



# wheezy Rider

*Newsletter of the Fremantle group*

**Feb 2014  
No 149**

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

**Price  
\$1.00**

Hi Folks - we don't do "dull" at Fremantle Branch, do we?

We've seen the start point for the Plod changed, tested, trialled, discussed, debated, balloted and decided! The ballot amongst participants saw a vote for retention of the original start point of 9 to 6 with 3 informals. Going forward there will be breakfast or coffee gathering at E-Shed for those interested and then a quick ride to South Beach in time for the Plod to depart. Democracy alive and well!

Coffee and Spanners have returned on the Saturday after the Social Meeting - but will go on hold again when we get closer to the National AGM as Tony will be busy with Alice Springs duties. Remember to call and book with Tony if you want to work on your bike - details on the Calendar. You'll also need your own consumables (oil, filter etc.).

On the ride front Colin took us on "The Bakery Run". I couldn't make that one so don't know any stories! Next, I made a late change from "Quindanning for Lunch" to "Preston Beach for Lunch" because of the expected heat (I was right - even Preston Beach was HOT, especially on the ride home) and it was great to see an old face now living in Bunbury area come and see us for lunch - glad you joined us, Eric. Australia Day had a ride culminating at Tony's for a BBQ and again, unfortunately, I couldn't make it. Then Tony C took a ride to Dolphin Quay for lunch but again work interfered and I couldn't make it. For something a little different: Eileen has resurrected the Green Team for rides departing from Cottesloe Surf Life Saving Club at 9.15 on Saturday mornings with the Victoria Cafe as the destination for coffee - Oh, did I mention, bikes are of the pedal variety (Lycra optional!)?

As I write this article it is early in the morning in South Australia (been here for work for most of the month) so the time difference means some of you are just heading to bed after enjoying the "Not The Bruce Springsteen Party" party at Steve & Kaylene's! I hope you had a great time and sung lots of songs - or at least the bits that you knew of many! - and I'm looking forward to hearing the stories (there's bound to be some!) next Wednesday night. On behalf of all of us a BIG thank you to Steve and Kaye for organising this event and inviting us to your home. I hope you were able to give generously to the PMH fund raiser Eileen has organized and are looking forward to the next event.

Looking to the near future: Paul, Gary and Mick are down for "Surprise" rides with one still needing a leader. A little further ahead in March Patrick has his "Take 2" ride on the 16th. This is also the weekend for the "Walk To End Women's Cancer" event for which we're providing the safety moto-crew. Thank you to all who have nominated to volunteer to assist for this great cause - but I need more!!! Please, if you can spare the time on Saturday 15th or Sunday 16th or both contact me so I can include you in the planning. I believe I'll need 20 bikes on each day and, to date, I have about 16 across both days.

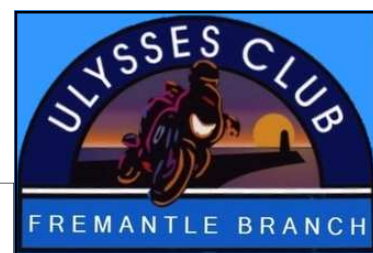
That's it for this month. See you on Wednesday evening for the Social Meeting. Unfortunately, Mike Smith is a bit under the weather and won't be able to make it so I need a volunteer to rattle Major Murgatroid at the door so we can pay for the room. Please come and see me early on Wednesday evening if you can help - or drop me a line.

As always REMEMBER: Paint UP - Rubber DOWN! Hope to see you on a ride soon.

Ron Spencer (53780)  
President; Fremantle Branch



*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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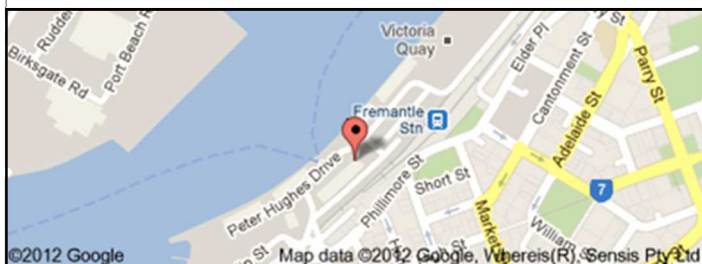
**Note: Next meeting, Wed 12th**  
**March 2014**

**Plods and Saturday morning coffee**

Wednesday morning Plods will now revert back to South Beach at 9:00am for a 9:30am start as previously however if you are an early riser members will still meet at the Victoria Café that is located at the eastern end of the Fremantle 'E' Shed Markets for breakfast. Great coffee. After breakfast members will migrate to the South Beach start point via Marine parade in order to meet the 9:00am start time.

For Plodders having breakfast at the Victoria Café, there is plenty of parking over near 'B' Shed outside the other cafe if the bays outside the Victoria Cafe are full.

The Saturday morning coffee get togethers will also continue to take place at the Victoria Café, however commencement will be from 10.00am.



# American Baggers: Harley-Davidson Street Glide Special, Indian Chieftian, Victory Cross Country

Bill Stermer  
February 3, 2014

Functional, big-inch V-twin baggers are all the rage these days. In addition to lots of style, these bikes offer the comfort of some upper-body wind protection with the practicality and convenience of saddlebags. To enlarge upon the idea that these are not stripped but well-equipped models, keep in



The 2014 Indian Chieftain (left), Harley-Davidson Street Glide Special (centre) and Victory Cross Country provide upper-body wind protection and luggage capacity for the long road. (Photos by Kevin Wing)

mind that, in addition to a fairing and bags, an engine that displaces more than 100 cubic inches powers each of these bikes. That is then teamed with a 6-speed transmission and belt final drive. Then consider that these bikes are also equipped with anti-lock brakes, cruise control and a standard sound system to add tunes and communications to your riding pleasure. And with their snarling style, these cruiser baggers do not convey the stodgy vibe of “old-guys-go-touring.”

To appreciate just exactly how un-stodgy these bikes could be, we gathered three of the top American-made brands including the Victory Cross Country, Harley-Davidson’s new Street Glide Special, and the renewed classic on the block, the latest and best iteration of the Indian, the top-line Chieftain model. Each of these bikes has its own distinct personality and performance characteristics, so after running around on them for a few weeks locally, we took them out for a multi-day ride to cover all aspects of what they can do.

The Harley-Davidson Street Glide Special’s cockpit feels compact, its controls are positioned closer to the rider and its handlebar is narrower than the others. The batwing fairing has that classic look that will never go out of style, and which provides great hand protection. It receives certain modern tweaks and upgrades, and one innovation from Harley’s Project Rushmore for 2014 is the Split stream vent below the windscreen. The vent reduces buffeting and is designed to be open in most riding conditions; a One-Touch latch closes it keep the rain out. Also, its inner fairing is now gloss black, and the front fender has a new, lower profile.

For the traveller, the saddlebags retain their classic look, but their new latches include single-release levers that are easy to operate from either side of the bike and are a huge improvement in convenience. However, the Harley’s saddlebags do not hold quite as much luggage as the bags on the other bikes here.



Harley, Indian and Victory interpretations of America’s most popular touring motorcycle, the bagger.



Climb aboard the Victory Cross Country and there's a lot of room to move around. With its long, wide handlebar and the feet spread out on long floorboards, it offers a spacious feel, much more so than the Harley. Its wide, low fairing with vestigial windscreen does not offer much wind protection. What the bike does offer, however, is that its saddlebags with their arched lids provide the most luggage capacity of those here, and the seat provides a real pocket that I found very comfortable.

Get the Victory up to speed and you'll notice that its motor feels sprightly, but rougher under acceleration than the others, and that its brakes are powerful but lack sensitivity and feedback. Despite this, more aggressive riders will appreciate the Victory for its very impressive handling, sporty ride and power. Although it offers the most horsepower of the three, the Victory motor lacks the throaty sound of the Harley-Davidson and Indian. Still, the entire bike presents a badass vibe.

Let out the clutch on the Harley and the 103-inch engine provides plenty of torque right off the line. As with any Harley, it carries its weight low and its 27.4-inch seat height is low, yet the seats on the other two bikes are lower still.



**Each of these bikes offers the basics of touring comfort and convenience, yet their snarling style avoids the stodgy "old-guys-go-touring" vibe.**

The narrow handlebar means less steering leverage, so the bike required slightly more effort to steer. Though equipped with the new, beefier 49mm fork, the Harley still felt flexy in the turns. The rider can now adjust the preload on the rear suspension by turning a knob on the side of the bike. However, with only 2.13 inches of travel in the dual rear shocks, the rear suspension beats you up on a bumpy road regardless of the setting.

Another Project Rushmore innovation on the Street Glide Special is the Reflex Linked anti-lock brakes, which work well. This system is unique in that it functions electronically so that it is not linked at speeds below 20-25 mph, which allows the rider to drag the rear brake in certain situations, such as low-speed manoeuvres or in hairpin turns to stabilize the bike. At higher speeds (or when being braked down through this speed range from a higher speed) the brakes are linked, with braking force distributed appropriately by a proportioning valve.

Approach the Indian and you're left with no doubt as to what it is. In addition to the usual emblem on the tank, those signature fenders and the illuminated Indian head out front, the bike comes with another emblem on the motor and yet others on the air cleaner and derby cover for good measure.

Take a seat on the new Indian and its dashboard is clean. It offers a vintage look with just a speedometer and tach, but there's a full-function LCD display in the centre, and keyless starting. The rider carries an electronic fob that allows the motor to be started or the bags to be unlocked when the fob is within a few feet of it. Forget your fob, and you can enter a personal access code to go motoring. The Indian's seat offers good cushioning, but each of us wished that it had been positioned just a little farther rearward so we could stretch our legs more. The mirror stalks are so short that the carbon-fibre knuckle protectors on our gloves came into contact with the mirrors while we were riding.



**While the Harley (left) and Victory (right) fairings offer good hand and upper body protection, their shorty wind-screens offer little more. But the Indian Chieftain (centre), with its electrically adjustable screen, blocks a lot of wind.**

The Indian's suspension is very compliant, including the air-adjustable rear shock, but it could use some better calibration. It's the only bike here on which the fairing incorporates an electrically adjustable windscreen and, thanks to it, the Indian offers the best wind protection overall, though there is some distortion around the edges of the shield. With that said, however, it would be a simple matter for riders to add a taller accessory windscreen and lower wind deflectors to the other two bikes to improve their protection.

The new 111-inch Indian motor has a great sound and feel, but the power does not come on in a rush. It is said that dyno figures don't lie, but on occasion they don't tell the full story, either. In our riding test, the Victory felt strongest and the Harley definitely got off the line quicker than the Indian, which felt lazy by comparison. But when we checked the figures from our dyno-cologist, things didn't seem to make sense. On paper, the Victory produced the most horsepower by a good margin, which was confirmed by our seat-of-the-pants impressions. However, the figures also showed that the Indian made considerably more torque than the Harley up until 4,500 rpm, yet in actuality the Harley launched from a stop much quicker. Granted, at 808 pounds wet, the Street Glide Special is much lighter than the 847-pound Chieftain, but otherwise we believe that the differences between dyno numbers and actual performance can be explained by the fact that dyno tests are conducted with a rolling start, and because of differences in the two bikes' servo-operated throttles.

Overall, after the previous revivals, we were impressed that this latest Indian effort is this good, and that the price is this competitive. The bike can compete on its own merits, rather than having to rely on the coolness factor of its magic name.



These are all touring bikes, yet their bags are easily removable for cleaning or should you wish to change their look. Though we rode them aggressively, we found that each bike has acceptable cornering clearance so they did not inordinately limit our fun in the curves. Should you desire more in terms of luggage capacity and wind protection, Harley and Victory each offer more fully dressed models with a trunk and lowers, but Indian, as yet, does not.

To summarize this trio of American big-inch V-twins with their practicality and custom touches, here's your basic guide: If you want a spacious cockpit that allows you to stretch out, a taut suspension, great frame and good power, and the bike that feels most competent on a winding road, take the Victory. Or if you'd prefer the most classic look that will become a conversation starter at every biker hangout, and want to ride the comfortable one with a more compliant suspension and cushy seat, you'll choose the Indian. Finally, for that other classic look and an engine that delivers immediate low end power (no matter what the dyno says), the Harley Street Glide Special will be happy to spend time on your choice of roads.

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## More shots of the US trip



**'Old Faithful' erupting (Yellowstone)**



**Buffalo Bill Museum**



**'Herbie' the original Love Bug from the movies**



**Nicholas Cage's Rolls Royce**



**Evil Kneivel's Mercedes**



## **Shots of US Trip (cont.)**



**Brilliant sculpture in Jackson**



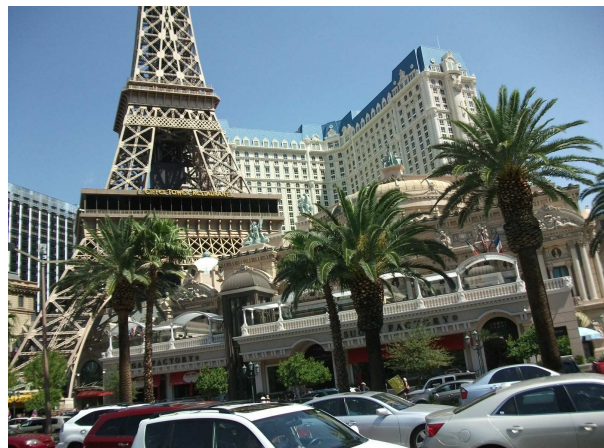
**Hot flowing springs in Yellowstone**



**Woodcarving Museum in Custer**



**Route 66 in Oatman Arizona**



**Las Vegas Nevada**



## **SOME LIGHT HUMOUR**

**A woman went to a pet shop and immediately spotted a large, beautiful parrot.**

**There was a sign on the cage that said \$50.00.**



**"Why so little?" she asked the pet store owner. The owner looked at her and said, "Look, I should tell you first that this bird used to live in a house of prostitution, and sometimes it says some pretty vulgar stuff."**

**The woman thought about this, but decided she had to have the bird anyway. She took it home and hung the bird's cage up in her living room and waited for it to say something. The bird looked around the room, then at her, and said, "new house, new madam."**

**The woman was a bit shocked at the implication, but then thought "that's really not so bad." When her two teenage daughters returned from school, the bird saw them and said, "New house, new madam, new girls."**

**The girls and the woman were a bit offended but then began to laugh about the situation considering how and where the parrot had been raised.**

**Moments later, the woman's husband Keith came home from work.**

**The bird looked at him and said,**

**"Hi Keith."**

There I was sitting at the bar staring at my drink when a large, trouble-making biker steps up next to me, grabs my drink and gulps it down in one swig.

"Well, whatcha' gonna do about it?" he says, menacingly, as I burst into tears.

"Come on, man," the biker says, "I didn't think you'd CRY. I can't stand to see a man crying."

"This is the worst day of my life," I say. "I'm a complete failure. I was late to a meeting and my boss fired me. When I went to the parking lot, I found my car had been stolen and I don't have any insurance. I left my wallet in the cab I took home. I found my wife with another man and then my dog bit me."

"So I came to this bar to work up the courage to put an end to it all, I buy a drink, I drop a capsule in and sit here watching the poison dissolve; then you show up and drink the whole thing! But enough about me, how's your day going?"

---

A circus owner runs an ad for a lion tamer and two people show up.

One is a retired golfer in his late sixties and the other is a gorgeous blonde in her mid-twenties.

The circus owner tells them, "I'm not going to sugar coat it. This is one ferocious lion. He ate my last tamer, so you two had better be good or you're history. Here's your equipment, chair, whip and a gun. Who wants to try out first?"

The girl says, "I'll go first."

She walks past the chair, the whip, and the gun, and steps right into the lion's cage. The lion starts to snarl and pant and begins to charge her. About half-way there, she throws open her coat revealing her beautiful body. The lion stops dead in his tracks, sheepishly crawls up to her and starts licking her feet and ankles. He continues to lick and kiss her entire body for several minutes and then rests his head at her feet.

The circus owner's jaw is on the floor. He says, "I've never seen a display like that in my life."

He then turns to the retired golfer and asks, "Can you top that?"

The tough old golfer replies, "No problem, just get that lion out of there."