

wheezy Rider

Newsletter of the Fremantle group

NOV 2013
No 147

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

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Well Folks,

Another fantastic and full month in November with the promise of more in December! Soon after our last Social Meeting we had the opportunity to participate in the Motor Crew for the "Ride to Conquer Cancer". This was only the second time ever that this event was conducted in Perth and it saw 1,382 (think that number is right!) cyclists ride 100k to Pinjarra, camp over night and return the following day. Result: over \$5.2M raised for cancer research in WA – and this on the same week-end as Telethon. Mike Smith and I assisted on the Saturday and 22 more members of this fantastic Branch surrendered their Sunday to fill the void and make it the safe and successful event it was on the return leg. I'll take this opportunity to pass on the enormous thanks we received from both the event organisers and Clive Snowden (HOG) who was the Motor Crew manager. My thanks to Mike Smith and Gary Phillips for floating the idea of our participation and assistance in making it happen. I've committed us for next year – I hope all of you will join.

Bikers assisting a charity seemed to feature last month as we also had the Mick Doohan Charity Ride from Stirling to Claremont Showgrounds as part of the Bike Show. A handful of Freo members joined me on the at ride – there were over 1,000 bikes involved with each donating a minimum of \$20. Not a bad effort!

Closer to home Rob took us on another "Dam" picnic and Steve found success in his annual "Search for the Sea" ride to Jurien Bay. Didn't get to the picnic myself but had a blast, as usual, at Jurien. There are photos and video, apparently, but the Webmaster may have to be convinced of the appropriateness of some of the content – especially anything featuring the President!! Thanks to Steve for organising the ride and also to our guest branches attending. It was great to meet members from Mandurah, Joondalup and Geraldton – almost a mini-Odyssey! If you haven't been to Jurien before – stick it in next year's calendar – well worth the trip!

There are some great rides coming up in the Calendar as well as our festive season celebrations. This Wednesday evening at the Social Meeting is the cut-off point for purchasing tickets to the Christmas Party. Prices are \$25 members and \$45 guests.

Venue: The Back Bar, Captain Stirling Hotel, Nedlands from 6pm December 7th.

Thanks in advance to Steve Z for taking the November Social Meeting for me – work calls and I'll be in Melbourne. I'll miss catching up with you all at the Social meeting – it'll be a lot more fun than the work function at Melbourne, I assure you! But look forward to seeing everyone at the Christmas Party and on a ride soon!

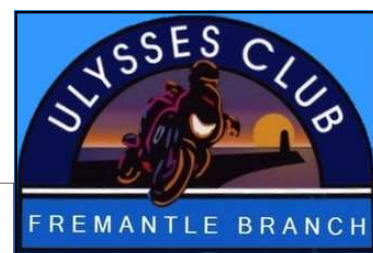
Remember: Paint UP – Rubber DOWN!

Cheers

Ron Spencer (53780)



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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 12th
February 2014

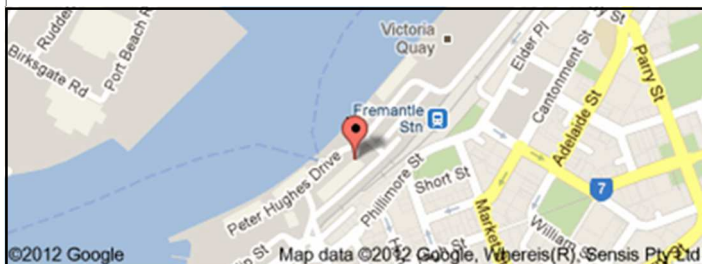
And as always

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.

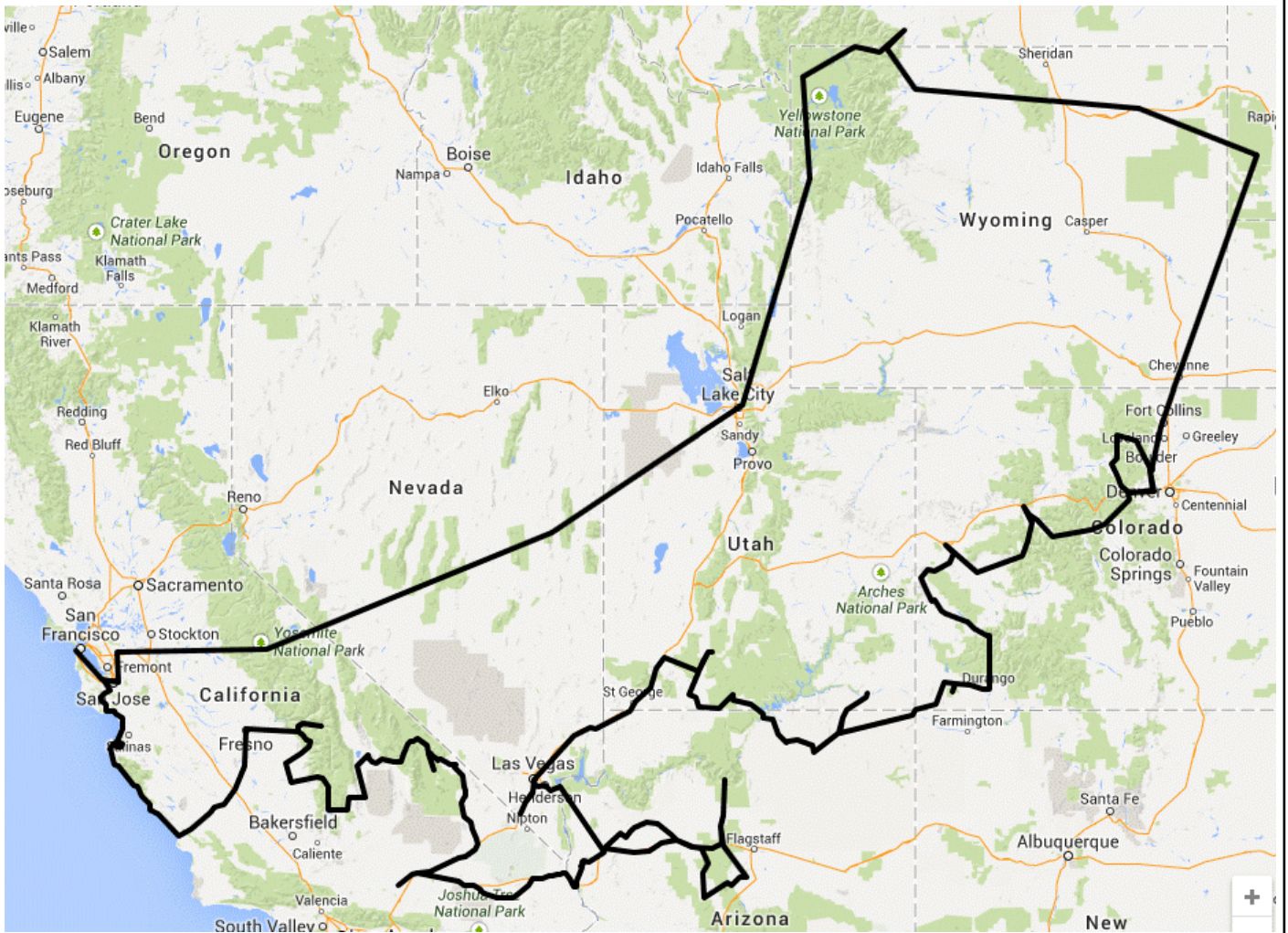
The Group is meeting at the South Beach Kiosk until another venue is found. The cafe closed a few weeks back.

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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General route of travel in the US



Due to popular demand the attached map has been included into this edition of the Wheezy to provide an idea of where the recent US trip travelled.



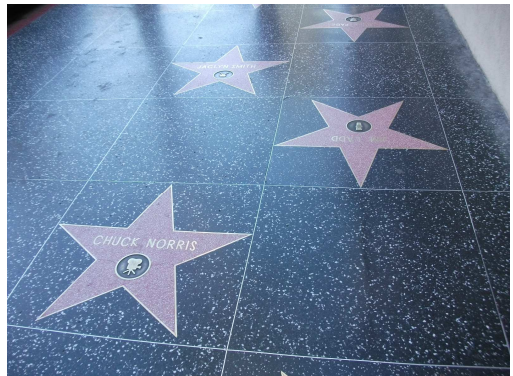
The Golden Gate Bridge



Death Valley Nevada

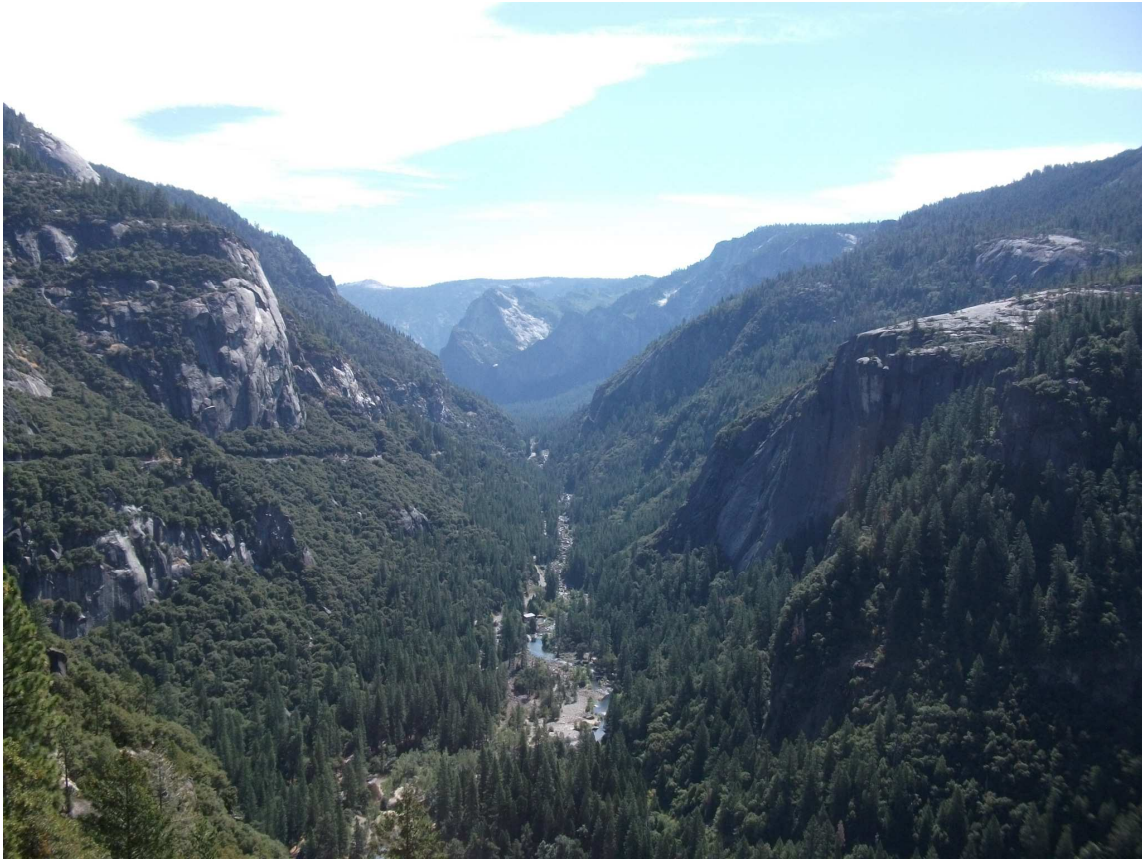


The Grand Canyon Arizona



The Walk of Fame Hollywood

Some interesting shots from the US Trip (Mick Katarski)



Yosemite National Park



The site of the battle of Little Bighorn

...cont.



A light snack in Sheridan



Mount Rushmore

Six Secrets to Surviving Traffic



By David L. Hough

When I first took up motorcycling I was frightened of getting hit by other drivers, many of whom either didn't see me, or didn't feel they needed to yield to a motorcycle. I even had nervy drivers turning right toward me and grinning. I installed a louder horn, to better warn others of my presence, and added extra reflectors and lights to make myself more conspicuous. But as the years rolled by, I gradually learned to negotiate traffic with much less angst, and far fewer close calls. Here are some secrets I've learned.

1. Ride like you're invisible.

You may have heard somewhere that making yourself more conspicuous will cause other drivers to stay out of your way, say by running with your headlight on high beam, or having loud pipes. But there is really nothing you can do to cause another driver to avoid you. Lots of drivers are prejudiced against motorcycles. Worse yet, about half of the drivers around you will not comprehend your presence, regardless of how bright or loud you are. It's not a bad idea to wear bright colored gear, but your most important job as a motorcyclist is to take the initiative to get out of the way regardless of who is right or wrong. Fortunately, you only need to avoid those drivers who are pointed in your direction.

2. Learn to predict what's about to happen.

To avoid collisions, you must comprehend what's happening, and predict what's likely to occur over the next few seconds. Yes, you need to scan the situation ahead as far as you can see details. Cast your focus way out, and reel it back in, like a fly fisherman. Don't ignore side streets and alleyways ahead, as well as traffic behind you. Intersections are obvious danger zones, but alleyways and parking lot exits are also intersections, where car/bike collisions are more likely to result in serious injury to the rider. It may be politically incorrect to single out other drivers based on appearance or age, but the driver of a poorly maintained vehicle is probably less interested in avoiding a motorcycle than in fixing that broken mirror or burned-out turn signal. A driver using a cell phone is about as dangerous as a drunk driver.

3. Learn what trouble looks like.



There are lots of traffic hazards that repeat over and over again, such as left-turning cars, and drivers turning right without stopping, or changing lanes suddenly without looking or signaling. Study traffic, and eventually you will be able to predict what other drivers are about to do, based on subtle clues. For example, the first clue that a vehicle is starting to move is the top of the front tire. While you're studying other drivers, don't forget to scrutinize the road surface for motorcycle-specific hazards such as raised edges, slippery arrows, and steel construction plates. You may find it helpful to study books such as *Proficient Motorcycling* during the off season, to become smarter about traffic and surface hazards.

4. Ride at the speed of traffic.

If you are riding faster than traffic, other motorists are likely to misjudge your actual speed, especially if you are riding a small or narrow machine. Riding at the average speed of traffic gives others the best opportunity to correctly judge your speed and distance, and also keeps your kinetic energy in check. Sometimes there is just no reasonable escape path—say an oncoming vehicle on a narrow bridge. In those situations you really are depending upon others to stay out of your way

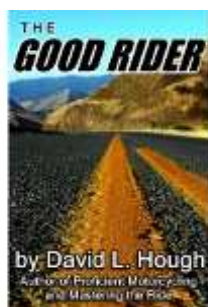
5. Stay out from behind large vehicles.



Avoid following directly behind a truck or bus, where you would be hidden from view. If you enter an intersection following a big vehicle, other drivers ahead won't be able to see you, even if they aren't distracted. If you are trapped behind a large vehicle, drop back several seconds to open up the view, and give other drivers a better chance to see you. Remember, that in some areas transit buses have the right of way when pulling back into traffic. Give commercial trucks a wide berth. Not only is it difficult for the driver to see you, he or she may be distracted by looking for a delivery address, and need to make a sudden turnoff.

6. Slow Down 10 for Intersections

When you are approaching a situation where a collision is possible, ease on the brakes to reduce speed and allow a quicker slowdown or stop. Slowing 10 mph from typical street speed not only gives you more time to react, but chops your braking distance almost in half. When you suddenly realize a collision is imminent, it takes time to react, and it wastes time having to reach for the lever. To reduce reaction time, cover the front brake lever. That is, when you are entering a situation where a quick slowdown might be needed, ride with two or more fingers over the brake lever. Learn to control both the throttle and brake with one hand, and transition smoothly between them.



David L. Hough (“huff”) is a veteran motorcyclist and journalist, with more than a million miles of riding experience over 48 years. Dave was inducted into the AMA Hall of Fame in 2009 in recognition of his efforts toward improving motorcyclist skills and knowledge. He is the author of several highly respected skills books, including [Proficient Motorcycling](#) and [The Good Rider](#), available from www.SoundRider.com/

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1972 BMW R75/5: A 'TRADITIONAL CUSTOM'



There's something magical about a classic 70s BMW airhead: Slightly oddball lines, that remarkable engine, and the promise of fine German engineering. An off-kilter charm, if you like.

This BMW R75/5, however, is not quite what it seems. It's a subtly modified 1972 model that has been customized during a ground-up rebuild. And it looks as fresh as the day it rolled out of the BMW Motorrad Werk factory in Berlin.



The craftsman responsible for this ‘traditional custom’ is Brandon Mungai, who restores old BMWs out of a garage in Costa Mesa, California. Since 2011, he’s been chronicling these builds on the [Bavarian Cafe](#) website, and this R75/5 is his latest creation.



Brandon came across the /5 a few weeks after he survived a near-fatal crash on a similar bike. While taking time to recover, he felt that a new project would help his rehabilitation—and before he knew it, he was tearing the bike down, bolt by bolt.

It was an all-original 54,000-mile machine that had been parked under an awning since 1981. Brandon is a purist at heart, but also has a strong affection for cafe racers, so he decided to add a few period-correct mods and keep the rest of the bike original. If ever the day came when he wanted to convert it back to stock, a short time in the garage would be all that was needed to do the trick.



The build was unusually thorough: “The crank journals have been re-polished, the cylinders re-honed and the valve seats and guides resurfaced by John Edwards at Costa Mesa R&D,” Brandon reports. New Karcoma petcocks deliver fuel to the rebuilt Bing carburetors, and Brandon secured a stainless steel exhaust and Hoske Silencers from the specialist S. Meyer in Germany.



“I also located a five-speed gearbox from a 1977 R60/7, and replaced all the bearings, shifting cam springs, gaskets and seals. A 32/10 final drive was re-splined by Hansen’s BMW up in Oregon. The shocks are /5 replicas from Bob’s BMW.” Stainless steel spokes interlace the highly-polished Wiemann rims, and Brandon installed a reproduction SWB seat—complete with seat lock—plus a tool-kit, an air pump and a chrome headlight ring protector.

A new Brown-style side-stand and vintage Albert bar-end mirrors were supplied by Bench Marks Works in Mississippi. The ‘toaster’ panels were re-chromed and the speedometer was rebuilt. Tommaselli adjustable Clubman Bars were imported in from Italy to guide the controls, and a ton of OEM parts were located and delivered by the crew at Irv Seaver BMW in Orange, CA.



The end result is a siren of a bike: The red paint and chrome meet perfectly under the sun. Brandon's called this R75/5 *Freiin* ("Free Lady"), a title of nobility often translated as 'Baroness.'

A suitability classy name for a grand—and slightly racy—old lady. See more of Brandon's work on the [Bavarian Cafe](#) website. Photography and story by Shaik Ridzwan from [The Mighty Motor](#).

SOME LIGHT HUMOUR

Probably means something completely different in French.



I wonder what First Class service is like?





*A little girl asked her father:
"How did the human race appear?"
The father answered, "God made
Adam and Eve; they had children;
and so was all mankind made"*

*Two days later the girl asked her mother
the same question.
The mother answered.*

*"Many years ago there were monkeys
from which the human race evolved."*



*The confused girl returned to her father
and said, "Dad, how is it possible that you
told me the human race was created by
God, and mom said they developed
from monkeys?"*

*The father answered,
"Well, Dear, it is very simple.
I told you about my side of the family,
and your mother told you about hers."*

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Bikers

A tough looking group of bikers were riding when they saw a girl about to jump off a bridge so they stop.

The leader, a big burly man, gets off his bike and says, "What are you doing?"

"I'm going to commit suicide," she says.

While he did not want to appear insensitive, he didn't want to miss an opportunity he asked "Well, before you jump, why don't you give me a Kiss?"

So, she does and it was a long, deep lingering kiss.

After she's finished, the biker says, "Wow! That was the best Kiss I have ever had. That's a real talent you are wasting. You could be famous. Why are you committing suicide?"

"My parents don't like me dressing up like a girl....."

There *is* always some idiot who ruins your photos?

