

wheezy Rider

Newsletter of the Fremantle group

Jan 2017
No 181

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

Price
\$1.00

Hi Everyone,

Happy 2017 to you all. May all your New Year's resolutions last more than a few weeks.

The first ride of the year was led by me last weekend and it was a good start to the year, (17 people & 14 bikes I think was the count, including 2 new riders to the Branch). It was a very pleasant ride at the speed limit because of the Double Demerits still being in effect. We tried a couple of new places (Chidlow Bay Tree Bakery & Brookton Club Hotel) and they were both very goods we will no doubt visit them again. The West Talbot Rd was as nice as usual and the weather was perfect just getting to 32c as we stopped for lunch.

My challenge for Ride Leaders this year is to try a pick a location that we have not visited yet or have not visited for a while. The rides can become a bit mundane if we visit the same places all the time. If anyone would like help organising a ride let me know and I can assist.

This is also the year we are hosting the Odyssey in Collie. Tony Collins is the co-ordinator and there was a small committee formed to get the basics organised. This has worked well in the initial stages; Tony will be starting to ask for volunteers over the next few months so everyone that wants to help out will have a chance to do something. Fortunately because we are running it in conjunction with the Collie Motorcycle Festival our workload will be reduced quite a bit.

Walk for Women's Cancer fundraising is continuing for the team of Ladies that are walking this year on May 6th. I have email the details out already but here they are again –

- January 22 - Sausage Sizzle Ride. Dwellingup Morning Tea then to Lea and Jeff's for a swim and sausage sizzle 45 Falstaff Crescent Spearwood. \$5 PER sausage in a roll.
- February 25 - 'Walking on Sunshine' Fundraiser Party. Kay and Steve Zaretsky's, 81 Wolfe Rd Banjup. COST: \$10 pp BRING: Drinks, nibbles, glass, chair. There will be live music and lots of fun

Australia Day Celebrations – Tony Collins has again offered his house and Swimming Pool for a get together on Australia Day. More details will be sent out once finalised.

More things in the planning

- Weekend away – Last year we did the Albany – Manjimup ride on the Labour Day weekend.
- Are there any ideas for another weekend away either that weekend or during Easter?
If you have any ideas send them to me so we can get something organised. We won't force you to lead the ride so any ideas are appreciated.

Social Dinner – Victoria Café E Shed. This will be discussed at the next Committee meeting to pick a date. It will be a cheap & cheerful type arrangement. We will not be collecting money beforehand, we will book the venue and everyone can pay on the night. More details will follow.

Any other ideas you may have for social events or rides away please sent them to the committee, the more events we have throughout the year, the more chance you have to catch up with other members you may not have seen for a while

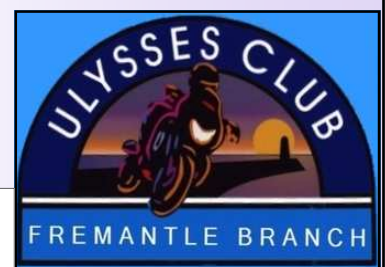
That's it for now

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 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:

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WEB ADDRESSES

National Ulysses site: www.ulyssesclub.org

Fremantle Ulysses site: www.ulyssesfremantle.com

Note: Next meeting, Wednesday
8th
February 2017

Plods and Saturday morning coffee

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

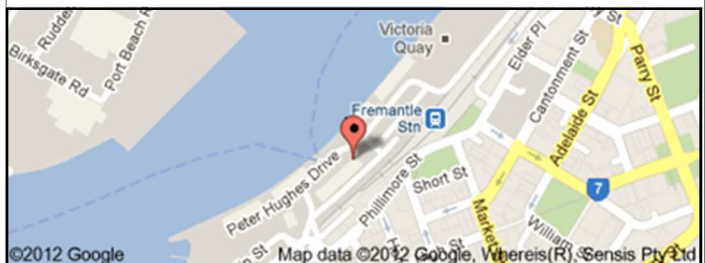
Any enquiries regarding plods can be directed to any of the following:

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.



You're invited to the



"Walking on Sunshine" Party

*All money raised on the night will go to **Women's Cancer Research** at the Harry Perkins Institute, Perth.*

When: Saturday February 25th, 2017

Time: 7:00pm 'till late.

Cost: \$10pp

Entry: Tickets at the door.
You are welcome to make up a table of friends and family

Venue: Kay & Steve Zaretzky's
81 Wolfe Rd, Banjup

Live music: Double header live performance for dancing
Dreamers
Sax and the Single Girl

BYO: Drinks, nibbles, a glass and your chair
Coffee and tea available for a gold coin donation.

RSVP: Kay 0457036094 or
kaylenesteve@gmail.com

*Leonita, Eileen, Shani, Kay, Chris are doing the Walk for Women's Cancer,
which raises funds for research into women's cancer.*

Can't come but want to support cancer research? See back of invite.

**Can't come to the party but want to support us with our fundraising for
Research into Women's Cancer???**

Tax deductible donations to the Walk for Women's Cancer (Harry Perkins Institute, Perth) can be made by donating directly into one of our fundraising accounts.

Website: www.walkforwomenscancer.org.au

Go to bottom of page and select "Search Supporters"

Search for one of:

Shani Roberts

Leonita Bloomfield

Kaylene Zaretzky

Eileen Garside

Chris Tinnelly

This will bring up their supported page. Follow the instructions to make your donation and receive a tax receipt.

We thank you for your support and support for this worthy cause.

(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
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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

You are invited to another event for the ladies doing the Walk for Women's Cancer on Sunday 22 January 2017

Sunday's ride will be led by Jeff Bloomfield, followed by sausage sizzle and swim at Jeff and Leonita's. Jeff and Lea's address - 45 Falstaff Cres, Spearwood.

Come on the ride or just come to Jeff and Lea's for a sausage and a swim.

Ride - Normal start time and place, details on the calendar.

Sausage sizzle - \$5

RSVP for catering - see Eileen or Lea at the January meeting or email:

kaylenesteven@gmail.com

Mobile 0457 036 094

MILESTONE FOR OUR PLODDER STALWARTS

On turning 80 both Mike Webb and Pete Brown were presented with the OBE (Over Bloody Eighty) awards on their birthdays. This was Pete's day.



Mick and Pete



Mick, Lenny and Pete



What a fine bunch of plodders

As Lenny is 86 and still rides PAX whenever he can with Phil Thompson on his Goldwing, he will also become an OBE recipient in the new year.

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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June 14, 2013 [Honda](#), [Reviews](#)

Honda CBX1000



Honda didn't pull and punches in the building and design of this machine, it was after all their Superbike of the time and as such the result is a perfectly ride able and usable machine. Thirty years on, most will mock the weedy brakes and flimsy chassis of the twin shock model but, looked at in context it all makes perfect sense and was after all, benchmark engineering of the time. Sitting on the CBX causes mixed feelings, the engine is still visible despite the large and wide tank having a good attempt at covering it, and yet the bike feel to be well balanced and not at all the heavy weight the spec sheets suggest it to be. The engine itself is a work of art, with few parallels even today, some thirty years on. The double-overhead-camshaft, air-cooled unit is as compact as it was possible to make it, while being powerful, with 105bhp produced at 9000rpm, well short of the short stroke engines rev limit some 1000rpm further up the scale. Torque is plentiful too, making for a lazy ride or a speedy, revvy fast pace journey when the need takes you.



As frames go this is the Copacabana beach bikini version, it fits where it touches and in all respects is a frame but everything is clearly on show with nothing left to the imagination in any way. This facet being a deliberate design feature with the idea of keeping the magnificent engine on display and unhindered by messy tube work, the effect is awesome especially when the machine is viewed in real life. No less impressive is the way the engine goes about its job, a well set up and balanced version is smooth and effortless in its operation so much so that at tickover a helmeted rider can be forgiven for continuously looking at the tacho needle for signs of life, it really is that smooth and silent. This doesn't diminish on the move, just the whoosh of the six-into-two exhaust pipes give the game away as well as the blurry scenery and the urgency that things in the distance get thrown towards you.



It is all well and good having staggering speed and acceleration but there will always come a time when the need to shed this is required, often with some urgency. It is only when a need to haul the big beats up is urgent that the bike shows its Achilles heel, the brakes, powerful and more than adequate on any other machine, really do struggle to keep the rest of the bike in check. The heat builds rapidly in the small diameter front discs and, even smaller, floating calipers, quickly overheating during repeated heavy use and fading fast too. The larger diameter rear disc, with around 14% more effective swept braking area, does help out when need be, a good dose of size 9 soon has the rear end dragging the front back a peg or two but, this isn't instinctive to most, especially when at speed, and care does have to be used when at any kind of lean angle.

The later B model addressed this issue even though this model had stacked the pounds on even more thanks to the extensive touring bodywork and panniers, but had twin piston calipers and vented discs up front to add some extra stopping power. The forks were beefed up to suit too, 39mm air assisted units replacing the skinny 35mm legs of the Z and A models, even so the handling was little improved with the monster engine still waiting to bite

the hamfisted and foolish, while complementing the skilled and more accurate rider.

As a defining moment in 70's motorcycle development the CBX has few equals. The look, the noise and the sheer damn cheek of it all, adds up to one of the finest machines of its generation with an endearing quality that still holds true today. The CBX, in its various guises marked a period of return to the Superbike class for Honda, having sat back on their laurels since the late 60's, they had not developed a Superbike beyond that initial model during the next decade. During this period the other three leading oriental protagonists had stolen the march with a host of exciting and equally groundbreaking models, Honda surely had to fight back and relieve this drought. As such any new model had to be everything such a machine of the time could be, at the time of its launch it was the fastest, and most powerful production machine available.

Honda CBX1000 Model History

Honda had lain dormant for some time, their resources hard pressed in the pursuit of greatness in the automobile industry, because of this, the bikes were left wanting with rehash after rehash of the good old single over head cam 750-4 to act as the figure head of the world largest and arguably greatest motorcycle manufacturer. Much store was placed in the racing heritage as the multi cylinder race bikes of the 60's and the CBX shared the same designer but, in reality the similarities were few. Just like with the World Championship winning, 250cc racers, Shoichiro Irimajiri was the project leader for the design and had a choice of prospective power plants his disposal.



Initially development began using three different designs , two 4-cylinder prototypes, a 1000cc and a larger 1200cc powerplant and the final choice, the stunning 6-pot 1042cc, CBX. The development of the inline fours ran alongside the successful world endurance race engines of the period and, in the long run, was also time and money well spent, the lessons learned in this development led in turn to the CB900 and CB1100R models just a short while later. Just 18 months after the project began, an incredibly short time for such a radical machine but this was so due to the use of the technology and development already carried out by Irimajiri many years previously, the first machines rolled off the production line.

When the CBX1000Z finally emerged, few could have expected the end result as had Honda returned to its racing roots and produced both a technically advanced and daring design. Costing a whopping £2200 back in 1979, the Honda CBX 1000Z was a good deal more expensive, around a quarter so, than any of the opposition, this price hike, allied to the huge capacity amid a world just getting used to such a thing, did the CBX no favours. Cramming so much engine into such a small place wasn't easy but it had been achieved with great success, a basic air-cooled engine had been chosen over the more advanced liquid type simply because the lack of a radiator and the use of extensive finning heavily emphasises the engines presence within the overall package.



The future as seen by Honda however, wasn't in keeping with that visualised by the rest of the world. Where the Honda had six, the rest went with four, the Suzuki GS1000 for example, launched at the same time as the CBX in 1977 was a far better machine all round, being nearly as fast as the big Honda, even though it produced considerable less power, while also being lighter and more agile by a good margin. Superbikes would, from that moment on, get leaner, sharper and even more powerful. Honda had to respond and fast, the result being the superb CB900F model that ignored the US markets and concentrated on what the Europeans demanded and to great effect, this four-cylinder machine being based on the technology behind Honda's successful endurance race machines, making it, arguably, the sporting machine of its time, albeit styled much like the CBX. Today the CBX enjoys a cult status with a buoyant and enthusiastic following, prices remain high, especially for original specification Z and A models, although the B onwards is considered the better ride. As a practical classic machine the CBX makes for a long legged tourer and, relatively sprightly, B road machine as well as turning heads wherever you choose to ride one.

While clearly built as a showpiece for Honda technology in the world wide market place, and despite being among the first Japanese machines to be built on US soil, the type was a dismal failure stateside, prompting a U-turn in the bikes designation and consigning the design to a more staid, tourer status with the arrival of the B model in 1981. No doubt this switch in direction was the result of the staggering sales success in the US of the American built GL1000 Goldwing of 1976, the Americans showing indifference when it came to sports bikes in the 70's.

As a direct result the B received a make over and a new set of clothes, a 3/4 fairing protected the rider from the high-speed wind blast with optional luggage for those long hauls. It gained an all-new chassis too with the twin shock rear suspension of old making way for the single shock "Pro-Link" set up. The engine was tamed somewhat and power reduced by around 5bhp but, even so this model had a top speed of 127mph.

The B model although perfectly capable as a machine in its own right failed when placed against others more suitable for the job of covering huge distances in complete two-wheel comfort. The BMW R series, and Hondas own Goldwing, were in a league of their own and once again the poor old CBX as left lacking with little more than that superb engine, arguably of little use on long motorway hauls, to shout about.

Honda CBX1000 Timeline

1978

Honda launched the staggering CBX1000Z unfortunately Suzuki also revealed their thinking, the GS1000.

1979

The CBX1000Z arrived in the dealers showrooms to much acclaim although sales were poor due to high costs. On paper the CBX won hands down whereas in the real world as well as the race track the Suzuki proved dominant

1980

The A model had few updates but is instantly recognisable due to its reversed Comstar wheels.

1981

The first of the Pro link B models featuring a large fairing and air assisted, 39mm forks. Engine casings were painted black.

1982

The C model marked the last of the CBX's, virtually identical to the B but with the addition of a pillion grab rail.

Honda CBX1000 Specifications

- **Engine** – air-cooled 6-cylinder 4-stroke DOHC
- **Capacity** – 1047cc
- **Bore & stroke** – 64.5 x 53.4 mm
- **Carburetion** – 6 x 28mm Keihin CV
- **Max Power** – 105bhp @ 9000 rpm
- **Torque** – 53ft-lb @ 6500rpm
- **Ignition** – CDI
- **Transmission** – 5-speed, wet clutch, chain final drive
- **Frame** – diamond steel tube
- **Suspension** – 35mm telescopic forks Twin shock rear
- **Wheels** – 3.50 x 19 4.25 x 18
- **Brakes** – 276mm discs single-piston floating calipers, 295 mm disc 2-piston caliper
- **Wheelbase** – 1495 mm
- **Weight** – 247kgs
- **Fuel capacity** – 18 ltrs
- **Top speed** – 145 mph

The teacher is explaining biology to her 4th grade students.

“Human beings are the only animals that stutter,” she says.

A little girl raises her hand. “I had a kitty-cat who stuttered.”

The teacher, knowing how precious some of these stories could become, asked the girl to describe the incident.

'Well', she began, 'I was in the back yard with my kitty and the Rottweiler that lives next door got a running start and before we knew it, he jumped over the fence into our yard!'

'That must've been scary,' said the teacher.

'It sure was,' said the little girl.

'My kitty raised her back, went "Fffff!, Fffff!, FffffF," but before she could say 'Fk Off!,' the Rottweiler ate her!**

The teacher had to leave the room.



A dad walks into a market with his young son. The boy is holding a coin. Suddenly, the boy starts choking, going blue in the face. The dad realizes the boy has swallowed the coin and starts panicking, shouting for help.

A well dressed, attractive, but serious looking woman in a blue business suit is sitting at a coffee bar in the market reading her newspaper and sipping a cup of coffee. At the sound of the commotion, she looks up, puts her coffee cup down on the saucer, neatly folds the newspaper and places it on the counter, gets up from her seat and makes her way, unhurried, across the market.

Reaching the boy, the woman carefully takes hold of the boy's testicles and starts to squeeze, gently at first and then ever more firmly. After a few seconds the boy convulses violently and coughs up the coin, which the woman deftly catches in her free hand.

Releasing the boy, the woman hands the coin to the father and walks back to her seat in the coffee bar without saying a word. As soon as he is sure that his son has suffered no lasting ill effects, the father rushes over to the woman and starts thanking her saying, "I've never seen anybody do anything like that before, it was fantastic. Are you a doctor?"

"No," the woman replies. "I work for the Australian Tax Office."

CHAT ROOMS



Hi. You sound real cute!!
How old are you and what
do you like doing after school?



I am 14 and a bit of a fitness
fanatic, I often go power lifting
after school.

A duck, a skunk and a deer
went out for dinner at a
restaurant one night. When it
came time to pay, the skunk
didn't have a scent, the deer
didn't have a buck so they
put the meal on the duck's
bill.

<https://www.facebook.com/CrazyCatLadiesUnite/>

