

wheezy Rider

Newsletter of the Fremantle group

April 2014
No 151

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

Price
\$1.00

Folks,

March saw Fremantle Branch be a significant contributor to the inaugural "Weekend to End Women's Cancers" walk. As the "Moto-Crew" we provided essential safety marshalling for the 845 walkers who raised \$2,200,000 by walking 60ks over 2 days through Perth's inner suburbs. There's a record of the event on the website – just click on "Gallery" in the menu and you'll see it listed. I have organised commemorative patches to be attached to the riding jackets of those in the Moto-Crew and hope that these will be available soon.

Some big events are coming our way over the next few months. Firstly, the Club AGM in Alice Springs. I know many of you from Freo are going – unfortunately I won't be one of them! I cannot get the time off work and had planned to be there as part of a work trip but now that will not be happening. I hope all attending will have a good time and an interesting ride there and back. PLEASE ride SAFELY and look out for each other.

Next, our own AGM is in the offing and will be conducted, as usual, as the 1st item of business at the Social Meeting on June 11th. All Committee positions fall vacant at every Branch AGM and the new committee – whether comprised of new people or old 'retainers' – must be re-nominated. Nomination forms can be obtained from the "Downloads" section under "Branch Documentation" of the website and MUST be completed in FULL to be valid. All nominations MUST be submitted no later than 28 days prior to June 11th which effectively means all must be lodged no later than the previous Social Meeting on May 14th. This date is right in the middle of the Club AGM in Alice Springs – so if you want to nominate - or be nominated - for a Branch position and are going to Alice Springs your nomination forms must be completed in FULL before you leave. Mike Smith will be the Returning Officer at the Branch AGM but as he is going to the Club AGM all nominations will be collected by Eileen as Secretary for the Branch. ONLY financial members of the Club may nominate or vote.

Lastly, the "Western Australia Day" long week-end is approaching. This means it's time for the "Biennial Wave Rock Weekend". Planned departure is Saturday May 31st returning on Monday June 2nd. Last time we had 38 bikes at the departure point and this is what gives the event its energy. Please email Steve Sawtell (stephen.sawtell@cristal.com) with your Expressions of Interest so we can gauge the numbers and work out costs. Riding friends of members who may consider joining the Club are also welcome and, as in the past, the invitation has been extended to other branches.

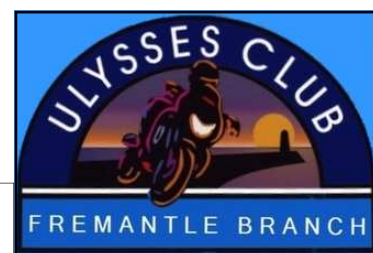
That's it from me this month – remember "Paint UP – Rubber DOWN" See you out there.

Ron Spencer (53780)

President
Fremantle Branch



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



Weekend To End Women's Cancers

Attached is a copy of the Thank You letter from the organisers of the Weekend To End Women's Cancers and the Certificate of Appreciation from the Branch to the participants.



The Weekend to End Women's Cancers would like to thank **Ulysses Fremantle Motor Crew** for their contribution over the weekend.

This walking event is an epic journey uniting thousands of men and women for one weekend. On March 15th and 16th 2014, our participants walked approximately 60km in a bold display of courage and commitment. It was a weekend of hope, as we honored lives lost, celebrated survivors, and brought a whole community of people together for the one cause. The \$2.2 million raised benefits valuable women's cancers research at the Harry Perkins Institute for Medical Research – thank you for being a part of that.

Thanks to this strong Motor Crew team, we were able to support our Walkers to a high standard and keep them smiling over their 2 day journey!

We deeply appreciate their efforts and all the volunteers who made this event possible.

Your hard work and energy made this event flawless, fun and a huge success

Sincerely,

Sinead Nolan

Crew & Volunteer Coordinator

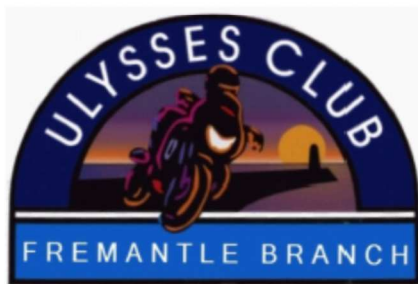
The Weekend to End Women's Cancers
Benefiting the Harry Perkins Institute for Medical Research



Weekend To End Women's Cancers

The Weekend to End Women's Cancers™
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Certificate of Appreciation



Folks,

I'm sure the rest of the Branch joins me in thanking the 28 members and friends (on 22 bikes) listed below who gave up their time to assist the Conquer Cancer campaign over the week-end of March 15th & 16th 2014.

Their efforts assisted 845 walkers to safely cover 2 x 30 kilometre walks through Perth suburban streets over 2 days (some starting as early as 03:00) and raise \$2,200,000 for

The Weekend to End Women's Cancers™
Benefiting
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This was the inaugural event and we look forward to participating the next time in 2015.

Alan Collins, Allison Booth, Annie Collins, Bob Sutherland, Christine Ray,
Chris May, Colin Booth, Dick Berry, Eileen Garside, Frank Penistan, Geoff Ball,
Ian Dix, Jamie Penistan, Jeff Bloomfield, Jill Ball, Lee Mannering, Mark Gilbert,
Mick Katarski, Mike Smith, Pat Tinnelly, Paul Turner, Reg Williamson, Rick Putland,
Ron Spencer, Sandra Dix, Simon Beattie, Steve Zaretsky, Sue Bowen, Tony Collins,
Wil Duncan

It was a big job and I couldn't have done it without your enthusiastic support!

Ron Spencer (53780) President; Fremantle Branch: Ulysses Club Inc. 03.17. 2014

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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

2011/2012 COMMITTEE:

President Ron Spencer Member 53780
President@ulyssesfremantle.com

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Colin Booth Member 61215
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WEB ADDRESSES

National Ulysses site: www.ulyssesclub.org

Fremantle Ulysses site: www.ulyssesfremantle.com

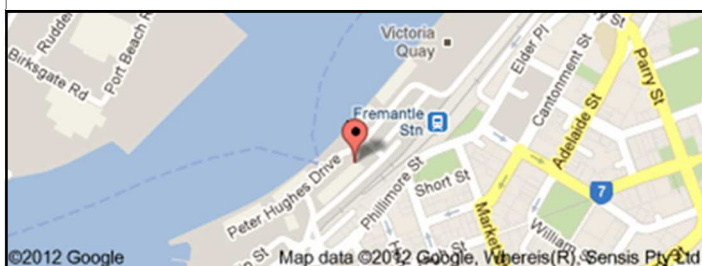
Note: Next meeting, Wed 14th
May 2014

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.



Royal Enfield

23 Aug 2013 | *Riding a Royal Enfield is a reliable and affordable trip down memory lane to simpler times, says Ian Falloon*

Words: Ian Falloon Pics: Stuart Grant

ROYAL ROMANCE

I have always found the modern Royal Enfield 500 single something of an enigma. Are these traditional thumpers simply obsolete anachronisms or retro classics? Is a classic, long-stroke, 500cc, four-stroke single still relevant in the modern world?

This conundrum was particularly true of the original, Indian-built Bullet that was ostensibly a warts-and-all recreation of one of the archetypal British big singles: the 1955 Royal Enfield Bullet.



The Bullet truly harked back to the past from the ubiquitous 84 x 90mm bore-and-stroke dimensions, cast-iron block, starting by kick only, a separate engine and gearbox, and the gearshift still on the right-hand side. And it remained this way for decades: the Chennai plant in India pumping out Bullets for the domestic market year in, year out, with no further development.

This may have been okay in India's then-protectionist market but it effectively meant the Bullet couldn't be exported. The quality was poor, reliability suspect, and when small-capacity Japanese bikes finally hit India, the Bullet took a battering and the company headed for bankruptcy.

A RETRO'S REVIVAL

Salvation came in 1990 when one of India's leading tractor and commercial vehicle manufacturers, the Eicher Group, took an interest. This eventually resulted in a merger and a commitment to invest in development and new plant and machinery.

After acquiring the Royal Enfield name in 1994, Eicher set about redesigning the bike so it could be sold in countries with stricter emission controls. Austrian engine firm AVL was contracted to produce an all-alloy, unit construction engine (UCE) with a five-speed transmission. The traditional big single gained modern gaskets and seals built to modern tolerances and hydraulic valve lifters spelled an end to valve adjustment.

Keihin in Japan developed an electronic fuel-injection system, and the concept was modernised to include an electric start, left-side gearshift, gas-charged shock absorbers, and a Brembo front disc brake.



BACK TO THE FUTURE

When editor Groff suggested I test the Royal Enfield, he was obviously unaware of my previous unsatisfactory experience with big singles.

In the past I've struggled to start Velocette Venoms and have always been uncomfortable with the vibration of large-capacity BSA and Norton singles. I was never much enamoured with the Moto Guzzi Falcone and it was a Ducati 450 Desmo that nearly killed me. So although I approached the Royal Enfield expecting more of the same, first impressions were positive.

Unlike some modern retro-bikes that have become larger-than-life caricatures of the originals they set out to imitate, the C5 has remained compact and narrow. As a fan of 1950s-'70s bikes, I find some of the modern retro bikes tacky and overdone and I don't really warm to fat, wide bikes where I struggle to touch the ground. The Classic is compact, just like the original, and that is because it's not really a retro bike but a genuine, upgraded vintage motorcycle.

FIRST IMPRESSIONS

Roll the C5 off the stand and the early positive impressions are reinforced. It feels substantial. It's not overweight or hefty, just solid. There is the same feeling of the craftsmanship that typified much of the British motorcycle industry.

The 'RE'-embossed aluminium engine cases are beautifully polished, the fuel tank pinstripes hand-painted and the seat is independently sprung. Other welcome vintage features include the die-cast headlight casing, kneepads on the tank and period 'Royal Enfield' decals.

Compared with the Bullet of old, the fit and finish is in another league. The design also emphasises practicality as putting the bike on the centrestand is a breeze and it's easy to manoeuvre.

My main bugbear with the British big single was always getting it started. If it didn't fire first time you could either end up with a bruised ankle from the kick back or struggling, cursing and sweating for the next half hour.

Not a pleasant experience in any kind of weather.

Although a kick-start is provided, the traditional big-single starting procedure of finding compression, raising a valve lifter, depressing, letting it return to top dead centre, and swinging, is blissfully no longer relevant. Whatever the temperature, turn the key, hit the starter button and the 499cc air-cooled, long-stroke, fuel-injected, pushrod single chugs to life. Immediately it settles into a nice thump-thump-thump idle note that is a characteristic of a big, slow-revving single.

The catalytic converter-equipped C5 meets Euro 3 emissions standards and although an overhead cam would have been cheaper and easier to build, Royal Enfield stayed true to its traditional thumper roots of pushrod-operated overhead valves.



SMOOTH OPERATOR

Twist the throttle and the solidly mounted engine shakes everything on the bike but it runs smoothly without belching or gasping. The vibration is actually pleasantly soothing and not at all annoying. The wonder of EFI was also evident at stoplights: the idle occasionally dropping to a whisper above cutting out completely, but it never did. Another annoyance from the classic era, those leaky, inefficient Amal carbs, has been solved admirably by the EFI.

Heat coming off the big single is minimal thanks to the improved oiling and cooling of the alloy cylinder brought about by its conversion to a UCE. And another update from the cast-iron version included a stronger crankshaft and connecting rod.

One reason Royal Enfield switched to unit construction was to reduce friction between the gearbox and clutch, lowering transmission losses. A new, larger-diameter clutch has seven plates instead of the previous five, reducing effort while handling more torque, and pull on the non-adjustable lever is light.

Dropping the shift lever into first is accompanied by a loud, old-school clunk but the smooth shifting five-speed transmission makes it a very rider-friendly bike. Occasionally I missed downshifts and, as it has a long throw, deliberate shifting helps. Gearing is surprisingly wide but without a tachometer you never really know what gear you're in so you use the copious torque to advantage.

The narrow handlebar and upright seating position are almost perfect for round-town riding. Compared with the drum brakes of old, the Brembo unit on the C5 is a revelation. You mightn't be able to stand the bike on its end but it won't get you into trouble either. The rear drum is on the ponderous side with a large, automotive-style pedal that is rather awkwardly placed.

MORE THAN NUMBERS

The Royal Enfield is not powerful compared with most modern bikes and only produces authentic 1950s horsepower (27.2hp or 20.2kW at 5250rpm). But even 1950s horsepower is more than enough to stay ahead of most traffic from stop lights around town and those 27 horses don't tell the full story. The maximum torque of 41.3Nm is produced at only 4000rpm so the engine just pulls from as low as you like. And the power is more than adequate to deal with the moderate 187kg.

Claims of comfortable cruising at 105km/h are not unfounded, although the vibration tends to get more intrusive as the speeds climb. The plush, dual-spring seat quells the worst of the quivering, and the rubber-covered 'pegs and bar-end weights do an admirable, if limited, job in lieu of a counterbalancer.

The C5 is in its element on sub-100km/h curvy roads: its engine-as-lower-frame keeping mass low and handling light. Cornering clearance is limited, especially on the right side where the long arm of the brake pedal scrapes first, but it's adequate for the moderate pace this bike prefers.

Modern Avon RoadRider tyres (tubeless with tubes) provide plenty of grip, although the softly damped suspension (with rear preload adjustment only) and the springy seat can make for a somewhat bouncy ride on very rough surfaces.

Hit a mid-corner bump fast and the bike reacts, but it never feels wobbly or dangerous. This is the kind of secure handling that comes only from classic British motorcycle architecture. No high-tech suspension and wheels, just good frame design and a nice, wide handlebar to lever through the bends. You won't win any races but you'll come back with a big grin on your face.

Gripes are minimal. I'd prefer a tachometer and there's no trip meter or fuel gauge. The only indication that it's time to top up the tank is a small "low fuel" light that begins to flash. All the indicator lights (neutral, turn signals, hi-beam) are located in the speedo and difficult to see.

I also occasionally fell victim to the lack of self-cancelling turn signals.



INTANGIBLE VALUE

The C5 is a no-frills ride that's easy to toss around and you soon learn that the powerband provides just enough punch to sate the need for speed. Best of all, when you climb aboard, the Royal Enfield will sweep you up in a sense of nostalgia as the sound of the throaty single takes you back to simpler times, evoking memories of your first ride on a motorcycle. It provides a sufficiently authentic vintage experience without the worry of getting stranded and is quirky without being cranky.

Designed in the UK, EFI mapped in Japan, chassis engineering and handling tested in Italy, and built in India, the Bullet C5 embodies globalisation at its best.

As a serious contender in the retro classic market the Royal Enfield is now a modern bike in antique clothing.

Better than a real classic? It's certainly easier to live with and, at \$7995 (plus ORC), it is a genuine bargain.



SPEX

Royal Enfield Bullet C5 Classic EFI

ENGINE

Type: Single-cylinder, four stroke, air-cooled, OHV

Capacity: 499cc

Bore x Stroke: 84 x 90mm

Compression Ratio: 8.5:1

Fuel System: Electronic fuel injection

TRANSMISSION

Type: Five-speed

Final Drive: Chain

CHASSIS AND RUNNING GEAR

Frame: Single downtube, using engine as stressed member

Front Suspension: 35mm fork, non-adjustable, 130mm travel

Rear Suspension: Twin shocks, adjustable for preload, 80mm travel

Front Brakes: Single 280mm disc with radial-mount, single-piston caliper

Rear Brake: 152mm drum

DIMENSIONS AND CAPACITIES

Claimed Weight: 187kg

Wheelbase: 1370mm

Fuel Capacity: 14.5lt

Tyre Sizes: 90/90R18 (front), 110/80R18 (rear)

PERFORMANCE

Max Power: 20.2kW (27.2hp) at 5250rpm

Max Torque: 41.3Nm at 4000rpm

Fuel Consumption: 2.8L/100km

OTHER STUFF

Price: \$7995*

Bike Supplied by: Royal Enfield Australia

Warranty: Two years

*Manufacturer's list price excluding dealer and statutory costs

Some interesting motorcycle shots



Potential Ulyssians?

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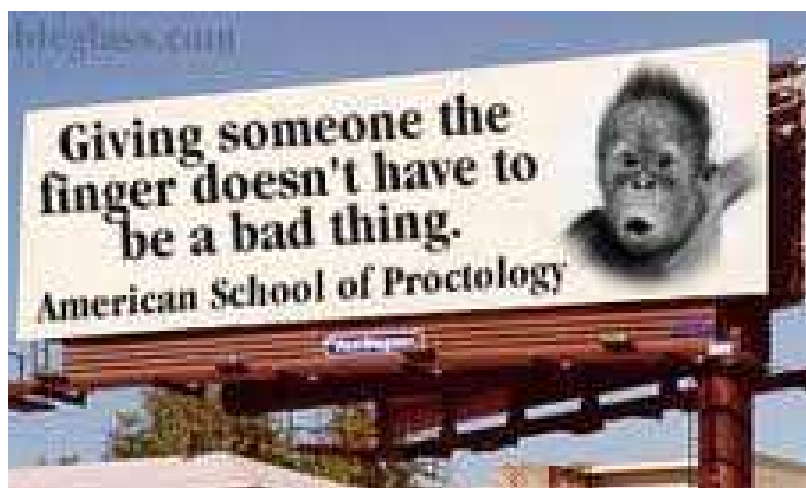
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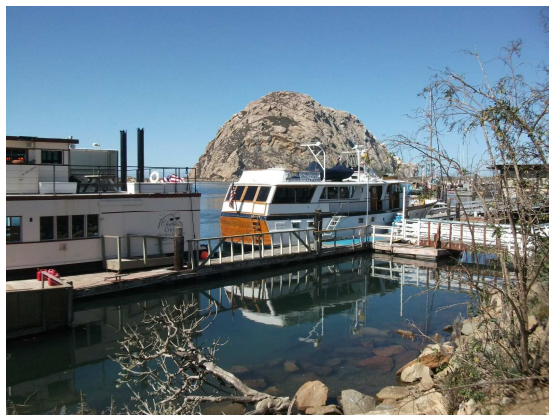
More shots of the US trip



Morrow Bay California



Morrow Bay California



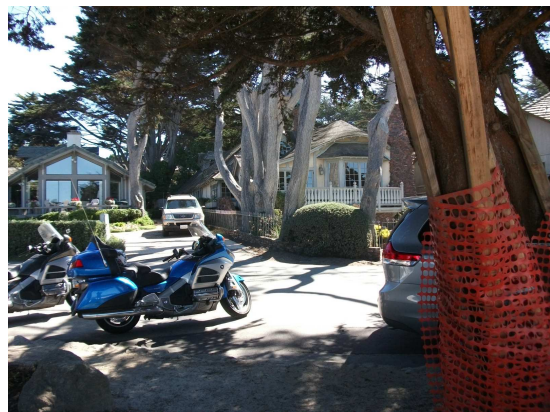
Morrow Bay California



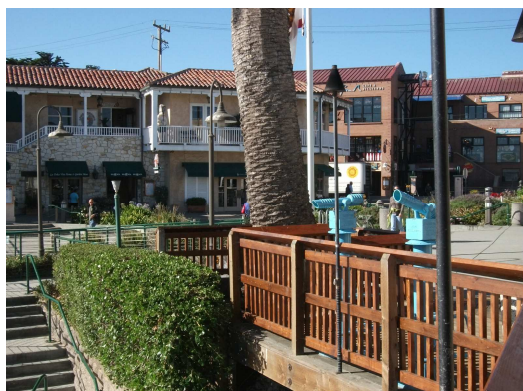
Sea lion sanctuary California



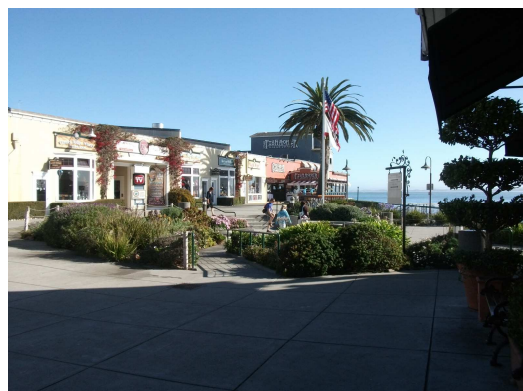
Sea lion sanctuary California



Carmel California

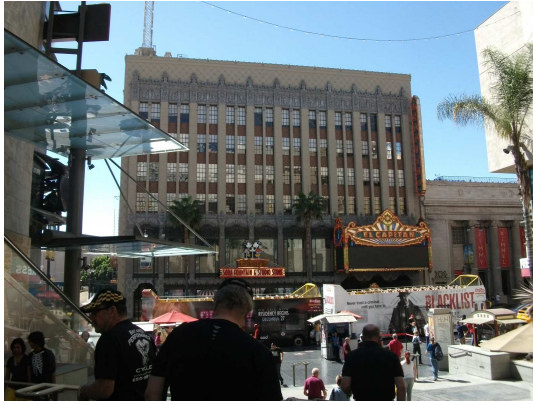


Monterey California



Monterey California

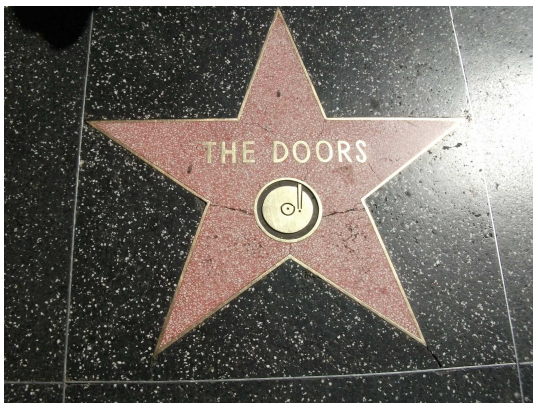
Shots of US Trip (cont.)



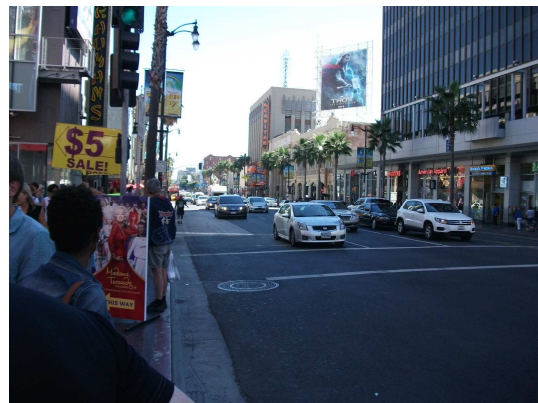
Hollywood California



Hollywood California



Hollywood California



Hollywood California



Santa Monica California



Santa Monica California



Typical freeway in Los Angeles



The Queen Mary at Longbeach California

SOME LIGHT HUMOUR

Yoga



I'm off to Specsavers for my appointment. By the way you haven't shaved very well and your tie is crooked!

At the Races

Two female teachers took a group of students from grades 1, 2 and 3 for a field trip to Flemington Racecourse.

When it was time to take the children to the 'bathroom', it was decided that the girls would go with one teacher and the boys would go with the other.

The teacher assigned to the boys was waiting outside the men's toilet when one of the boys came out and told her that none of them could reach the urinal. Having no choice, she went inside, helped the little boys with their pants, and began hoisting them up one by one, holding on to their 'wee-wees' to direct the flow away from their clothes and shake them dry.

As she lifted one boy up, she couldn't help but notice that he was unusually well endowed.

Trying not to show that she was staring at his er, equipment, the teacher said, 'You must be in Grade 3?'

'No ma'am', he replied. 'I'm riding Black Caviar in the next race, but I really appreciate your help.'

GOLF AND THE COW

A man staggered into a hospital with a concussion, multiple bruises, two black eyes, and a five iron wrapped tightly around his throat.

Naturally, the Doctor asked him, 'What happened to YOU?'

'Well, I was having a quiet round of golf with my wife, when at a difficult hole, we both sliced our golf balls into a field of cattle .. We went to look for them and while I was looking around I noticed one of the cows had something white at its rear end.' 'I walked over, lifted its tail, and sure enough, there was a golf ball with my wife's monogram on it - stuck right in the middle of the cow's backside. Still holding the cow's tail up, I yelled to my wife, 'Hey, this looks like yours!''

'I don't remember much after that'

Clever Mathematics

A farmer died leaving his 17 horses to his 3 sons.

When his sons opened up the Will it read:

My eldest son should get $\frac{1}{2}$ (half) of total horses;

My middle son should be given $\frac{1}{3}$ rd (one-third) of the total horses;

My youngest son should be given $\frac{1}{9}$ th (one-ninth) of the total horses.

As it's impossible to divide 17 into half or 17 by 3 or 17 by 9, the three sons started to fight with each other. So, they decided to go to a farmer friend who they considered quite smart, to see if he could work it out for them.

The farmer friend read the Will patiently, after giving due thought, he brought one of his own horses over and added it to the 17. That increased the total to 18 horses.

Now, he divided the horses according to their father's Will.

Half of 18 = 9. So he gave the eldest son 9 horses.

$\frac{1}{3}$ rd of 18 = 6. So he gave the middle son 6 horses.

$\frac{1}{9}$ th of 18 = 2. So he gave the youngest son 2 horses.

Now add up how many horses they have:

Eldest son.....9

Middle son.....6

Youngest son...2

TOTAL IS.....17.

Now this leaves one horse over, so the farmer friend takes his horse back to his farm.

Problem Solved!

Moral:

The attitude of negotiation and problem solving is to find the 18th horse i.e. the common ground. Once a person is able to find the 18th horse the issue is resolved. It is difficult at times. However, to reach a solution, the first step is to believe that there is a solution. If we think that there is no solution, we won't be able to reach any!

That's what I call clever Mathematics.