



wheezy Rider

Newsletter of the Fremantle group

August 2017
No 188

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

Price
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Hi Everyone,

The winter rains and cold weather has arrived. Luckily they have only stopped one Sunday ride from going ahead. Most rides have actually ended up being quite pleasant days when the sun broke through.

I led a ride to Northam, Andy Gibb did more circuitously, aimless wandering. Tony Collins' ride was for a bush picnic and Rob Chapman took us to Canning Dam for a picnic BBQ.

The ride calendar is booked up until the Odyssey so there are some nice rides coming up for you to do.

We are organising the Ulysses Memorial Ride to Lake Leschenaultia on Sunday 10th September 2017. This is an important day on the Ulysses Ride Calendar so put it in your diary. It would be nice to have a good turn up of Fremantle riders seeing as we are the host club this year. We need some corner markers for the day. Please let Patrick rideco@ulyssesfremantle.com know if you can help on the day. We also need a couple of "tong masters" to cook up the sausages and onions. Let John Pepper sectres@ulyssesfremantle.com know if you can do this.

The MACA Ride to Conquer Cancer will be on 21st & 22nd October. We (Tony) need corner markers for this; he is still well short of the numbers required. Volunteer for 1 or 2 days let Tony know by email collinschemist@hotmail.com

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.

On Friday & Saturday November 10th & 11th there is going to be a ride to Borden to see the Dutch Lily (windmill). We have reserved accommodation for the Friday & Saturday night for 13-15 people. The plan is to ride down on the Friday and have dinner & a few drinks that night. On Saturday we will visit the Dutch Lily and have a tour of the windmill and do a ride through the Stirling Ranges & Porongurup's. That night a big cook up and have some more drinks and fun. On Sunday ride home via some good roads to back to Perth. More details and booking information will follow in a separate email.

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.

Allison & I will be away all of September so I will not be at the September Social Meeting; John Pepper has put his hand up to chair the meeting. We will also unfortunately be missing the Odyssey. We were looking forward to it as it's going to be a good one with plenty of things happening.

Some of the Branch also did a tour of Bali, I have heard it was very good and a lot of fun was had. Although I think the stories from Bali may stay in Bali. I did hear a comment from Paul Turner that he has become a scooter convert so maybe bike number 5 will be a scooter.....

See you at the meeting this week.

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

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Fremantle Ulysses site: www.ulyssesfremantle.com

Note: Next meeting, Wednesday
13th
September 2017

Plods and Saturday morning coffee

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

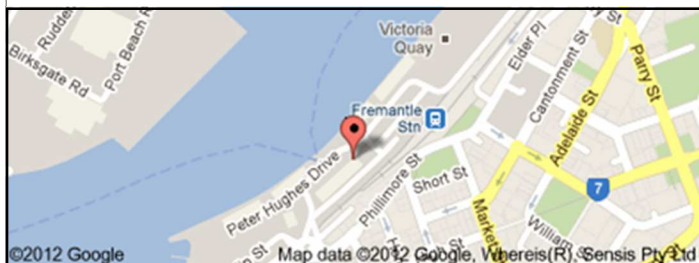
Any enquiries regarding plods can be directed to any of the following:

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.



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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
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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



Many thanks

Cheap & Cheerful Chinese 14th July

For Steve Zaretsky's birthday a few hardy souls joined him in Mandurah, and while he and Kaylene toughed it out in their camper we weaker souls decided a cabin was much more comfortable in torrential rain. There is something nice about a storm with rain on a tin roof when you are tucked up in a comfy bed and burrowed down under a nice warm doona.

For dinner on the Friday night we discovered a gem of a Chinese restaurant called Chows located on Mandurah Terrace just after Silver Sands Tavern. Nothing flash but good food and very generous serves at reasonable prices.

The food was so good and cheap we decided we had to go again so a group of Freo members went for a Friday Night Cheap & Cheerful and drove down to Mandurah. From Gateways Steve opted to take the freeway while we thought we were being very clever and drove down via the back way through Rockingham as there were reports of the freeway being stagnant from Thomas Road south due a traffic incident.

WRONG – Steve arrived at least ten minutes before we did because the freeway was clear with minimal traffic. Cannot win them all!

Eric Ilett drove up from Bunbury to join us and it was great to be able to catch up with him again.

Based on our previous visit we decided that ten people only needed to order five mains and some rice and there were still some leftovers despite the best efforts of all present.

Can recommend both the long soup and the chicken and asparagus soup – quite delicious.

Definitely a place worth future visits for a Cheap & Cheerful feed when the weather is a bit warmer.

Picnic Ride Sunday 30th July

The night was dark & stormy – the wind howled and the rain teemed down but at sunrise the sky was clearing and the forecast promised an overcast day with no rain. By the time Tony arrived at Gateways the sky was blue and there was a chill in the air so warm gear was definitely required.

Paul and Anita arrived and the discussion revolved around how to have a ride with two bikes but the problem was sorted by the arrival of Pat T so we had a beginning, a middle and an end – a quorum. Out we went through the back of Wattleup and down many and varied roads towards Baldivis.

Tony obviously thought it was necessary to include a training element in the ride so we all practiced tight u-turns on several streets and everyone passed so the ride proceeded. Abercrombie, Stakehill, Fletcher, Karri through to Paganoni saw us onto the Freeway for a quick sprint down to Lakes Rd and then onto Paterson through to Pinjarra for morning tea. We arrived at the Pinjarra Bakery and were joined by Tony Barton who arrived in time for coffee, cakes and a chat. Now we had four bikes

Onwards we headed to Waroona and onto McDowell/ Nanga Brook Rd. Caution was the order of the day as the road varied from dry, to damp, to very wet so traction varied at times – it was not the time for spirited riding. Sharp left onto Nanga Rd where again variable road and riding conditions demanded caution. We ended up at Baden Powell for a picnic lunch followed by a walk to the rapids where we watched kayakers take to the deep, fast flowing and turbulent water. On the rapids a number of kayakers were upended in the water and two managed to execute perfect eskimo rolls, right themselves and paddle on - however one fellow was not so fortunate and ended up floating some way down stream hanging on to his upturned kayak.

Paul obviously thought this eskimo roll stuff was a hoot so proceeded to surprise himself by trying to do one on the rocks – dismal failure.

He was assisted off the rocks by Pat and Tony C. Back on the bikes and time to head for home.

All in all a great day for a ride.

Tony Collins

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Railroad Gauge Story (very interesting)



Railroad Tracks

The U.S. Standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches.

That's an exceedingly odd number.

Why was that gauge used?

Because that's the way they built them in England, and English expatriates designed the U.S. Railroads.

Why did the English build them like that?

Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did 'they' use that gauge then?

Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.



Why did the wagons have that particular Odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.



So, who built those old rutted roads?

Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads?

Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.



Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing.

Therefore, the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot.

In other words, bureaucracies live forever.

So the next time you are handed a specification, procedure, or process, and wonder , 'What horse's ass came up with this?', you may be exactly right.

Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses.



Now, the twist to the story:

When you see a Space Shuttle sitting on its launch pad, you will notice that there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah.



The engineers who designed the SRBs would have preferred to make them a bit larger, but the SRBs had to be shipped by train from the factory to the launch site.

The railroad line from the factory happens to run through a tunnel in the mountains and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.



So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass. And you thought being a horse's ass wasn't important! Now you know, Horses' Asses control almost everything.

Explains a whole lot of stuff, doesn't it?
..NOW YOU KNOW..



Excerpt from Motorbike Rider

Learn How to Counter Steer

Posted on 10 September 2014 by Mark Hinchcliffe



A topic that gets plenty of discussion at motoDNA training days is counter steering. What is this mythical counter steering? How does it work?

The definition of counter steering is initiating a turn by pushing on the inside handlebar to lean a bike into a corner. Simply, push left to go left and push right to go right. Counter steering generally works at speeds above walking pace due to the dynamics of the bike and is the primary method used to steer a motorcycle.

To truly understand how counter steering works requires some engineering knowledge of trail, centripetal forces, gyroscopic precession, etc that we won't discuss today.

But do we really need to understand the physics to effectively counter steer? Well, for most riders the answer is no.

At motoDNA, we find most students simply over-think counter steering. Don't try to be an engineer, just accept that Newton's laws have been around for a while and they work. Most riders counter steer subconsciously without even thinking about it, the handlebar input barely noticeable.

However there are some things you can do to counter steer more effectively.

Body position and bio-mechanics

Your arms should be relaxed and parallel to the ground so you are pushing close to 90 degrees to the steering axis rather than pushing down on the handlebars. This has a number of benefits.

The road surface can be bumpy with potholes, camber, etc which causes the steering and handlebars to move around. If your arms are too stiff you are effectively fighting against the bike. We need to allow these small movements at the handle bar without over riding the bike.



If you are too stiff on your bike, your body movements can also have undesirable steering inputs. These front-end shakes will transfer through your whole body, which will act as extra inertia on the steering system reducing the bikes self-aligning effect and turning performance.

Motorcycles generally want to go in a straight line. The steering geometry, rotating wheels, crankshaft, gears, etc give the bike that stability.

Relaxing your arms also results in less fatigue, as you are not fighting the movement that is normal at the front end of the bike.

To relax your arms effectively you need to hold on to the bike with other areas of your body. Focus on anchoring yourself on the bike with the inside of your legs. Also use the heel of your boot to lock your feet on the peg.

Other than using foot controls, only move your feet position if you need ground clearance. You shouldn't be riding around with your toes on the foot peg.

A seat pad is also good to stop you sliding back in the seat under acceleration and inadvertently pulling on the bars.

When you are cornering on a bike, you are balancing the cornering force and gravity by adjusting your speed and lean angle. When you lean the bike, gravity wants to pull the bike towards the ground.

Cornering force, commonly thought of as centrifugal force, is dependent on your speed and will try to keep the bike upright.

Push on the inside bar and the bike leans. How quickly you push on the bar will determine the roll rate of the bike and how quickly the bike leans into the turn. The longer you hold the pressure on the bar the further the bike will lean over.

When you get to your desired lean angle you release pressure on the bar and the bike will hold its line with minimal input.

Before you corner you should be planning the turn. Think about braking, turn in, apex and exit points. This will help you become smooth, one corner flowing to the next.

When your arms are relaxed you have a better chance of feeling what the front tyre contact patch is doing. Racers use this technique to help control front-end slides.



It's important to understand your bike so that counter steering becomes intuitive in case you need to take avoiding action one day.

Like most skills, the more quality training and practice you do the better a rider you will become. So drop your elbows and let the steering do its own thing.



SOME LIGHT HUMOUR

A guy goes to the supermarket and notices a very attractive woman waving at him.

She says, 'Hello.'

He's rather taken aback because he can't place where he knows her from.

So he asks, 'Do you know me?'

To which she replies, 'I think you're the father of one of my kids.'

Now his mind travels back to the only time he has ever been unfaithful to his wife.

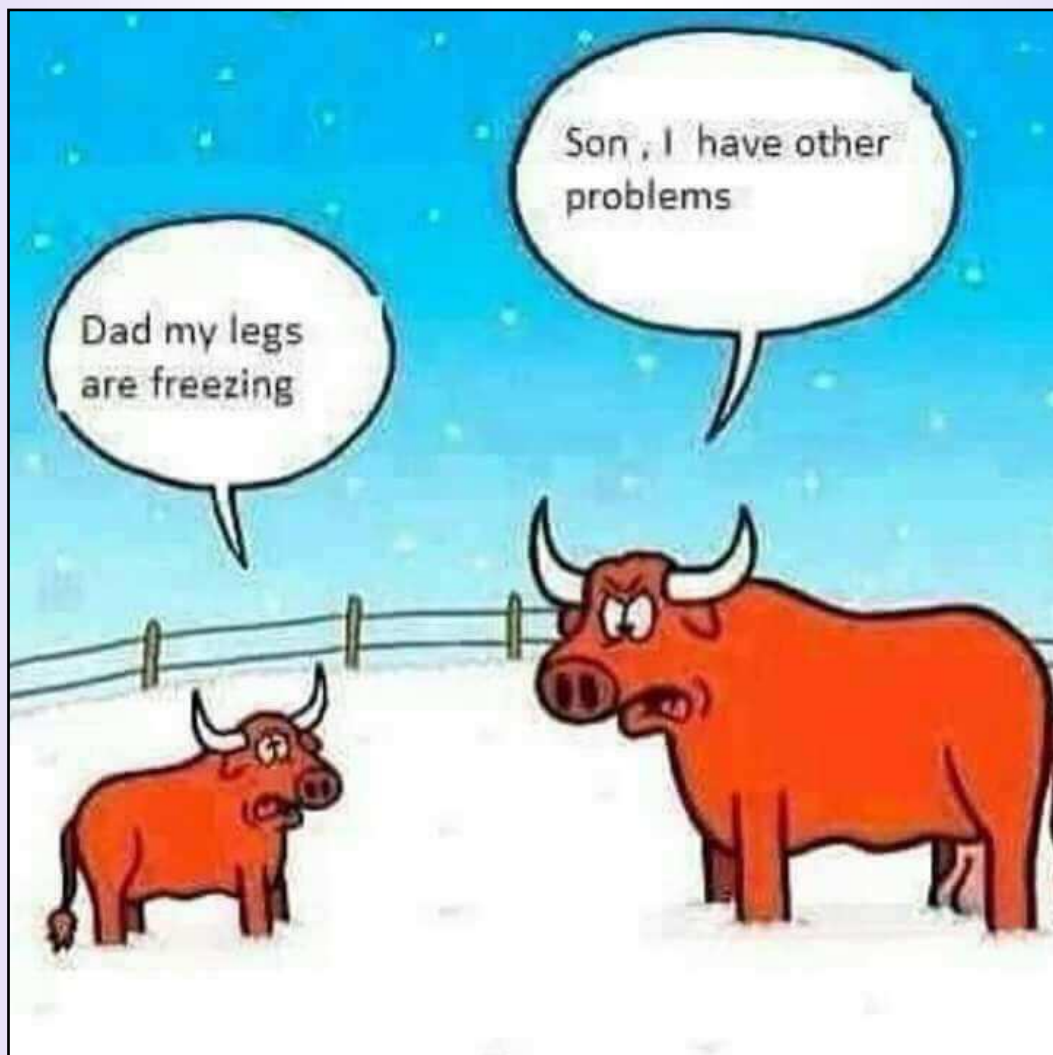
So he asks, 'Are you the stripper from the bachelor party that I made love to on the pool table, with all my buddies watching, while your partner whipped my butt with wet celery?'

She looks into his eyes and says calmly, 'No, I'm your son's teacher.'



Cont..... over





A soldier ran up to a nun. Out of breath he asked, 'Please, may I hide under your skirt. I'll explain later.'

The nun agreed. A moment later two Military Police ran up and asked, 'Sister, have you seen a soldier?'

The nun replied, 'He went that way.'

After the MP's ran off, the soldier crawled out from under her skirt and said, 'I can't thank you enough Sister. You see, I don't want to go to Iraq'

The nun said, 'I understand completely.'

The soldier added, 'I hope I'm not rude, but you have a great pair of legs!'

The nun replied, 'If you had looked a little higher, you would have seen a great pair of balls....I don't want to go to Iraq either !!'