's urban excitement juxtaposed with rolling countryside at the foot of the Darling Range

Lining the route every 25-30 kilometres, you'll find fully stocked Pit Stops with all the snacks and hydration you'll need to keep going. Day One culminates with arrival at Camp, where you can enjoy a cold beer, a hot shower, and a well-deserved massage before a fun evening of entertainment and socialising.

With an overnight campout in the Mandurah area, the dynamic contrast between wildflower-specked green pastures and the rugged coast of the Indian Ocean will provide the perfect backdrop for your epic journey. You may even spot a dolphin cheering you on!

After camping overnight under the stars, Day Two will lead you further through the inspiring landscape, as you make your way towards the Finish Line — a high energy celebration of your epic Ride and the amazing impact you've made in the quest to conquer cancer.

Support crew on motorcycles are needed to look after the ride. This will not be like the ride that we tackled last time however if you are interested in helping out on the ride contact Shinean Nolan on the website below and she will point you in the right direction.

www.conquercancer.org.au/Perth



Some shots from our intrepid USA travellers. The top two are obvious and yes that's Four own Allison wowing the locals. The squirrel mascot is now the fifth President at Mt Rushmore and Colleen has not lost the touch! Hey with a smile like that....!

Mug 'O the Month

Stick E Beak

Every now and again someone pulls a real corker of a boo boo that has to rate as Mug 'O the Month. Well.....Sticky has found one.

No names.....yet!

It was a lovely day for a ride to Augusta with some old mates and matasses and our friend gleefully packed the bike, checked the tyres and headed south to the Dome in Pinjarra for a coffee and to meet the rest of the gang. Purring down the back roads and thinking of those forest roads down south, had a smile a mile wide on the old face. Topping off the fuel in Pinjarra he headed round to the Dome, ordered a mug of Capachino and settled down in the sun.

Close to the time the others were expected a call came through on his mobile. It was one of those he was waiting for.

"Um, it seems that we are heading south in the morning" says the caller.

"Yes that's right," answers our Mug.

"Yes mate, not this morning, tomorrow morning!"

"Oh!"

"Well thanks for the update, thought it was a bit quiet here, however it was a nice day for a ride. See you in the morning then!" says our mug.

Well it was a nice day for a ride, how do I know? C'mon, smarten up, how do you think I know all about it! It was not me doing the correcting either.

But it was a cracker of a ride, both days!

Now I need the black mug to go with me pretty red one.

Sticky

Some of you younger brethren may not have heard of the late Tommy Cooper. A very funny man with some of the corniest one liners!.....

1. Two blondes walk into a building --- you'd think at least one of them would have seen it.

2. Phone answering machine message: 'If you want to buy marijuana, press the hash key.'

3. A guy walks into the psychiatrist wearing only cling-film for shorts. The shrink says, 'Well, I can clearly see you're nuts.'

4. I went to buy some camouflage trousers the other day --- but I couldn't find any.

5. My friend drowned in a bowl of muesli --- a strong currant pulled him in.

6. A man recovered in hospital after a serious accident. He shouted, 'Doctor, doctor, I can't feel my legs!' The doctor replied, 'I know, I've cut off your hands'.

7. I went to a Seafood Disco last week, and pulled a muscle.

8. Two Eskimos sitting in a kayak were chilly so they lit a fire in the craft. It sank, proving once and for all that you can't have your kayak and heat it.

9. Our ice cream man was found lying on the floor of his van covered with hundreds and thousands. Police say that he topped himself.

10. Man goes to the doctor with a strawberry growing out of his head. Doc says, 'I'll give you some cream to put on that.'

11. 'Doc, I can't stop singing: 'The Green, Green Grass of Home.'

Doc says, 'That sounds like the Tom Jones Syndrome. "Is it common, doc?"

'Well, it's not unusual.'

12. A man takes his Rottweiler to the vet. 'My dog is cross-eyed, is there anything you can do for him?'

'Well,' says the vet, 'let's have a look at him,' and he picks up the dog and examines his eyes, then he checks his teeth. Finally, he says, 'I'm going to have to put him down.'

'What? --- because he's cross-eyed?'

'No, because he's really, really, heavy'

13. Guy goes into the doctor's. 'Doc, I've got a cricket ball stuck up my bottom.'

'How's that?'

'Oh, now, don't you start.'

14. What do you call a fish with no eyes? --- a fish.

15. So I was getting into my car, and this bloke says to me 'Can you give me a lift?' I said 'Sure, you look great, the world's your oyster, go for it.'

16. Apparently, 1 in 5 people in the world is Chinese. There are 5 people in my family so one of them must be Chinese. It's either my mum or my Dad --- or my older brother Colin --- or my younger brother Ho-Cha-Chu --- but I think it's Colin.

TTFN and be well Ed.....

Lady receives this letter from her caring brother who is deep sea diver working on oil rigs.....

Hi Sue,

Just another note from your bottom-dwelling brother. Last week I had a bad day at the office. I know you've been feeling down lately at work, so I thought I would share my dilemma with you to make you realize it's not so bad after all. Before I can tell you what happened to me, I first must bore you with a few technicalities of my job.

As you know, my office lies at the bottom of the sea. I wear a suit to the office.

It's a wet suit. This time of year the water is quite cool. So what we do to keep warm is this: We have a diesel powered industrial water heater. This \$20,000 piece of equipment sucks the water out of the sea.

It heats it to a delightful temperature. It then pumps it down to the diver through a garden hose, which is taped to the air hose.

Now this sounds like a darn good plan, and I've used it several times with no complaints. What I do, when I get to the bottom and start working, is take the hose and stuff it down the back of my wet suit. This floods my whole suit with warm water. It's like working in a Jacuzzi.

Everything was going well until all of a sudden, my butt started to itch. So, of course, I scratched it.

This only made things worse. Within a few seconds my ass started to burn. I pulled the hose out from my back, but the damage was done. In agony I realized what had happened.

The hot water machine had sucked up a jellyfish and pumped it into my suit. Now, since I don't have any hair on my back, the jellyfish couldn't stick to it, however, the crack of my ass was not as fortunate. When I scratched what I thought was an itch, I was actually grinding the jellyfish into the crack of my ass.

I informed the dive supervisor of my dilemma over the communicator. His instructions were unclear due to the fact that he, along with five other divers, were all laughing hysterically. Needless to say, I aborted the dive.

I was instructed to make three agonizing in-water decompression stops totalling thirty-five minutes before I could reach the surface to begin my chamber dry decompression. When I arrived at the surface, I was wearing nothing but my brass helmet.

As I climbed out of the water, the medic, with tears of laughter running down his face, handed me a tube of cream and told me to rub it on my butt as soon as I got in the chamber. The cream put the fire out, but I couldn't shit for two days because my ass was swollen shut. So, next time you're having a bad day at work, think about how much worse it would be if you had a jellyfish shoved up your ass. Now repeat to yourself, 'I love my job, I love my job, I love my job.'

Whenever you have a bad day, ask yourself, is this a jellyfish bad day? May you NEVER have a jellyfish bad day! !!!! Life isn't tied with a bow, but it's still a gift.