



wheezy Rider

Newsletter of the Fremantle group

Sept 2017
No 189

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

Price
\$1.00

Hi Everyone,

Filling in for Colin has not been the easiest thing to do but has been quite enjoyable.

The main event was, of course, the Memorial Ride which required a lot of planning. This can not be done alone.

My thanks to those who assisted with Sunday's Memorial Ride, especially Paul Turner, Mick Katarski, Mark and Deb, Pat for leading the ride with some 90 bikes behind him, as well as Geoff and Jill for cooking the sausages.

The new Banner looked fabulous. My thanks also to Warnbro Sound Wanderers for their support as well as the loan of an urn and air-pots.

The event went smoothly and a lot of fond memories of those who have "Ridden On" were shared.

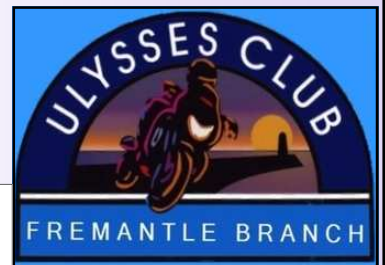
See you at the meeting this week.

John Pepper 40751

Secretary/Treasurer 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:

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
11th
October 2017

Plods and Saturday morning coffee

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

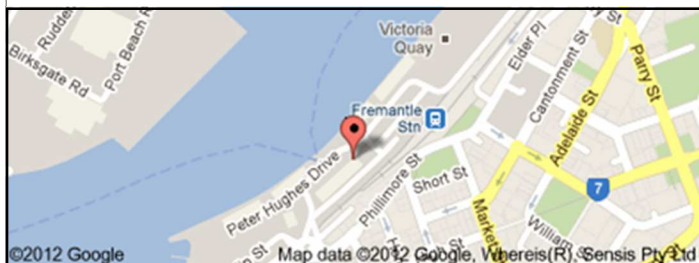
Any enquiries regarding plods can be directed to any of the following:

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 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

ODYSSEY
12 MONTHS IN THE MAKING

Plod on Wednesday 14th August

I had put my name down to lead the Plod on Wednesday 14th August, unfortunately this turned out to be the coldest day of the year, with rain and strong winds.

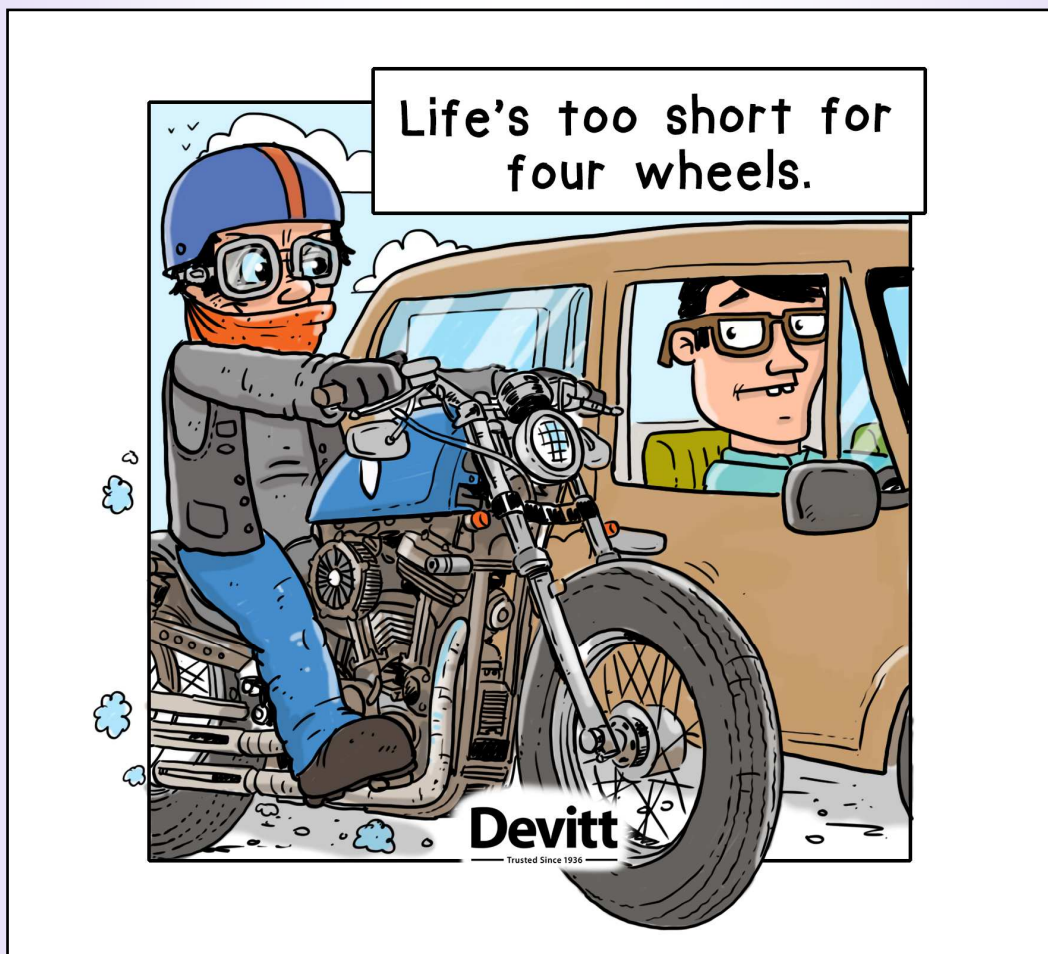
Not knowing if any one would turn up for the ride, I found three starters, Mick Webb, Rod Spencer and Bill Hallan. Special mention must go to Jim McMahon, Peter Walsh and Nigel Fraser, who did at least turn up for coffee and a chat.

As we left light rain started, and steadily increased, so much so that after a short while Mick turned off and headed home while the rest of us (3) continued on to Karragullen where hot coffee and home made sausage rolls revived us.

Upon departure Rod discovered that his pants were not as waterproof as thought, and that his nether region was decidedly cold and wet, so he peeled off for home.

Bill and I carried on to Gidgegannup where The staff were kind enough to light the large outdoor gas heater for us, and boy did we need it! We had steam coming from gloves and cloths as we dried out. After some comfort food and hot soup we felt much better and headed for home thinking "Well that was a ride to remember."

Peter Brown 58814



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& DI CLARKE [Ulysses members]***

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Photos from the Memorial Ride Sunday 10 September 2017









2018 Indian Scout Bobber | First Ride Review

Greg Drevenstedt July 21, 2017



Powered by the same 100-horsepower, liquid-cooled, 69 cubic-inch V-twin as the standard Scout, the new Scout Bobber has blacked-out, stripped-down styling, a more aggressive riding position and a new cartridge fork. (Photos by Barry Hathaway)

When Indian launched the Scout for 2015, it was only a matter of time before spin-off models followed. Just a year after introducing the big, air-cooled Thunder Stroke 111 V-twin and the three-model Chief lineup, the reinvigorated Indian Motorcycle brand—given a new lease on life by deep-pocketed Polaris Industries—rolled out a second all-new engine and motorcycle platform. Powering the midsize Scout cruiser was a liquid-cooled, 1,133cc (69ci) 60-degree V-twin with DOHC and 4 valves per cylinder that made a claimed 100 horsepower and 72 lb-ft of torque.



Clipped fenders, LED stop/turn/tail lights, a side-mount license plate, a two-tone leather seat and bar-end mirrors are just a few of the styling details unique to the 2018 Indian Scout Bobber.

First came the Scout Sixty, a smaller-displacement (999cc/61 ci), lower-priced model introduced last year that's aimed at entry-level and/or budget-conscious riders. A higher performance model called the Octane, which shared a striking resemblance and 35 percent of its parts with the Scout, was introduced by Indian's sister brand Victory, but its run was cut short when Polaris shuttered Victory Motorcycles last January, shifting those resources over to rapidly-growing Indian.



Up front is a new cartridge-style fork, a headlight nacelle and a black handlebar with reversible bar-end mirrors. One-inch-shorter rear shocks give the 2018 Indian Scout Bobber a lower profile.

Although some folks have been clamoring for a high-piped tracker version of the Scout to celebrate Indian's success in American Flat Track racing, that isn't to be (for now). Instead, during the X Games in Polaris' hometown of Minneapolis, where Indian's Wrecking Crew of Jared Mees, Brad Baker and Bryan Smith finished 2nd, 3rd and 6th, respectively, in flat track racing, Indian unveiled the new Scout Bobber.

Inspired by motorcycles stripped-down and hot-rodded by young veterans after World War II, the Scout Bobber takes a dark, less-is-more approach to styling. There's less chrome and fewer shiny bits, the fenders have been clipped and the riding position is more aggressive, with a longer reach to the tracker-style handlebar but a shorter reach to footpegs and controls that have been moved 1.5 inches back. An inch of travel has been taken out of the lay-down rear shocks (down to 2 inches), but seat height is actually a bit taller (25.6 inches) because the new, two-tone leather seat is thicker. The non-adjustable fork offers the same 4.7 inches of travel, but it now has a cartridge design for better compliance.

To set it apart from the standard Scout and give it an appropriately urban vibe, the Bobber's exhaust, frame, handlebars, mirrors, cast aluminum wheels, primary and clutch covers, headlight nacelle and single-gauge instrument are all blacked out, the chunky tires have a semi-knobby tread pattern and the rear end has been cleaned up with a pair of LED stop/turn/tail lights and a side-mount license plate.

On a hot, bright, humid morning after the Scout Bobber was unveiled at the Indian Hometown Throw-down Powered by Maxim, a big warehouse party packed wall to wall with motorcyclists, young X Games fans and "influencers," we gathered in a gritty parking lot full of Bobbers in various colors and degrees of accessory adornment. For the base price of \$11,499, the Bobber comes in glossy Thunder Black. For another \$500, it's available in glossy Indian Motorcycle Red, matte Star Silver Smoke or matte Bronze Smoke, all three of which have a cool black fade on the side of the 3.3-gallon steel tank. For \$12,499, the Bobber comes with ABS in matte Thunder Black Smoke only. Giving the Bobber a distinctive look is an Indian Scout logo in block-style lettering on the tank. Bobber-specific accessories include a springer-style saddle, apehanger handlebars, a passenger seat and pegs, a solo rack bag for the rear fender, a solo saddlebag and spoked wheels. Most other Scout accessories will fit the Bobber, including Reduced Reach and Extended Reach foot controls.



Colour options on the 2018 Indian Scout Bobber include (from left): gloss Thunder Black (shown with accessories), matte Bronze Smoke, matte Star Silver Smoke, matte Thunder Black Smoke (with ABS only) and gloss Indian Motorcycle Red.

Settling into the Bobber's seat, my first adjustment was to the bar-end mirrors, which knocked into my knees in the below-the-grips position that looks so cool in photos. Using the hex wrench under the quick-release seat (which doesn't lock, by the way), it's easy to unscrew both mirrors, swap them left and right, and put them in the above-the-grips position.



The 2018 Indian Scout Bobber's light weight, compact dimensions and lively engine encourage a faster-than-typical cruiser pace, but limited cornering clearance requires wide, graceful cornering.

Being 6 feet tall with a 34-inch inseam, my primary issue with the Bobber is the same one I have with the standard Scout: it's too compact for my rangy frame. With the pegs moved back and the handlebar moved forward, I'm more stretched out up top and more cramped down below. It's fine for a short ride, but after about 30 minutes my back and shoulders needed a break and the small kick-up on the back of the seat had done a number on my tailbone. Such is the price we pay for style.



The 2018 Indian Scout Bobber's black-and-brown leather seat adds to the old-school look, but it's not very comfortable.

Knocking around the streets of downtown Minneapolis on the Scout Bobber is fun, but there are limits. Boot heels and peg feelers drag in all but the most gentle of corners, the single front disc with 2-piston caliper doesn't offer much power or feedback, and the short-travel rear shocks bottom easily when riding over beat-up pavement, offsetting the better compliance of the new cartridge fork. But with such a lively, responsive engine, easy-shifting 6-speed gearbox and modest curb weight (554 pounds, claimed), those limits don't feel all that limiting. This is a cruiser-based bobber, after all.



The 2018 Indian Scout Bobber is aimed at urban riders, but I enjoyed riding it most out in the country. The former North Western Casket Company factory near downtown Minneapolis is now an art centre.

Out in the countryside is where the Bobber impressed me most. Despite its urban styling, the Bobber is better suited for the smooth pavement, gentle curves and rolling farmland outside of Minneapolis. Its V-twin makes plenty of power and torque with a responsive connection between the right grip and the rear wheel, but sound and feel—like the standard Scout—are too muted, especially for a bike with such rough-n-tumble curb appeal. A few test bikes were fitted with the accessory Performance Air Intake and Stage 1 exhaust, which add a bit more bark and bite.

Given the popularity of bobbers, café racers and scramblers these days, Indian's new Scout Bobber will no doubt sell like ice cream on a hot summer's day. (And I wouldn't be at all surprised to see café racer and scrambler versions of the Scout in the lineup soon.) My issues with comfort will be of little concern to those who place a higher priority on style, but the good news is that those concerns can be addressed with accessories. How will it fare against the Triumph Bonneville Bobber? We'll have to do a comparison test to find out.



The 2018 Indian Scout Bobber's block-style lettering and two-tone paint job on the tank add to its distinctive look.

2018 Indian Scout Bobber Specs

Base Price: \$11,499

Price As Tested: \$11,999 (colour)

Website: indianmotorcycle.com

Engine Type: Liquid-cooled, transverse 60-degree, V-twin, DOHC, 4 valves per cyl.

Displacement: 1,133cc (69ci)

Bore x Stroke: 99.0mm x 73.6mm

Transmission: 6-speed, cable-actuated wet clutch

Final Drive: Belt

Wheelbase: 61.5 in.

Rake/Trail: 29 degrees/4.7 in.

Seat Height: 25.6 in.

Claimed Wet Weight: 554 lbs.

Fuel Capacity: 3.3 gals., last 0.5 gal. warning light on

MPG: 91 PON min. / NA

Greg's Gear

Helmet: Shoei RF-1200

Jacket: Highway 21 Turbine

Pants: Scorpion Covert Pro

Boots: Highway 21 Primary Engineer

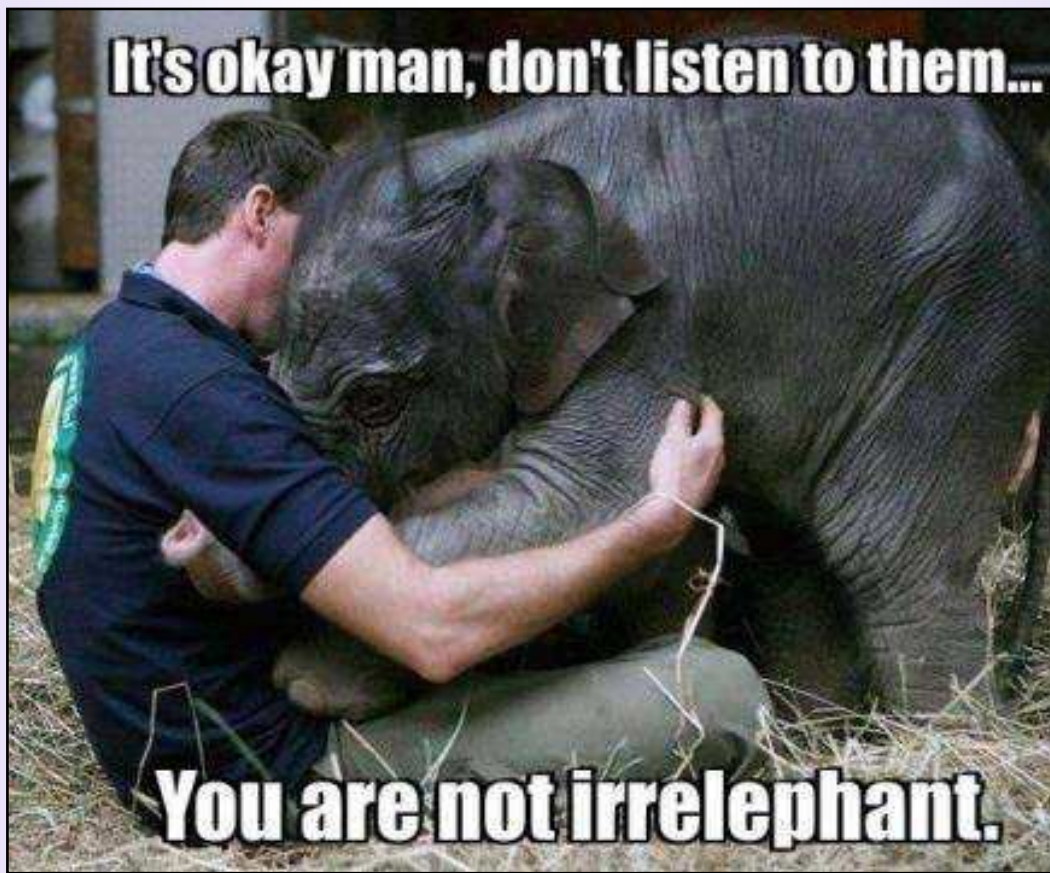
SOME LIGHT HUMOUR



**A police officer called the station on his radio.
"I have an interesting case here. An old lady
shot her husband for stepping on the floor she
just mopped."**

"Have you arrested the woman?"

"Not yet. The floor's still wet."



I am one step
away from being
rich, all i need
now is money.



Apparently Mac supports Windows now.