

wheezy Rider

Newsletter of the Fremantle group

Oct 2016
No 179

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

**Price
\$1.00**

Hi Everyone,

Who would think you'd be wearing winter gloves this time of year. Spring has got to get here soon. There have been some chilly rides and the Mike Smith memorial Ride was postponed to the 20/11 due to the weather but hopefully we can get some good rides in over the next few months with nice sunny weather.

The Odyssey in Port Denison was great fun. Fremantle had a good turnout with many camped on site. It was a bit cold at night but the days were very nice, we were fortunate not to get any of the rain that went North & South of us. On Saturday some of us did a ride out through Yandanooka Springs, Walkaway via Geraldton out the Chapman Valley to Nabawa before cutting back to Northampton for lunch at Horrocks Beach. Plenty of drinks were had, yarns told and we even got to explain Aussie Rules to TC (over a few beers). Saturday Dinner and dancing for some that night (Mr Zaretsky).

Sunday was a ride to the Sydney Memorial and a guided tour which was very interesting.

Then along came the Ulympics, Paul Turner nearly burnt out a clutch doing the "Slow Ride" while Gary Phillips had an advantage with his scooter. Simon had trouble swallowing a sausage hanging from a string while on the back of Paul's bike. I rallied six of us together to see if we were the biggest "Tuggers" there, we won our first heat. It took us about ten minutes to recover (we thought Paul was about to expire) before we tugged our way through the final to win! A carton of Corona's was shared amongst the team and supporters.

Odyssey Presidents Meeting points –

- Fremantle will be in charge of the Ulysses Memorial Ride next September.
- Great Southern Branch is doing the Odyssey in 2018.
- Application for WA to hold the AGM in 2021 will be lodged next year.
- NATCOM are coming to WA on Saturday 22/10 the Presidents will attend a meeting. There is a social function afterward which I believe is planned to be open to Members. More details will follow.
- Ride to Conquer Cancer October 15 & 16 2016 – Tony has emailed everyone their corners.
Thanks to those people that put up their hand and especially Tony for the organising of the troops.
If you want to join in and help support the event contact Tony collinschemist@hotmail.com or 0428 487805

Upcoming rides with hopefully some warmer weather, so come along...

- 09/10/16 Steve Zaretsky TBC
- 15 & 16/10/16 Ride to Conquer Cancer
- 23/10/16 Tony Collins TBC
- 30/10/16 Ride to Irishtown with Mark and Annie from postponed ride of August 21st
- 06/11/16 Simon Beattie (in the Calendar as 30mins)

The Committee are looking at a few options for the Christmas function but if anyone has any good suggestions feel free to put them forward to one of us.

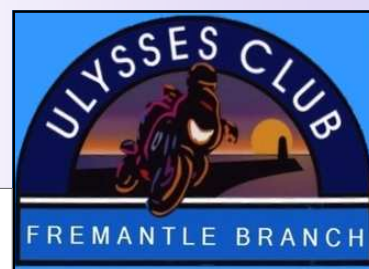
Remember— It's not what you ride, it's your attitude that counts.

Colin Booth 61215

President Ulysses Fremantle Branch



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



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FREMANTLE BRANCH MEETING
2ND WEDNESDAY 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 John Pepper Member 40751
SecTreas@ulyssesfremantle.com

Committee Glenda McGregor Member 32282
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 Paul Turner Member 61557
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, Wednesday
9th
November 2016

Plods and Saturday morning coffee

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

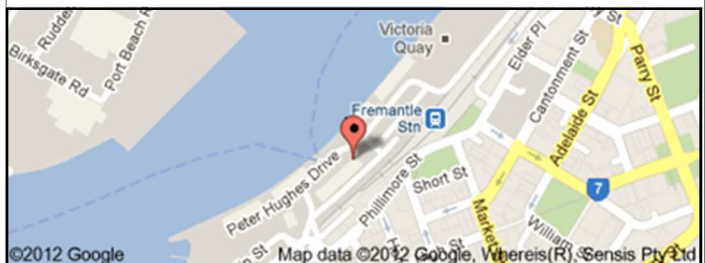
Any enquiries regarding plods can be directed to any of the following:

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.

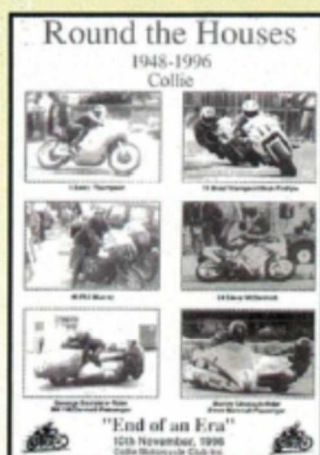


SHARE THE PASSION

Weekend of *Wheels*

Round the Houses

**Last Race in Australia
- Collie 1996 -**



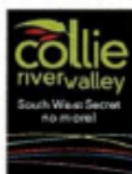
- COMMEMORATIVE PARADE AROUND OLD CIRCUIT
- SHOW AND SHINE
- MEMORABILIA DISPLAYS
- BIKE EXCURSIONS
- QUIT COLLIE SPEEDWAY SOLOS, SIDECARS, STOCK BIKES AND VINTAGE MOTORCROSS
- HISTORIC CLUB RACING AT COLLIE MOTORPLEX

Collie Recreation Ground

12th & 13th November 2016

- Entry - Gold Coin Donation -

20th
Year
Anniversary



For parade registration contact: admin@mcrwa.com.au
For Show and Shine and Exhibition of bikes contact: a1collie@bigpond.net.au

(Odyssey Update)

Odyssey 2017

Team Contact List

Role	Name	Phone	E-Address
Event Co-ordinator	Tony COLLINS	0428 487 805	Co-ord@wa-odyssey.com
Secretary & Entertainment	Pippa LEAHY	0418 940 766	Sec@wa-odyssey.com
Treasurer	Steve SAWTELL	0438 912 039	Treas@wa-odyssey.com
Sponsorship & Promotion	Alan LEAHY	0419 953 327	SandP@wa-odyssey.com
Webmaster	Ron SPENCER	0405 060 201	webmaster@wa-odyssey.com
Venue & Facilities	Steve ZARETZKY	0457 036 085	VandF@wa-odyssey.com
Registration	Kirsten COLLINS		Reg@wa-odyssey.com
Ex Officio			
Fremantle President	Colin BOOTH	0413 050 739	President@ulyssesfremantle.com
Ride Co-ordinator	Eric ILETT	0418 950 755	ericilett@gmail.com
Catering	Allison BOOTH	0428 965 868	Allison.Booth@westnet.com.au



MUSIC **In The Park**

SUNDAY NOVEMBER 13TH

2016 2-5PM

 **TO BE HELD ON THE OVAL AT** 
FOREST CRESCENT PRIMARY SCHOOL, THORNLIE

**COME ALONG & LISTEN TO MUSICIANS
& VOCALISTS**

 ****BYO CHAIR AND SHADE**** 

**COME ALONG AND SHOW YOUR SUPPORT BY
DONATING MUCH NEEDED FUNDS TO**

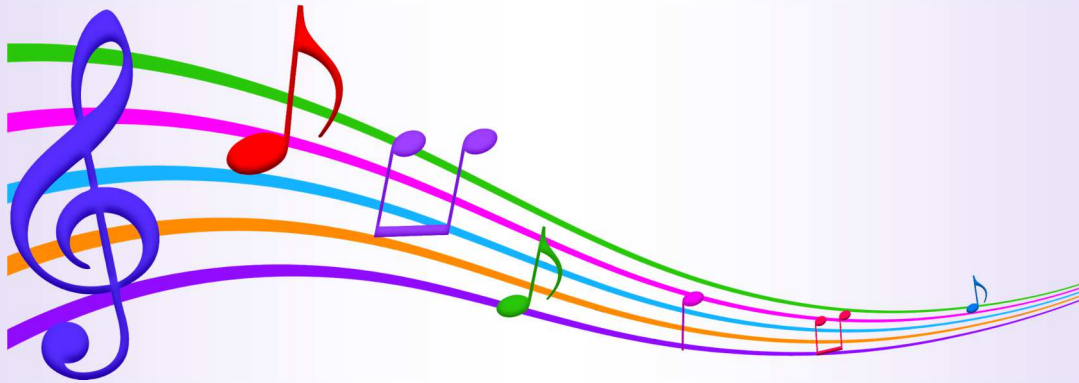


**Cancer
Council**
Western Australia

Community
Supporter

HOPE TO SEE YOU THERE! 

Music In The Park



“Music In The Park” is a fundraising concert, that to date has passed on 100% of the money donated to Cancer Council WA. Alan and Pippa Leahy have been holding this event for the past 3 years, with all the artists and organisers donating their time to put the event together.

This event has been a dream of Pippa’s for years and one she has been able to share with the community. After losing her brother and sister to cancer years ago, Pippa wanted to start a fundraiser and what better way of doing it than through music. This is even more relevant as Pippa has just recently lost her mother to cancer also.

This year’s event will again be raising money for the Cancer Council with 100 per cent of the proceeds going to the not for profit organisation.

Pippa has said that music is therapeutic to everyone and when she plays the piano, she can lose herself in her own world.

“Music In The Park” will take place at the Forest Crescent Primary School oval on Sunday November 13th from 2-5pm. The Principal Mr Ian Anderson said he was looking forward to having the community come together for such a worthy cause. Some of the artists performing will be Michael De Grussa formerly of Eskimo Joe, Emmalena Huning a child prodigy playing the flute, a choir, guitarists, pianists and many more.

Bring a chair or picnic rug plus your own piece of shade. The Forest Crescent Primary School will be organising a coffee van which will also sell nibbles and organising a sausage sizzle.

So please come along and help this worthwhile cause, don’t be afraid to dig deep and donate, as we are all affected by this hideous disease one way or another, either through our own experience, a family member or someone we know. If you are unable to make it on the day you can still donate, just contact Pippa.

We look forward to seeing you all there to support the event and enjoy the music.

Fremantle Branch Ride Leader Steve Zaretsky
2017 Ulysses AGM Trek
Port Macquarie and Return

Departs Perth Saturday 6 May 2017

Arrives Port Macquarie Sunday 14 May 2017

Week 1: Overall seven days riding plus two days leisure probably Ceduna or Streaky Bay.

Week 2: Have a week of your own time or volunteer to help with AGM setting up.

Week 3: AGM Week. Plenty of Rides and Socialising.

Week 4: Overall seven days of riding plus one leisure day getting back to Perth.

Return Date Sunday 4 June 2017

WANTED - 2x Support Vehicle Driver/s (Beer wagon drivers/cooks)
(May be rider interchange)

I am happy to provide a vehicle for the return trip but it will need a driver or two. Here is **WHY**:

- A Pint of Beer will cost about \$11.00.
- If 6 people have three pints each every night then the cost of beer alone will be around \$3400.
- If we have a support vehicle we can drink 6 cans each per night at @\$2 / can for \$1200.

This unbudgeted cost saving alone will pay for the support vehicle. The savings are even greater if we factor in the support vehicle carrying our tents / stretchers and other cooking gear and food supplies. We can also reduce our riding distances by cutting out our leisure days.

8 days riding @ 525km / day

9 days riding @ 460km / day

With support vehicle and sleeping in Tents on cots we have greater control over where we stop for overnight camps. We can eat reasonably healthy and fresh food and can have hot coffee, cold beer or cheap red at our own price.

Provide own tent and cot (assume currently owned)	\$0	(also reduces AGM accom cost)
The occasional Caravan park fee (Return)	\$400	

Fuel for Support vehicle	(Return)	\$2200
Food per head /day \$20 x 17 x 8	(2x drivers)	\$2700
	Sub total	\$5300

Item	Nights / KMS	Total approx
Fuel @ \$1.40/ltr	8400km	\$850
Meals	17 days	\$340
Occcasional C/van pk fee		\$50
Support vehicle fuel / 8	\$2200	\$275
	Total per rider return	\$1515

Add 6 cans of beer per person per night @\$2 can - \$200 (\$1715 each total)

The savings increase exponentially if Red Wine is consumed.

The support vehicle driver's share of cost is approx. \$765

How it works. Each person deposits \$800 (rounded for contingency) into a specified credit / debit card account. Two cards are issued. All costs associated with Support vehicle (including wear and tear costs like blown tyres), with food and caravan parks / camping are to be drawn against the card balance.

Unsupported costs as follows

Accommodation (to Port Macquarie) – Budget about \$120 per night for a double bed or twin share in Motel style.

Food – if you carry your own brekky cereal and stove for coffee

Lunch as a burger or similar about \$15

Tea - a pub meal or roadhouse about \$20 - \$30 per night depending on choice. Obviously if you have a stove you can cook / reheat your own food a lot cheaper

Fuel - I think the most expensive fuel I paid for was \$1.68 per litre. A big cruiser doing 14.25km/ltr would use about 600 litres, return. Average that at \$1.40 /ltr and you will need to allow \$850 for fuel for the return trip. Average ride day is 600km.

AGM - Accommodation – best on offer is a Tent City Tent on site at Port Macquaire. Each tent has two camp stretchers / cots and full rubber floor and usually a 12v light and two chairs. See AGM Registration. If you volunteer for a few days starting the Monday 15th May you will usually be allowed to camp for free (to be confirmed) at the AGM site in set up week.

Item	Nights / KMS	Total approx
Fuel @ \$1.40/ltr	8400km	\$850
Lunch	17 days @ \$15	\$255
Evening meals	17 days @ \$25	\$425
Motel accom	17 nights @ \$120/2	\$2000 / \$1000
	Total per person Share	\$2530

Add \$560 for an allowance of 3 pints of beer per person per night (\$3090 each Total)

Contact details: 0457036085 or email steve.zaretsky@gmail.com

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& DI CLARKE [Ulysses members]

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E MAIL checkpointsystems@bigpond.com

WA Companies who support the Ulysses Club

(Please ensure you supply Club ID)

American Motorcycles.

211 Albany Highway Victoria Park WA 6100
Tel: (08)9361 4884. 10% Discount on most after
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Five Star Yamaha.

54 Rockingham Rd Hamilton Hill WA 6163
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Up to 20% Discount on parts and accessories

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more..... By a Ulyssian for Ulyssians

In City Used Motorcycles Pty Ltd.

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2/91 Dickson Road Rockingham WA 6168
Tel: 08 9592 1113
Special Ulysses price on application

Mack 1 Motorcycles.

237 Great Eastern Highway Midland WA 6056
Tel: (08) 9250 2522. 15% Discount on access and
5% Discount for tyres plus free fitting

Motomax.

Dealer for Royal Enfield, Benelli, Sherco, SWM and
Cfmoto. Motorcycle sales, service and parts.
28 Hutton St, Osborne Park WA 6017. Ph. 9244 4441 or
Ric Steele 0417 977 937. <http://www.motomax.com.au/>
15% Discount

Motorcycles Plus.

126 Kewdale Road, Kewdale WA 6105
Tel: (08) 9353 4567. 10% Discount on parts, labour and
repairs and tyres

Rockingham Powersports.

59 Dixon Road Rockingham WA 6168
Tel: (08) 9527 5093 10% Discount

Total Motorcycle Accessories.

1028 Albany Highway East Victoria Park WA 6107
Tel: (08) 9472 3030
Special Ulysses price on application

Tyres for Bikes.

621 Albany Highway, Victoria Park, WA 6100
Tel: 08 9362 6262. 10 % Discount

Witch Cycles Suzuki.

109 Day Rd Rockingham WA 6168
Tel: (08) 9527 2398. 10% Discount



Some shots from the 2016 Odyssey



Tugging contest



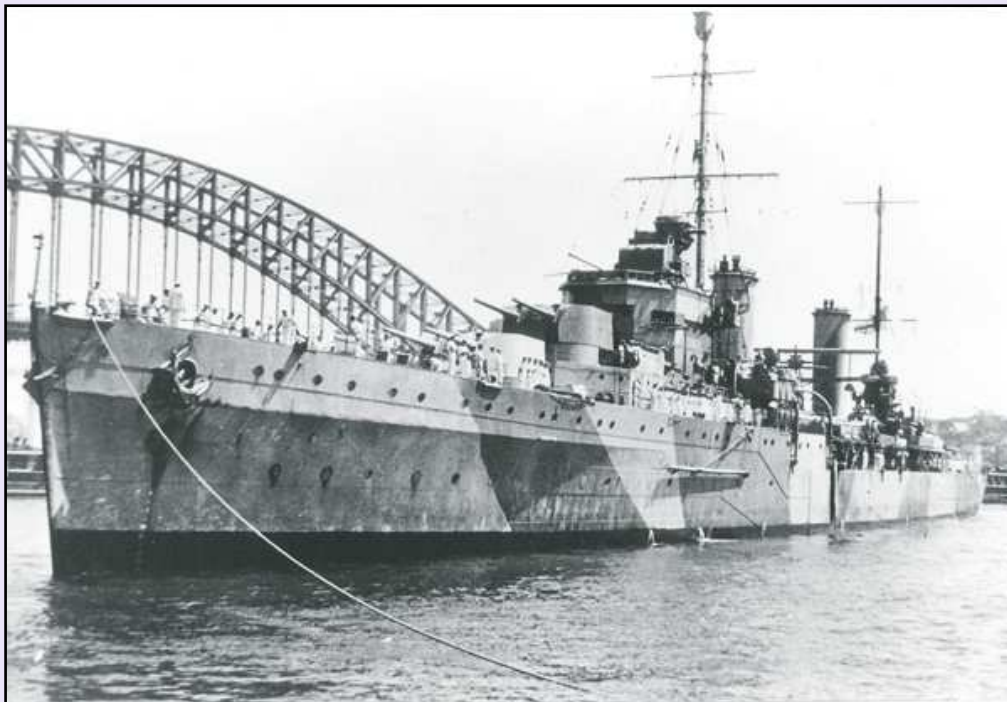
The Champions



The Captain



**The monument is the HMAS Sydney II Memorial.
645 Aussie sailors died when she was sunk by the German raider Kormorant**



BSA Bantam



Photo courtesy of
MidAmerica Auctions

1950 BSA Bantam D1 123cc.

SPOILS OF WAR

The birth of the BSA Bantam line did not take place in England after the war. Indeed it started out as a pre-war Germany design, the DKW RT125, and DKW was taken over by the Allies as part of the war reparations Germany paid after the conclusion of WWII. This same design, in fact, was also copied by Harley-Davidson, Yamaha, WSK (Poland), Voskhod (Russia) & MZ who took over the old DKW factory in East Germany.

MIRROR IMAGE

In a brilliant piece of adaptive engineering, BSA "flipped" or reversed the entire engine design, creating a mirror image of the original. This was done to move the shifter & kick-starter over to the right side, where God intended them. They also converted it all over from metric to inches & added British electrics (oh goodie!).



Photo courtesy of
MidAmerica Auctions

1948 was the introductory year for the BSA Bantam. This '48 has rigid frame.

BIRTH OF THE BANTAM

What emerged was the 1948 BSA D1 Bantam. It shared the 58mm stroke common to all Bantams & with its 52mm bore, it displaced 123cc. The conventional 2-stroke single was unit-construction with a 3-speed gearbox. At the time of its launch, it was a thoroughly modern engine, certainly on par with the giant in the lightweight 2-stroke field, Villiers.

DESIGN QUIRKS

Bantams had a notoriously weak second gear selector that would often break & required splitting the engine cases to repair. They had a weak centre stand. And those British electrics...a major source of problems throughout the Bantams lifespan. There were three options for electrical systems: 1.) Wipac flywheel magneto for spark & generator for lights; 2.) Lucas alternator & coil system (the optional upgrade); 3. Wipac magneto without but no generator, with a dry cell battery hidden in the nacelle to power the lights, or the same without the battery & lights. (competition only).

MODEL PROLIFERATION

When introduced in 1948, the 123cc D1 Bantam with rigid frame & electrics was the only model & ran in this form through 1955. But by 1950, the model-range began to widen & deepen. The D1 was soon available in either rigid or plunger frame, Wipac or Lucas electrics, Competition with rigid or plunger, & Lucas, Wipac, dry cell or no electrics, Competition with rigid or plunger. All in all, the D1 came in 8 model variations at one time or another.



A WORLDWIDE SUCCESS

The BSA Bantam proved popular around the world. It was tough & stood up to Third World punishment, or worse, novice riders. It could run at 50mph, handled well, it had good brakes & it was comfortable. And, its colour schemes & basic lines stood out in the 'sea of Villiers-powered lightweights' running around at the time. But as is always the case, as the model evolved, there was a quest for more power, through more displacement.

D3 BANTAM BORED TO 148CC

By enlarging the bore to 57mm, BSA created the 148cc Bantam D3 in 1954. There were two road models with plunger rear suspension & either direct or battery lighting. Competition models offered the option of either a rigid or plunger frame. D3's also had a heavier front fork than the D1. Starting in 1956, all BSA Bantams went with a new frame with swing-arm rear suspension.

D5 BUMPED UP AGAIN TO 172cc

In 1957, in the never-ending quest for more power, BSA enlarged the Bantam again, this time boring it out to 61.5mm creating the 172cc BSA Bantam D5. The D5 got a new barrel with flange-mounted carb, bigger (wider) brakes & 3.00 X 18" tires.

D7 REPLACES D5

The D5 was only an interim step, as it was replaced in 1959 by the D7. Also a 175, it was a refinement on the D5 rather than another 'bore-job'. The BSA Bantam D7 was listed in the 1959 catalogue as the Super, in either electrical form. The engine gained an extra cover on the left to enclose both the magneto & the clutch adjuster. There were new hydraulically-damped front forks, a headlight nacelle & larger brakes in new cast iron hubs. The side panels, enclosing battery & toolbox, blended together into a centre panel.

INTO THE 1960'S

At the close of the 1950's & all the way through 1962, BSA continued to produce both 175 Bantam D7 Supers & the 125 Bantam D1. By 1963, as the market was evolving, the Japanese were invading & the public was demanding more from a motorcycle, BSA dropped the ancient D1 & to the dismay of many, planned to replace it with the BSA Beagle, a hopelessly outclassed 75cc lightweight. In 1966, the Bantam D7 went slightly upscale with it's DeLuxe, while the economy model became the D7 Silver.



Photo courtesy of
MidAmerica Auctions

The 1968 BSA Bantam D14. Was it up to the standards set by Honda in 1968? Could it compete in a marketplace crowded with low-cost, high-quality 2-strokes from Yamaha, Suzuki and Kawasaki?

BANTAM D10 REPLACES D7

In July of 1966, the Bantam D7 was replaced by the substantially upgraded Bantam D10. Significant changes were made to the engine, the most obvious of which being the points cover on the primary case. There was not a 6-pole alternator which greatly improved the Bantam's greatest weakness, it's electrics. Early D10s carried Amal Monobloc carburettors, but quickly changed over to Amal Concentrics. Both were larger in size, which when coupled with a higher compression ratio produced more power. An additional plate was added to the clutch to cope. The D10 Silver & D10 Super retained the old 3-speed gearbox from the D7. But the new BSA Bantam D10 Sports & D10 Bushman now had a new 4-speed box, which fit in the same space as the old 3-speed.



CLASSIC-BRITISH-MOTORCYCLES.COM

D14 ARRIVES WITH 4 SPEEDS

The D10 was replaced by the D14 series in 1968, all of which now came with 4-speeds & a larger exhaust. A new nomenclature appeared with the Supreme being replaced by the D14/4, the Sports by the D14/4S & the Bushman by the D14/4B.

BANTAM D175: THE FINAL CHAPTER

In 1969, BSA replaced all other Bantam models with just two: The D175 road version & the D175 Bushman. Despite the financial problems BSA was having at the time, they revised the Bantam's engine with new crankcase castings, new cylinder head with central plug, & a stiffer crankshaft.

THE SLIDE INTO OBLIVION

Hopelessly outclassed by the Japanese bikes flooding the market at the time & unable or unwilling to do anything about it, the BSA Bantam entered the 1970s looking outdated & out of place. By 1970, the only Bantam left was the standard D175 road version & by 1971, while listed in the catalogue, it was essentially gone. Production ceased after over 23 years & 200,000 Bantams produced for worldwide consumption. Relevant in its day, like nearly all Classic British Motorcycles, it failed to keep up with rapidly changing times, until it was left behind by progress. Simply put, a 1970 Honda 175 or any number of 2-stroke singles & twins from Suzuki, Yamaha & Kawasaki, were faster, more reliable, looked better & probably cost less than a rickety old Bantam which still looked like a refugee from behind the Iron Curtain. As went the Bantam, so went BSA & so went the entire British motorcycle industry. Shame that.



SOME LIGHT HUMOUR

