

wheezy Rider

Newsletter of the Fremantle group

**Feb 2016
No 171**

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

**Price
\$1.00**

Hi Everyone,

The year so far has seen some interesting weather for rides, from heat to possible rain & thunderstorms. The rides though have been pretty well attended so that is good to see. Allan Rogers led a warm ride to Beverly for lunch (3 new riders that day), Allan & Annie Collins organised an early ride for breakfast in the hills before going on to Mundaring, a nice short ride on a hot day. There was a free ride because Pat thought it may be too hot and Rob Chapman showed off his K1600GT by taking us up the coast through Yanchep and to Gingin for lunch on a very windy day. It threatened rain & thunderstorms but Geoff & Jill wore wet weather gear so it stayed away.

At the last social meeting there was a show of hands of all attendees that the branch should make a donation to the Yarloop Fire appeal. The committee discussed this at the meeting last week and approve a donation of \$250.

As per my email there is an option to change Meeting Nights back to Wednesday. This is to have it on a quieter night at the Leopold as their 2 for 1 night gets quite busy. The Leopold has also said they will keep the 2 for 1 meal deal available for us on Wednesday which is a good thing. The response I have received so far is all in favour of the change. So it will likely be changed for the March meeting if there is no large number of objections by the 13 February.

The 2017 Odyssey Committee met in January as a get together and to outline who is in charge of what. The team leaders will get volunteers to assist them as time moves forward. It was pleasing to see how many members have put up their hand to help. If you have not offered yet please consider how you can be involved to help make this easier on everyone. A small group are going to Collie next Monday to meet with the Shire and look at what is available for us to use.

Nominations for next year's Committee. As there are several Committee Members that will not be re-standing again (they have done their time) we will need some new people to come forward to help run the branch. It seems very difficult to find members that are willing to take on this role. I am appealing to you all to think about who would be available and could contribute to the branch by being on the committee. Nominations will need to be in by the close of the May Meeting ready for the AGM in June. I know it is a way off but please give it consideration.

The Rider Down Safety Course is designed for riders to know what to do when they come across a motorcycle accident; what you can do and what you can't do. Geoff Bloomfield & I attended the first course a few weeks ago. I found it very informative with some practical exercises too. It was not a First Aid course but gave you a good understanding of helping secure the scene and doing what you can for the casualty until medical help arrives. The courses are going to be run on a regular basis at Belmont and we can organise one for the branch if there is enough interest. The course also qualifies for a rebate from Ulysses.

More details of course dates on their web site <http://www.riderdown.com.au/course-calendar-list/>

March Long Weekend Ride – Albany & Manjimup 5th – 7th March.

We already have 13 people booked in (that I know of). All the details are on the website. So those of you not going to the AGM please book ASAP if you are interested.

For those of you going to the AGM in Tassie have a safe trip both ways and I hope you have a good time. That's it for now.

Remember— It's not what you ride, it's your attitude that counts!

**Colin Booth 61215
President Ulysses Fremantle Branch**



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FREMANTLE BRANCH MEETING
2ND TUESDAY OF THE MONTH AT THE
LEOPOLD HOTEL 326 CANNING HWY BICTON WA.
The committee is the servant of the Group, not the Master

2015/2016 COMMITTEE:

President Colin Booth Member 61215
President@ulyssesfremantle.com

Secretary/Treasurer Eileen Garside Member 61118
SecTreas@ulyssesfremantle.com

Committee Glenda McGregor Member 32282
Rick Putland Member 57278
Pat Tinnelly Member 61165
Mark Gilbert Member 62437

Ride Coordinator Pat Tinnelly Member 61165
RideCo@ulyssesfremantle.com

Wheezy Rider Editor Mick Katarski Member 55306
Editor@ulyssesfremantle.com

Web Master Ron Spencer Member 53780
Webmaster@ulyssesfremantle.com

Quartermaster Mark Gilbert Member 62437
Qm@ulyssesfremantle.com

AROUND THE BRANCHES

ARMADALE BRANCH

Richard Peddel 93908764

BUNBURY BRANCH

Trevor Rose 0407998872 trevrose@westnet.com.au

ESPERANCE BRANCH

Steve Smith (Homer) homers@westnet.com.au

GERALDTON BRANCH

Bruce Ralph 08-99642392 0427-642-392

Bruce Ralph ralphy@wn.com.au

JOONDALUP GROUP

Ken Eaton 0893012727 ken@eatondesign.com.au

MANDURAH BRANCH

President mmugpres@hotmail.com

Secretary mmugsec@hotmail.com

PERTH BRANCH

John Gliddon 93320440 0417-945-789

WARNBRO SOUND WANDERERS

Dianna Glover, Branch President, 0419 919 275

Julie Wilcox, Branch Secretary, 0402 955 399

GREAT SOUTHERN BRANCH

Ray Prior 0898429293 guzzirider@aapt.net.au

KALGOORLIE

Andrew Mason 0890914220 0419922860

WEB ADDRESSES

National Ulysses site: www.ulyssesclub.org

Fremantle Ulysses site: www.ulyssesfremantle.com

Note: Next meeting, Tues 8th
March 2016

Plods and Saturday morning coffee

Wednesday morning Plods meet at South Beach for a 9:30am start.

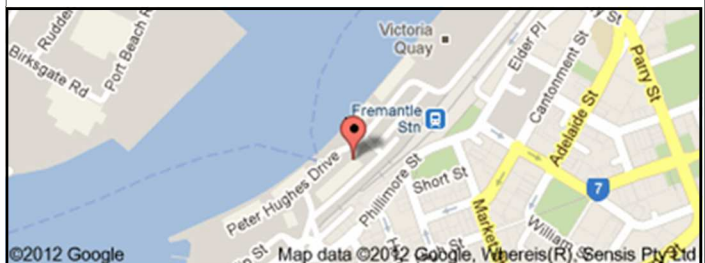
Any enquiries regarding plods can be directed to any of the following:

Will Duncan 0403014197

Patrick Hayes 0414756452

Mick Webb 0893396874

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



DISCLAIMER. All expressions of opinion are published on the basis that they are not to be regarded as expressing the official opinion of the Ulysses Club but are included for general interest only. The Ulysses Club Fremantle Branch accepts no responsibility for the accuracy of any of the opinions or information contained in the Wheezy Rider and readers should rely on their own enquiries in making any decisions touching their own interest. Errors and omissions excepted. Publication of articles at Editor's discretion.

Maybe worth considering?



THE HELMET

The VOZZ Helmet combines safety, comfort and performance in a revolutionary way, that will make the pull on pull off helmet extinct. Get unhinged and never settle.

THE VOZTEC® SYSTEM

The Voztec™ system has been developed by the directors Mr. Mark Bryant and Mr. Johnny Vozzo and is suitable for incorporation into any full face Helmet. The Company intends to incorporate the system into a selection of Helmet products that are robust, meet a market need, are technologically advanced and can be produced at a sustainable and competitive cost.

The benefits of a rear access designed helmet allow the lower edge of the chin bar to be rolled therefore creating a rounder shape chin bar that fits extremely close to the user's jaw line, creating a helmet with less snag points than conventional full face helmets.

Further design requirements allows for a closer fitting helmet as the size of the helmet is not affected by the opening size at the bottom of the helmet (as do typical helmets which need to allow a wider access to allow the head to fit into the helmet). As the helmet has an opening rear access, the helmet can be made to fit closer.

The other significant safety advantages the Voztec® enjoys over its current competition is the emergency safety release system and the fully adjustable chin cup that replaces the old fashion chin strap. Both of these changes have significantly improved the safety of full face helmets firstly by allowing medical personal access if required to the users head in the case of an accident without having to cut the helmet off (especially useful in remote situations) and secondly the new fully adjustable chin cup is not subject to strap creep and also allows the lower edge of the helmet to be rolled to produce a helmet with fewer snag points.

Patents have been lodged for the Voztec SRS in key countries, to secure the technology. The company has also registered a trademark "VOZZ" and "VOZTEC" Parties interested in licensing the technology for use with their helmet designs should [contact us](#).

OUR HELMET

VOZZ RS 1.0



An interactive demonstration of the helmet can be found on the following link: <http://www.vozzhelmets.com/the-helmet.html>

BLACK SIDE DOWN

Rare Ceccato Racer Takes Best of Show at 2013 The Meet at the LeMay

27/8/2013 1:18:28 PM

By Richard Backus



Best in Show: Circa 1955 Ceccato 75cc single was designed by Fabio Taglioni.

An ultra rare circa 1955 single overhead cam 75cc Ceccato racer took Best of Show at The Meet at the LeMay museum in Tacoma, Wash., beating out some 300 bikes for the top honor at the August 24 show. The Ceccato's jewel-like 75cc engine was designed by famed Ducati engineer Fabio Taglioni while studying for his doctorate at the University of Bologna.

The Ceccato was the lead bike in the Silverman Museum's amazing display of vintage Ducatis, positioned as the starting bike in a ring of Ducatis from smallest to largest ranging from a 1967 50cc SL/1 to a circa 1978 Ducati F1 900 NCR. In between were a pair of Ducati Gran Sports (also known as the Marianna), a double overhead cam "Bialbero" racer, Elite's, a 1973 Imola racer and a round case 750SS.

Attendance figures have yet to be released, but we'd estimate Saturday's crowd at something close to 5,000, with more than 100 enthusiasts sticking around for the Sunday ride, which took participants on a leisurely 80-mile run through the stunning Washington countryside. Associate editor Landon Hall and I made the run on a pair of new Moto Guzzis (a 2013 Norge and a 2013 Griso) kindly supplied by Seattle Guzzi dealer Moto International. Okay, so they may not have been vintage rides, but it was a great opportunity to sample some of Guzzi's latest hardware, and we were more than a little thrilled for the opportunity. Moto International's Dave Richardson, by the way, is the author of Guzziology, the definitive guide for vintage Moto Guzzi fans. Attendance figures have yet to be released, but we'd estimate Saturday's crowd at something close to 5,000, with more than 100 enthusiasts sticking around for the Sunday ride, which took participants on a leisurely 80-mile run through the stunning Washington countryside. Associate editor Landon Hall and I made the run on a pair of new Moto Guzzis (a 2013 Norge and a 2013 Griso) kindly supplied by Seattle Guzzi dealer Moto International. Okay, so they may not have been vintage rides, but it was a great opportunity to sample some of Guzzi's latest hardware, and we were more than a little thrilled for the opportunity. Moto International's Dave Richardson, by the way, is the author of Guzziology, the definitive guide for vintage Moto Guzzi fans.

San Francisco City College motorcycle restoration instructor Dave Miller and I judged four categories in the show (Antique American Pre-War, Classic American Post-War, Vintage Italian, and (Off-road/Dirt), and we were overwhelmed by the quality of entrants. While there were plenty of quality restorations, we were particularly impressed by some of the original machines on hand, including an incredible 1913 Jefferson board track racer, which we singled out for a special Best Unrestored award.



Best Unrestored: 1913 Jefferson board track racer.

No dates have been set yet for 2014, but we fully expect The Meet at the LeMay to return for round three, and in roughly the same time period. With the LeMay museum as host, The Meet provides a unique setting for vintage motorcycles, giving them centre stage in an otherwise vintage car dominated environment. That environment works to everyone's benefit, providing vintage car fans who otherwise might not attend a vintage bike show a compelling reason to attend (museum entrance is included in show admission), and likewise giving vintage bike fans an opportunity to explore the incredible LeMay collection. It's a win all around, and we'll let you know as soon as we have dates for the 2014 event. For more on the amazing Ceccato, read our story from the June 2010 issue of *Motorcycle Classics*.

This is the story of the poor blonde flying in a two-seater airplane with just the pilot.

He has a heart attack and dies. She, frantic, calls out a May Day.

"May Day! May Day! Help me! Help me! My pilot had a heart attack and is dead.

And I don't know how to fly. Help me! Please help me!"

She hears a voice over the radio saying:

"This is Air Traffic Control and I have you loud and clear. I will talk you through this and Get you back on the ground. I've had a lot of experience with this kind of problem.

'Now, just take a deep breath. Everything will be fine! Now give me your height and position."

She says, "I'm 5'4" and I'm in the front seat"

"O.K." says the voice on the radio.... "Repeat after me:

Our Father. . Who art in Heaven. .. "

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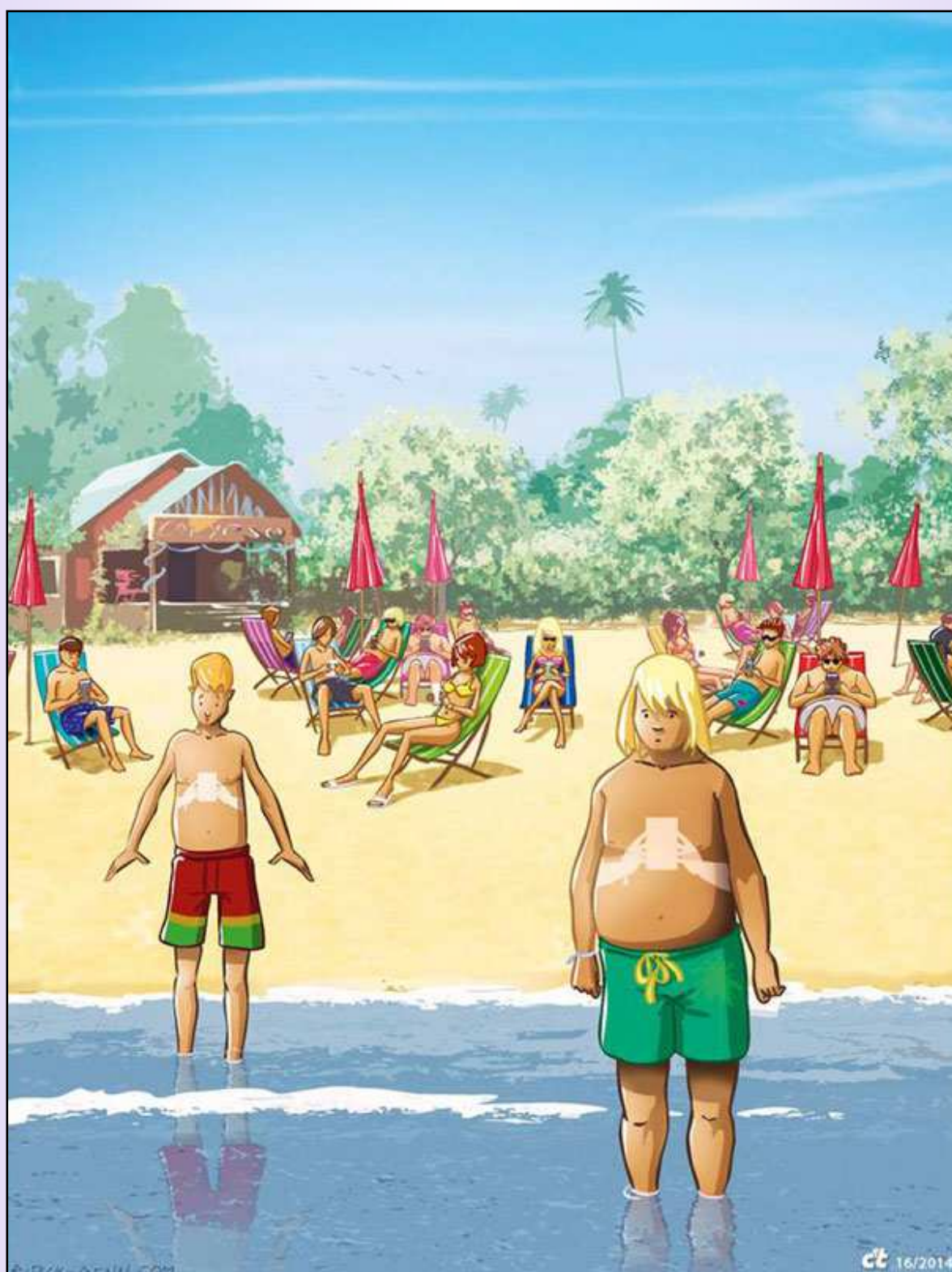
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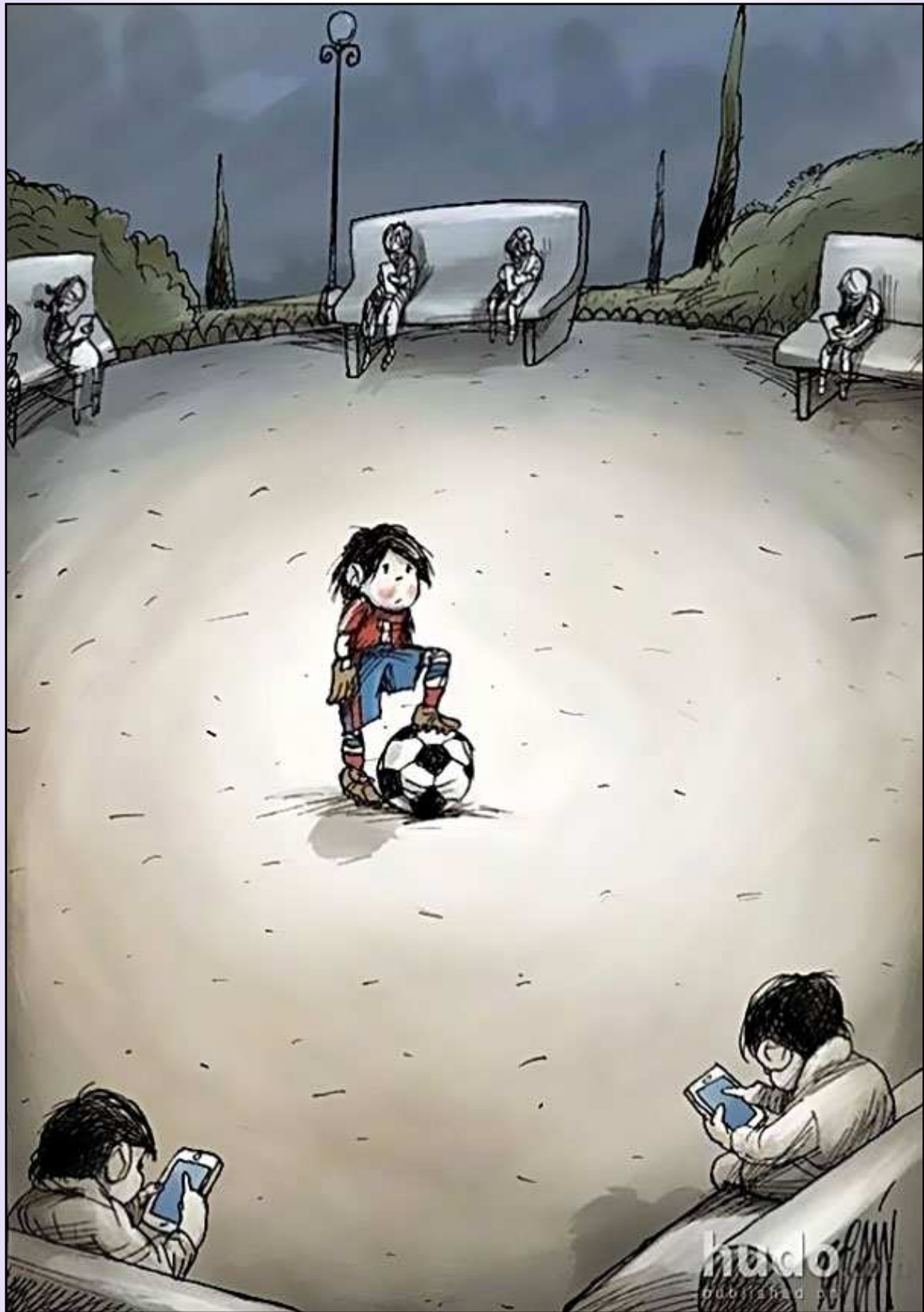
SOME LIGHT HUMOUR

The Death of conversation



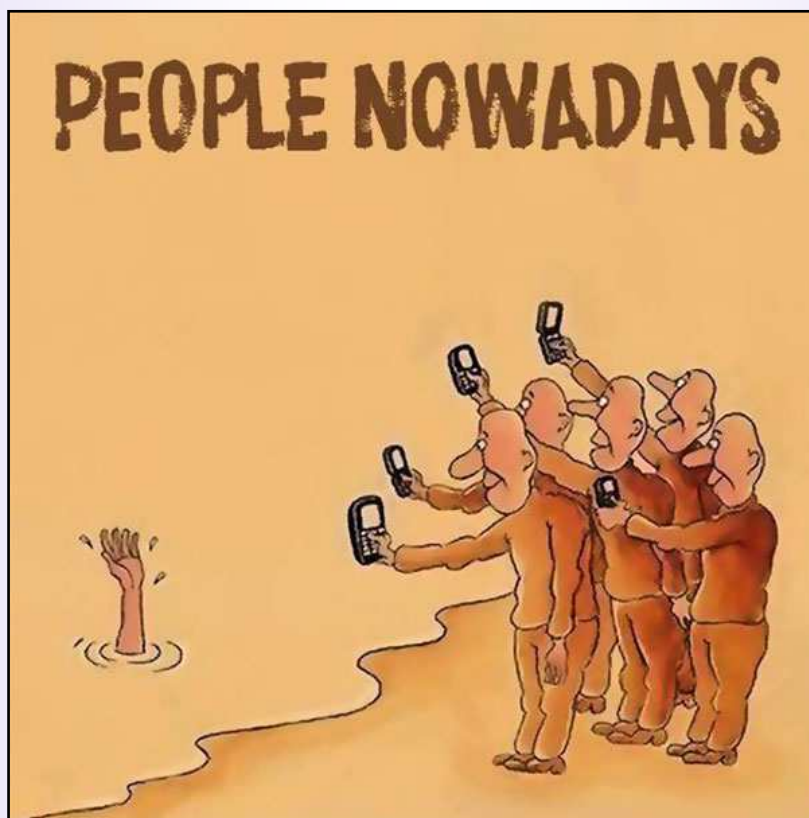


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IN YOUR MIND :

FETCH MY EMAILS!

NAVIGATE TO JOHN'S HOUSE!

SHOW ME THE NEWS!

SEND THIS PHOTO TO LYNN!!

Y-Y-YES MASTER.

IN REALITY :

CHARGE ME!

GIMME SOME WIFI! NOW!

NEW EMAIL! READ!

ANSWER THIS CALL!

A RESTAURANT! CHECK IN!

Y-Y-YES MASTER.

MANU CORNET