

Rule 1: There shall be no rules. Rule 2: See Rule 1.

wheezy Rider

Newsletter of the Fremantle group

July 2017
No 187

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

Price
\$1.00

Hi Everyone,

It is the start of a new year for the Committee, with some fresh faces to assist the returning members with running the branch for the next 12 months.

For those of you that were not at the AGM held last month here is your **new committee** –

Colin Booth as President,
John Pepper as Secretary / Treasurer,
Mark Gilbert
Mick Katarski
Paul Turner
Allison Booth
Reg Williamson
Michael Bligh

Valued Branch Helpers

Ron Spencer as WebMaster,
Paul Turner as Quartermaster,
Pat Tinnelly as Ride Coordinator
Mick Katarski as Wheezy Editor

We had our first meeting last week to get things rolling for the next 12 months, as it will be a busy one with the Odyssey being hosted by Fremantle Branch. We are also organising the Ulysses Memorial Ride to Lake Leschenaultia on Sunday 10th September 2017. The Mike Smith Memorial Ride will be on 15th November. The MACA Ride to Conquer Cancer will be on 21st & 22nd October. We (Tony) need Corner markers for this. We also discussed doing an overnight ride in November and another one in March to visit the Wagin Woolorama.

Social Event - Saturday 22 July. Soup, Crusty Bread and Stodgy Winter Puddings, at Tony Collins' house; 58 Vincent Street Nedlands. Details are in the Calendar. Let Tony know what soup or pudding is your speciality.

The Odyssey Committee need donations of good condition unwanted motorcycle gear to sell on a stall raising funds for RFDS in Collie on the Odyssey weekend at the Collie Motorcycle Festival - No helmets please. Let Tony Collins or me know and we will make arrangements to get them.

The Odyssey registration page is open on our website so get on board and book in for the Odyssey. It also contains detail about the events and rides.

That's all for now as it has only been a few weeks since the last Wheezy

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



Proud Web Sponsors



Chain Reaction : Call 08 9258 5600



Custom Bike Electrics : Call 08 93542270



Willetton Exhaust : Call 08 9354 5004



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 Allison Booth Member 61372
Mark Gilbert Member 62437
Paul Turner Member 61557
Reg Williamson Member 60253
Michael Bligh Member 55903
Mick Katarski Member 55306

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
August 2017

Plods and Saturday morning coffee

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

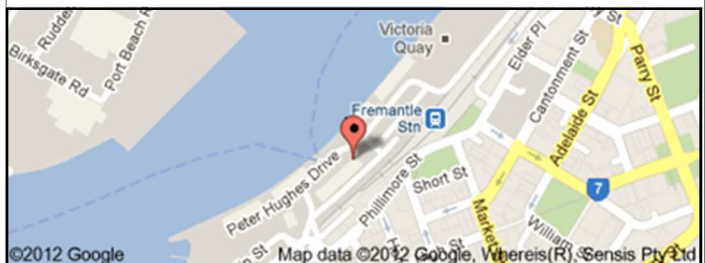
Any enquiries regarding plods can be directed to any of the following:

Will Duncan 0403014197

Patrick Hayes 0414756452

Mick Webb 0893396874

The Saturday morning coffee get together will also continue to take place at the Victoria Café, however commencement will be from 9.00am.



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.

RIDE TO CONQUER CANCER 21 & 22 OCTOBER 2017 WE NEED YOU TO MARK CORNERS

The ride to raise funds for the Perkins Cancer Research Institute is on again in October this year. Ride is from Perth to Mandurah on Saturday and return to Perth on Sunday

Ulysses, HOGS and other motorcyclists have assisted in the running of the event in past years by providing corner markers and acting as safety marshals along the route.

We need approximately 50 people to adequately cover the whole route on each day.

If you can assist for one day or both please contact Tony Collins Ulysses Club Fremantle Branch – preferably by email but SMS is OK.

I will even accept snail mail if it provides a warm body and a working motorcycle underneath to mark a corner.

Please provide the following information in your reply:

- Contact details – email & mobile phone number
- Rider solo
- Rider with Pillion
- Car driver - solo or in company
- Day available – Saturday or Sunday - or preferably both
- Time of day – morning or afternoon
- If you volunteer for both days then if it is at all possible you will have one morning and one afternoon so it is fair to all
- Locality – if you live in Mandurah then obviously 7am in South Perth is not the best option for you
- Any corner you would prefer NOT to mark for personal reasons
- Special dietary requirements – lunch will be supplied
- Other special needs – toilet close by corner etc.
- Overnight tent in Mandurah – tent is supplied at no charge but BYO everything else

This is very worthy cause so please consider helping
Tony Collins
Ulysses Club - Fremantle Branch

collinschemist@hotmail.com

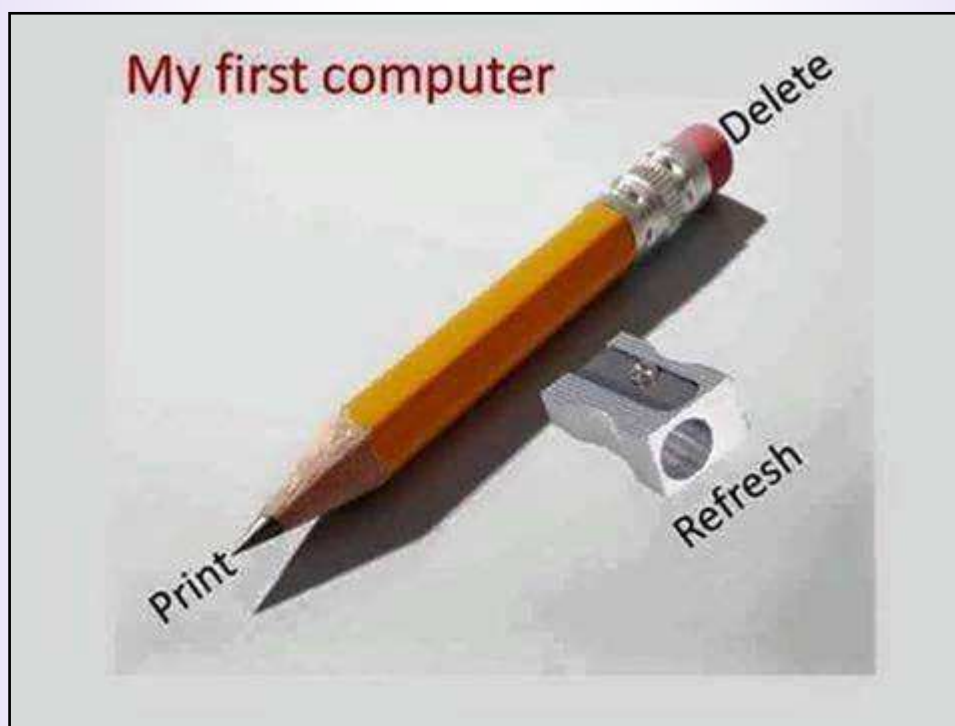
0428-487-805

(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



The next two articles are excerpts from NORTHWEST MOTORCYCLING SOUND RIDER!

Reading the Road

Written by *Bret Tkacs who is the co-founder of Puget Sound Safety , a Northwest company that provides riding skills classes as well as do it yourself maintenance programs.*

How well can you read the road?

Watching for changing road conditions and road direction is essential to our survival. Colour can help identify hazards such as water, oil, anti-freeze or a change in pavement. Texture can clue us into other traction changes like gravel, sand, or broken pavement. Another thing we need to do is learn to read the road for directional changes. One of the most precise ways to do this is by using the vanishing point in the road. When we are unable to see completely through a corner what we find is the vanishing point. As we look through the corner it will appear as if both sides of the road come to a point (the point at which the road vanishes), this point tells us what the road is about to do. It will tell us whether the road is opening up or closing in on us. We can also use other indicators for changes such as tree lines, traffic signs, painted lines, other traffic or by reading the width of the road approaching the vanishing point.



During Puget Sound Safety's **Advanced Street Skills** course taught at Pacific Raceways we teach an acronym called S-M-A-R-T cornering. The first part of cornering SMART is to **Scan** the corner. We start by understanding what makes up the corner in front of us so that we can read the road. There are two main things we are scanning so that we can **Mark** our line traction changes & directional changes. What we want to learn here is to use clues to determine what the road is going to do before we actually see the exit. Our eyes should always be focused on where the road disappears, also called the vanishing point... If there are three corners visible it is the fourth corner we are trying to figure out. What we can see, we know it is what we can't see that we want to plan for. The idea is to stay in tune with the environment so that you are less likely to be surprised with changes or hazards.

The radius of a corner describes the curve itself. This is referred to as an increasing radius, decreasing radius or constant radius. The line is our intended path of travel through the corner, this is an imaginary line we create and then commit to. The apex is the point that we come closest to the inside of the curve, where we apex strongly effects our lean angle and exit point. We talk about selecting a street line and apex as a separate lesson. For now we want to learn to read the clues so we can effectively identify changes in the direction and traction of the road. We want to accurately predict what the road is going to do before we actually see it.

Directional changes

One of the easiest ways to determine directional changes is to use the vanishing point. We should always be searching for the next entry point In a corner without any obstructions, we can do this as long as we KEEP OUR EYES UP. When we are unable to see completely through a corner what we find is the vanishing point. Looking through the corner it will appear as if both sides of the road come together to form a point this is the vanishing point, the point at which the road vanishes. The vanishing point can tell us what the road is about to do. Once you use this technique you will find it very simple. If the vanishing point appears to move away from us, then we know that the corner is an increasing radius (opening up) and we can apex early and roll on the throttle. If the vanishing point moves closer to us then the corner is a decreasing radius (tightening up) and we will need to late apex the corner. The last thing to watch for is if the vanishing point remains constant (no movement) this indicates a constant radius corner. Next time you go for a ride, try practicing this. Watch the outside edge of the road as it will give you a slightly farther view and has a tendency to keep your eyes up higher. You always go where you look so NEVER look down.

The vanishing point:

- increasing radius- the corner opens up
- Decreasing radius- the corner closes in, or tightens up
- Constant radius- the curve on the entry is the same as the exit

Traffic lines can tell you what is about to happen also. If the lines are double solid you can be pretty sure the corners will continue with maybe some short straight-aways. However if you see the lines begin to dash you can assume that the road is about to straighten out and it is safe to add throttle if you so desire. Beware of oncoming traffic doing late passing!

Signs include warnings, speed, and directional. Although the signs posted on the public roads are based on the abilities of autos, they should give you a clear indication of what to expect. Higher speeds mean fewer crossroads and larger radius corners. Slower speeds mean more corners, more hazards. Remember that the other users on the roads are expecting traffic to be traveling near the posted limits so if you come around a corner doubling the posted limits you may find an unexpected surprise. As for warning signs and directional, pay attention and alter your riding accordingly

Tree lines can't be trusted completely but may give some idea of what is to come. Often this method is helpful where there are rises or in heavily-treed areas. If you look up towards the top of the trees where the sky is visible you will see which direction the road probably follows. If it goes in two directions or the trees thin out, don't count on them.

Don't follow power lines; they often will lead in directions that you don't want to go.

Traction changes

Color and texture are two common indicators for changes in traction.

Color can help identify surface hazards such as water, oil, antifreeze or a change in pavement or indicate a change in the material used to build and maintain the road.

Texture can clue us into other traction changes like gravel, sand, or broken pavement. It can also indicate a change in material used to surface the road, blacktop, chip-seal, or concrete. Each of these building materials have differing traction properties.

Another indicator for directional change involve slope & bank (camber). These also indicate how your traction and ground clearance may be affected.

Since slope and bank also affect our traction they therefore affect our chosen line through the corner. For this discussion we will define slope as a rise or fall in the road and bank as "twist" or camber.

Slope can be identified by the width of the road at the vanishing point. If you look down the road that the vanishing point come the sharp tip you know the road is flat or has a rise. If the vanishing point is squared off there is a crest in the road and the road will drop off on the other side. The wider the road at the vanishing point the closer the drop. There is one more clue that might help you when approaching a rise. If you look carefully at the left and right edge of the road where it vanishes you may see a slight point. This may be indicating an immediate turn as the road crest so be ready for it.

Bank (camber) is important to determine when corning as it will effect traction and ground clearance. When you are looking through a corner to the vanishing point take note to the road leading up to it if it remains wide the road is likely banked into the corner (good traction and ground clearance). If the road becomes a thin line leading up to the vanishing point the road be poorly banked, flat, or worse yet bank away from you.

Quick reference:

Traction cues

- Color & Texture
- Posted warning signs
- Environmental clues (shade, ice, standing water)
- Weather conditions
- Time of day/year

Directional cues

- The vanishing point
- Traffic lines
- Signs
- Tree lines
- Don't follow power lines
- Watch the outside edge of the road
- Colour & Texture

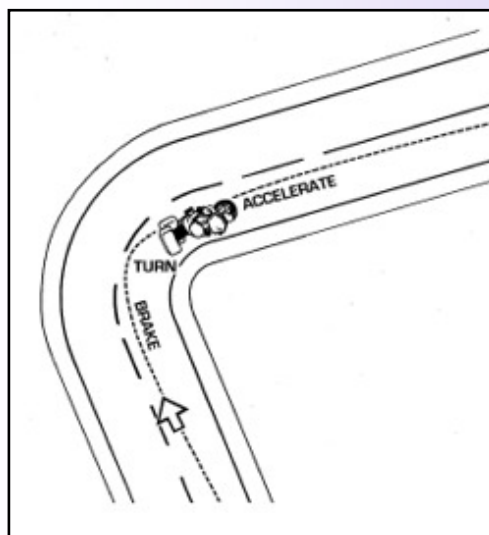
Mastering The Throttle

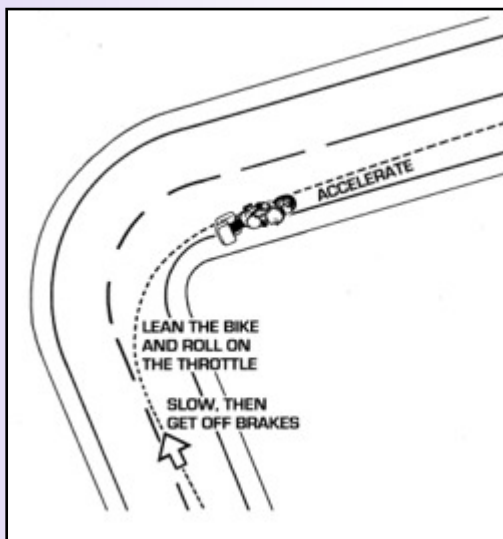
by David L. Hough

More than a few riders have spit themselves into the landscape trying to negotiate tight turns. The official police accident reports almost always list "excessive speed" as the cause. Sure, most of today's big road rockets are seductively powerful, but actual speed entering a corner is only part of the equation. Are your tires at the correct pressures? Are they warmed up? Is your suspension set for the load? Most importantly, when do you roll off the throttle and when do you roll on during a corner? How and when you roll on or off the throttle has a lot to do with whether you make it around the corner, or end up picking your chin out of the dirt.

Back in the days when I was teaching motorcycle classes, the time came to get recertified to teach the "new" MSF curricula, which introduced the now-familiar "slow, look, lean & roll" cornering sequence. I really rebelled against the idea of teaching novice riders to roll on the throttle as they leaned over into corners. Up to that point I'd believed in decelerating towards the centre of the turn on a trailing throttle, making a quick turn, and accelerating away from the apex. That technique allows a quicker, shorter turn at a slower speed. And it's still an acceptable technique for bikes with limited cornering clearance, "cruiser" ergonomics, or heavy loads.

The chief instructors eventually wore down my resistance to the concept of getting on the gas earlier in the turn. They talked about things like "stabilizing the suspension", "managing traction", and "smoother lines". And when that didn't convince me, they suggested that I'd teach the party line or else. While we were learning how to coach the new exercises, I gradually figured out that rolling on the throttle as you lean the bike does have some theoretical advantages. But if I was going to teach it, I needed to see if the theories actually worked, or were just more officious techno-wacky. As I tried out the concept in my real-world commuting, I verified that rolling on the throttle in corners does what the chiefs had promised.





So, ever since I got dragged kicking and mumbling into better throttle control, I've been preaching it myself. The technique is to smoothly roll on a little throttle as you lean the bike over, and continue to ease on the gas all the way through the corner.

Rolling on the gas as the bike is leaned over accomplishes several things. First, it smoothes out the off-on throttle wobble at mid-turn. Second, it keeps the bike up on the suspension and the weight better shared between the wheels. Third, it helps equalize and stabilize traction. Put it all together, and it helps achieve a smoother, more predictable cornering line.

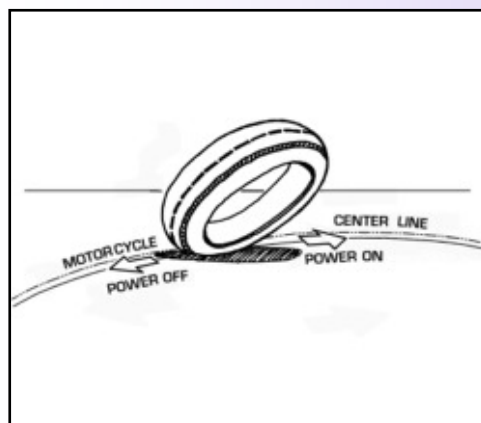
Smoothing Out The Wobbles

Many riders assume that bikes just wobble at mid-corner. One reason for a wobble is a transition from brakes to throttle. If you are decelerating towards the apex on a trailing throttle (as in Figure 1), then you need

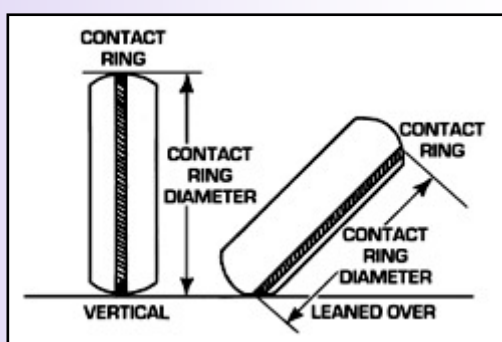
to get back on the gas as soon as the bike is turned. And that transition from deceleration to acceleration while leaned over is very difficult to pull off without a big wobble.

Be aware that rear wheel thrust or braking has an effect on both balance and steering. After all, when the bike is leaned over, the tire contact rings are off centre from the bike. So, accelerating or braking will pull or push the bike on that side.

While we're thinking about the relative position of the tire contact rings, let's also observe that the size of the contact rings shrink slightly in diameter as the tire leans over. The maximum diameter of a tire is at the centre of the tread. Out towards the sidewall, the tire is smaller in diameter. And a smaller-diameter tire will need to turn faster to maintain the same bike speed.



The point is, if you try to lean the bike over with a **steady** throttle, the bike will actually decelerate to match engine revs. Rolling on the throttle slightly while leaning over keeps the engine pulling to help maintain bike speed.



One advantage of today's wide oval tires is that speed will be more constant as the bike leans over. But there is also the disadvantage of the push-pull being farther from the bike centreline than with narrower tires. That's one reason why hanging off in corners has a greater effect on a sports bike with wide tires.

Up On The Suspension

With most motorcycles, rolling on some throttle lifts the bike up on the suspension. It's most obvious with non-paralever shaft-drive bikes. On chain or belt drive bikes,

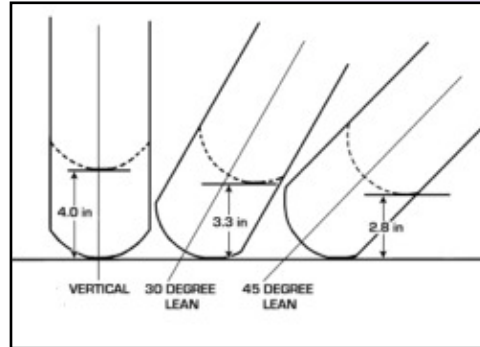
it may seem that the rear end squats under acceleration, because the front end is obviously rising. But almost all motorcycles will jack up both ends during acceleration, and squat on deceleration. One exception is a parallelogram rear end that resists either jacking or squatting, such as the BMW Paralever system.

Lifting the bike up higher on the suspension not only improves lean-over clearance, but also helps absorb bumps. Remember, on a level road, the bumps don't lean over--just the bike. The farther over the bike leans, the less effective the same suspension travel. For example, let's say your bike has 6 inches of suspension travel, and you've got it set up for 2 inches of sag. That leaves 4 inches of compression to absorb a bump, right? Well, at a 30 degree lean, that 4 inches of travel will theoretically absorb a 3.3 in. bump, and at 45 degrees, maybe 2.8 in.

What's not so apparent is that at big lean angles, bumps force the wheel sideways as well as compressing the suspension in line with the bike, and that rolls (leans) the bike even farther, reducing leanover clearance.

Weight Shift

Rolling on or off the throttle also shifts weight from one tire to the other. Consider a straight-line wheelie, where the rider rolls on enough power to lift the front wheel off the surface. We tend to gawk at that front tire waving impressively in the air, and forget what's happened back at the rear. During a wheelie, all of the weight of the bike and rider has been "shifted" back to the rear wheel.



Braking will cause weight shift from rear to front. Really hard braking can lift the rear wheel off the ground known in big dog circles as a "stoppie". The important message for cornering is that rolling ON the throttle transfers weight rearward, and rolling OFF the throttle transfers weight forward, even if the brakes are not being applied.

Traction Control

I don't know about you, but when I'm leaned over in a corner, I'm very concerned about traction. I'd prefer that neither end loses traction and slides out. Now, remember that weight pressing down on a tire relates directly to available traction. Since both tires have about the same traction, it might seem that a 50/50 weight distribution rear/front would be the ideal. But we actually need more weight on the rear to supply traction for both cornering and engine thrust, so a 60/40-distribution rear/front is a better target.

Most everyone realizes that braking on the front while leaned over is an invitation to accept soil samples, but we must also remember that a trailing throttle is applying engine braking on the rear wheel. We realize the bike is slowing as we roll off the throttle, but we may not appreciate that a trailing throttle applies engine braking through the rear wheel only. Lots of riders have been surprised by the rear end stepping out in a corner rather than the front.

Adding a little "trail braking" on the rear can punch through the traction envelope quicker than you can say "*hey, what's happenin' here?*" It's not that you can't use trail braking, but that if you've got enough traction for braking, you've got enough traction for adding some power. Rolling on a bit of throttle while leaned over not only helps keep the bike up on the suspension, but also provides more traction back at the rear wheel to keep it from stepping out.

Smoother, More Predictable Lines

If you think through all the theory, you can understand why throttle control in corners contributes to smoother, more predictable cornering lines. Rolling on a bit of throttle as the bike is leaned over helps stabilize the suspension, lifts the bike up to increase leanover clearance, distributes weight rear/front to maximize traction, and smoothes out the mid-turn wobbles. Hey, that's what we said back at the beginning, right? One item we didn't tick off is that the "throttle on" technique also works well with delayed-apex lines, where you mentally slide your apex a little farther around the corner. Let's put it all together now, and see how you can improve your cornering.

Start the turn from the outside the left side of your lane approaching a right-hander, or the right side of your lane approaching a left-hander. Roll off the gas and brake as necessary to slow the bike to entry speed, and then get off the brakes. Lift your head and eyes up, looking as far through the corner as you can. Swivel your nose around to point exactly at your intended line.

At the turn-in point, push the bike over with one smooth push on the "low" grip, and simultaneously ease on the throttle. Your goal is to be able to keep easing on a little more throttle all the way through the turn. As you lean the bike, tilt your head to keep your eyes level with the horizon. Point the bike and your nose at a "delayed apex". At the apex, roll on more throttle to lift the bike up, and plan ahead for the next turn.

Let's also suggest that one steering input per curve is the ideal. Yes, you can make small adjustments to your line while turning, but every steering input eats up traction, which can become a precious commodity if you suddenly encounter a hazard such as loose gravel mid way around the corner. Ideally, push the bike over towards your intended line with one precise push, and then stabilize it with the throttle.

So, What's Your Technique?

Next time you're out for a ride, try to figure out how you are using the throttle during curves. If you consistently find yourself running wide halfway around a tight turn, that's usually a result of leaning towards the inside too soon. Concentrate on getting the bike way out towards the edge of your lane before leaning it over, and then get it pointed towards a nice curving line that kisses a delayed apex as you lean it over and ease on the gas.

And, if you keep getting the urge to chop the throttle halfway around, that usually means you didn't achieve a slow enough entry speed before leaning the bike. Concentrate on slowing down more before you lean. Your target entry speed should be whatever will allow you to smoothly roll on the gas all the way around.

Throttle-Brake Transitions

There are times when you'll need to transition from brakes to throttle, and they may occur at mid turn, so we'll suggest a practice exercise to help you gain some smoothness. Next time you find yourself on a straight section of a vacant road, practice transitioning from throttle to brake to throttle as smoothly as possible.

From a steady 65 kph or so in third gear, ease the throttle closed as you ease on the front brake, then ease off the front brake as you roll back on the throttle. We're not talking snapping off the gas and grabbing the brake lever here we're talking smooth transitions where you're still easing the throttle closed as you squeeze on the brake, and easing off the brake as you roll back on the gas. Yes, this is difficult, but it will prepare you for smoother corner entries as well as braking while leaned over.

Terms

- Apex: the location on a curve where a motorcyclist will come closest to the edge of the road.
- Delayed Apex: an apex imagined to be farther around the curve than where the rider believes the sharpest part of the curve actually is.
- Inside: the right edge of the lane in a right-hand curve; the centreline in a left-hand curve.
- Leading throttle: rolling on just enough throttle to keep the engine pulling the bike forward.
- Outside: the centreline in a right-hand curve; the right edge of the lane in a left-hand curve.
- Stoppie: braking hard enough on the front wheel to lift the rear wheel entirely off the ground.
- Target Entry Speed: the desired speed prior to leaning the bike into a curve.
- Trail Braking: applying either or both brakes while decelerating and leaning into a turn.
- Trailing throttle: decelerating with the throttle closed to apply engine compression braking to the rear wheel only.

SR!

A WARM WELCOME AWAITS YOU
AT THE YERECOA TAVERN
GREAT HOME COOKED MEALS
COLDEST BEER FOR MILES



**B B Q FACILITIES. LIMITED
 OVER NIGHT ACCOMMODATION
 DISCOUNT ON
 ADVANCE GROUP
 BOOKINGS
 SECURE PARKING FOR BIKES**

**CONTACT YOUR HOSTS CHARLIE
 & DI CLARKE [Ulysses members]**



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 market parts and workshop

Five Star Yamaha.

54 Rockingham Rd Hamilton Hill WA 6163
 Tel: 08 9430 4090
 Up to 20% Discount on parts and accessories

Hoon's Workshop.

U3/5 Church Road, Maddington WA 6109
 Tel: Vince 9493 5444. Trailer, Towbars, Bike Modifications & Custom Parts painted or chromed & more..... By a Ulyssian for Ulyssians

In City Used Motorcycles Pty Ltd.

614 Albany Highway Victoria Park WA 6100
 Tel: 08 9470 4446. Special Ulysses discount

Kim Britton Kawasaki.

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.

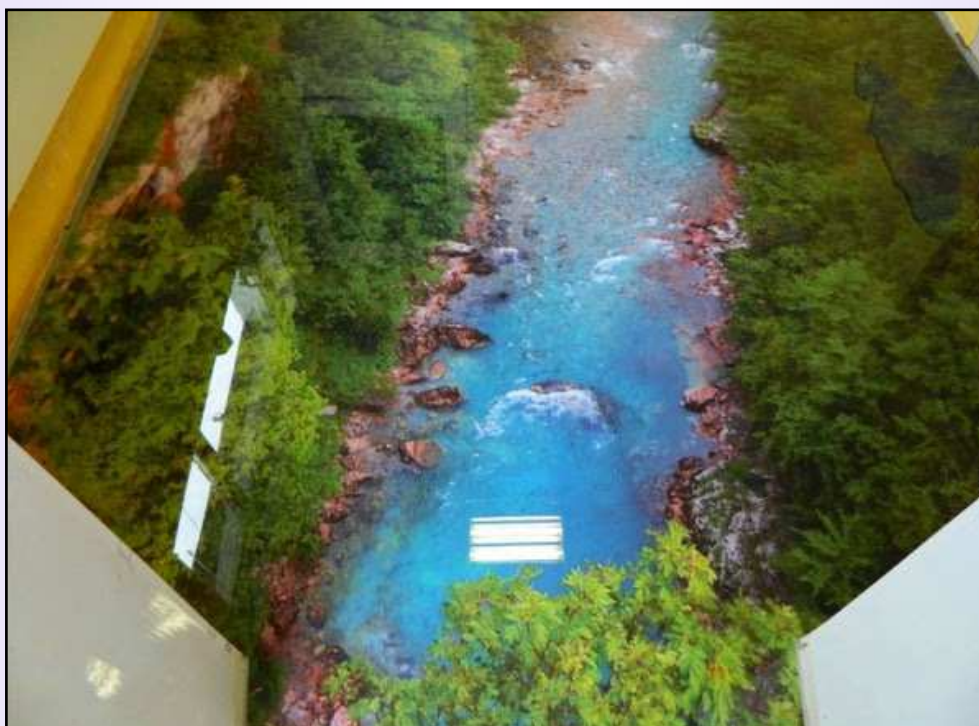
109 Day Rd Rockingham WA 6168
 Tel: (08) 9527 2398. 10% Discount

PAINTED FLOORS (To be walked upon only when sober)









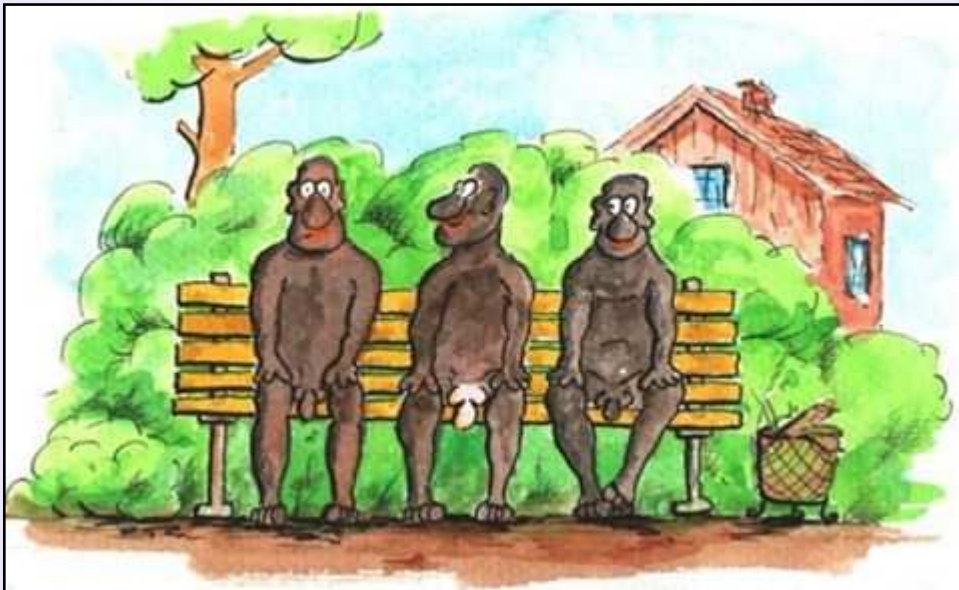








SOME LIGHT HUMOUR



At the National Art Gallery in Dublin, a husband and wife were staring at a portrait that had them completely confused. The painting depicted three black men totally naked, sitting on a bench.

He went on for over half an hour explaining how it depicted the sexual emasculation of African Americans in a predominately white patriarchal society. "In fact", he pointed out, "some serious critics believe that the pink penis also reflects the cultural and sociological oppression experienced by gay men in contemporary society".

Two of the figures had black penises, but the one in the middle had a pink penis. The curator of the gallery realized that they were having trouble interpreting the painting and offered his personal assessment.

After the curator left, an Irishman approached the couple and said, "Would you like to know what the painting is really about?"

"Now why would you claim to be more of an expert than the curator of the gallery", asked the couple?

"Because I am the artist, who painted the picture", he replied, "In fact, there are no African Americans depicted at all.

They're just three Irish coal miners. The guy in the middle went home for lunch"

TEXT MESSAGE:

Fred, this is Alan next door. I have a confession to make.

I've been riddled with guilt these past few months and have been trying to get the courage to tell you to your face, but I am at least now telling you in text as I can't live with myself a moment longer without you knowing. The truth is I have been sharing your wife, day and night when you're not around. In fact, probably more than you. I haven't been getting it at home recently, but that's no excuse, I know. The temptation was just too much. I can no longer live with the guilt and I hope you will accept my sincerest apologies and forgive me. It won't happen again.

Please suggest a fee for usage, and I'll pay you.

Regards,
Alan.

THE RESPONSE:

Fred, feeling insulted and betrayed, grabbed his gun, and shot his neighbour dead. He returned home where he poured himself a stiff drink and sat down on the sofa. He took out his phone where he saw he has a second message from his neighbour:

THE SECOND MESSAGE:

Hi Fred, This is Alan next door again. Sorry about the typo on my last text.

I expect you figured it out anyway, and that you noticed that darned Auto-Correct changed 'WiFi' to 'Wife.'

Technology, hey?

Regards,
Alan

