



wheezy Rider

Newsletter of the Fremantle group

August 2018
No 199

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

Price
Free

Hi All

Well what a wet time we have had!! A couple of rides have been called off due to the horrible weather but it was pleasing to see such a good turnout on the 5th for the ride to Beverley via Mundaring despite the ice cold wind. Last Sunday's ride saw 13 bikes on a beautiful sunny day head out towards Pinjarra via Leprechaun's.

Over the next few months, you will see profiles of your new Committee Members both in the Wheezy and on our web page. This will be slightly similar to the profiles that we see in the "Riding On" magazine. Members and visitors will have a better idea of who we are and is one of the initiatives of the new Committee.

We are also looking at a possible change of venue for our monthly Social Meeting as the Leopold is rather dated, in poor condition and can be very noisy as we get disturbed by orders from the kitchen as they go through. We have also had to change nights a couple of times due to the extremely noisy Quiz Night. One possible venue is the "Last Drop Tavern" in Beeliar which is close to where our Ride Start point is at Cockburn Gateways. There is a large Convention room there which would be ideal. Ron and Christine also reported that the food is also really good. We are however, open to suggestions to either stay put or any alternate location.

Christmas Party

At this time of year, we should start thinking about what we want to do for the Christmas Party, venue, food etc. The best, both in terms of attendance, cost and enjoyment have been those at a members house so if anyone would like to volunteer either in terms of venue or set up and clean up or a commercial venue, please let me know.

R U OK?

With the tragic passing of one of our members, Alan Leahy, we should stop and think about what we can do for each other. As a Social Club, support for each other should be high on our list of activities, just as high if not higher than planning rides. To this end, we are looking at the possibility of having a Welfare Officer to keep in touch with and update members on the welfare of those who are not doing so well. This may be as simple as a phone call or advising of hospitalisation and whether or not visitors are allowed / wanted etc. Of course, if you are one those not doing so well due to illness of any kind or in hospital, please let us know so that we can assist you.

John Pepper 40751
President Ulysses Fremantle Branch



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FREMANTLE BRANCH MEETING
2ND TUESDAY OF THE MONTH AT THE
LEOPOLD HOTEL 326 CANNING HWY BICTON WA.
The committee is the servant of the Group, not the Master

2017/2018 COMMITTEE:

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WEB ADDRESSES

National Ulysses site: www.ulyssesclub.org

Fremantle Ulysses site: www.ulyssesfremantle.com

Note: Next meeting, Tuesday
11th
September 2018

Plods and Saturday morning coffee

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

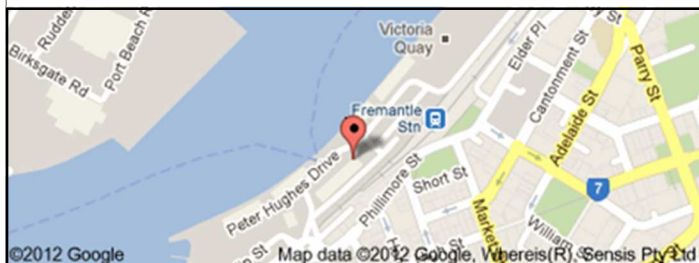
Any enquiries regarding plods can be directed to any of the following:

Will Duncan 0403014197

Patrick Hayes 0414756452

Mick Webb 0893396874

The Saturday morning coffee get together will also continue to take place at the former site of 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.

THE BREAKFAST CLUB IS HERE

Great ocean views complemented an enjoyable breakfast morning.
Thanks Joondalup.

Next Breakfast Club

Saturday August 25th @ 9.30am

Lets meander up into the foothills of Perth

THE CHARMING KALAMUNDA HOTEL

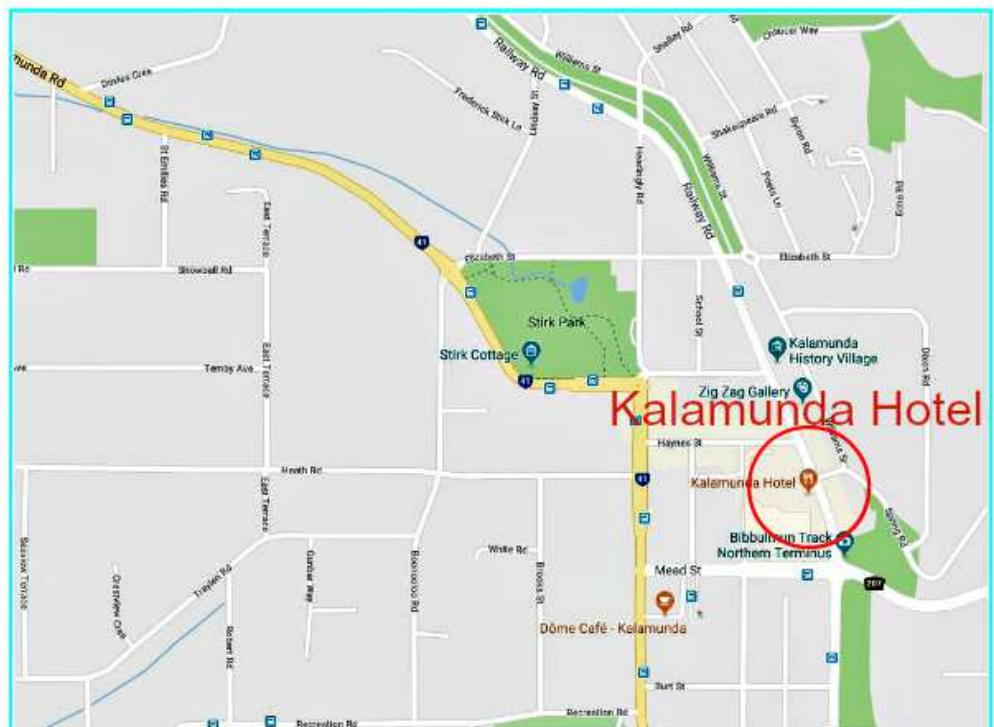
RAILWAY PARADE KALAMUNDA

Hosted by the Swan Valley Hills Branch

Free Wine Raffle

Coming up
September - Armadale
October - Bunbury (Brunch)

More Information
Ken - joondyriders@gmail.com



Motorcycle Safety Report June/July 2018

Well it has been a busy couple of months for me, with organising the 2018 Motorcycle Safety Forum, attending the three day Executive Road Safety Leadership Program, working on the strategic Plan for Motorcycle Safety as part of the Vulnerable Road User Advisory Group. I have also had some meetings with the Motor Trade Association who are interested in becoming more involved in rider safety.

Motorcycle Safety Forum-

This was held on June 23rd 2018 and was attended by 54, the majority being from various motorcycle groups, and particularly Ulysses Club members, rider trainers, and interested individual riders. We had people from Road Safety Commission, Dept. of Transport, Police, Main Roads Dept. The Minister for Road Safety Hon. Michelle Roberts MLA who opened the proceedings followed by a presentation from me and the Acting Road Safety Commissioner Iain Cameron, we then had presentations from Dept of Transport and RSC. The focus of the day and the main discussions were on the proposed changes to the requirements to obtain a motorcycle licence and on the proposal to introduce legal lane filtering on WA roads.

Without going into too detail the Consultation Paper and survey can be found at

www.rsc.wa.gov.au/Motorcycle-Safety-Survey

I urge you all to read this and fill out the survey.

I was invited to be part of the Executive Road Safety Leadership Program from June 18-20. Put on by the Road Safety Commission and Monash University Accident Research Centre. Being part of the program will enable us to be part of the next Road Safety Strategy after the current strategy ends in 2020. The current strategy 2008-2020 has achieved a reduction of 28% since 2008, but we must keep working to reduce the fatal and serious injuries on our roads even more. I will be working with a team over the next 6 months on new initiatives to improve our outcomes, and I invite you to help by channelling your thoughts for a safer future through me to take back to the Road Safety Commission.

We are working with all members of the Vulnerable Road User Advisory Group to establish a future strategic plan for the safety of all vulnerable road users including the most vulnerable (motorcycle riders) at the last meeting we added items to the list of projects to be worked on for pedestrians and motorcycle riders. The actions for motorcycle riders are lane filtering, the use of priority bus lanes for motorcycles, rider training, motorcycle crash investigation, road signage and roadside hazards, motorcycle safety campaigns. Some of these issues are already being addressed from our past strategic plan and we will keep an eye on the progress of the other and new actions.

Remember to ride like your life depends on it.

Cheers

Dave Wright #51871

Ulysses Club National Committee

Chair, Road Safety Committee

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For those dealing with depression before/during/
after addiction rehab we have been requested to
promote Dr Keenan's guide for those requiring
more information.

Dr Keenan's guide can be accessed via the
following link:

<https://www.inpatientdrugrehab.org/depression/>



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Tel: 08 9362 6262. 10 % Discount

Some shots from Editor's ride to Bullsbrook



Some shots from Editor's ride to Beverley

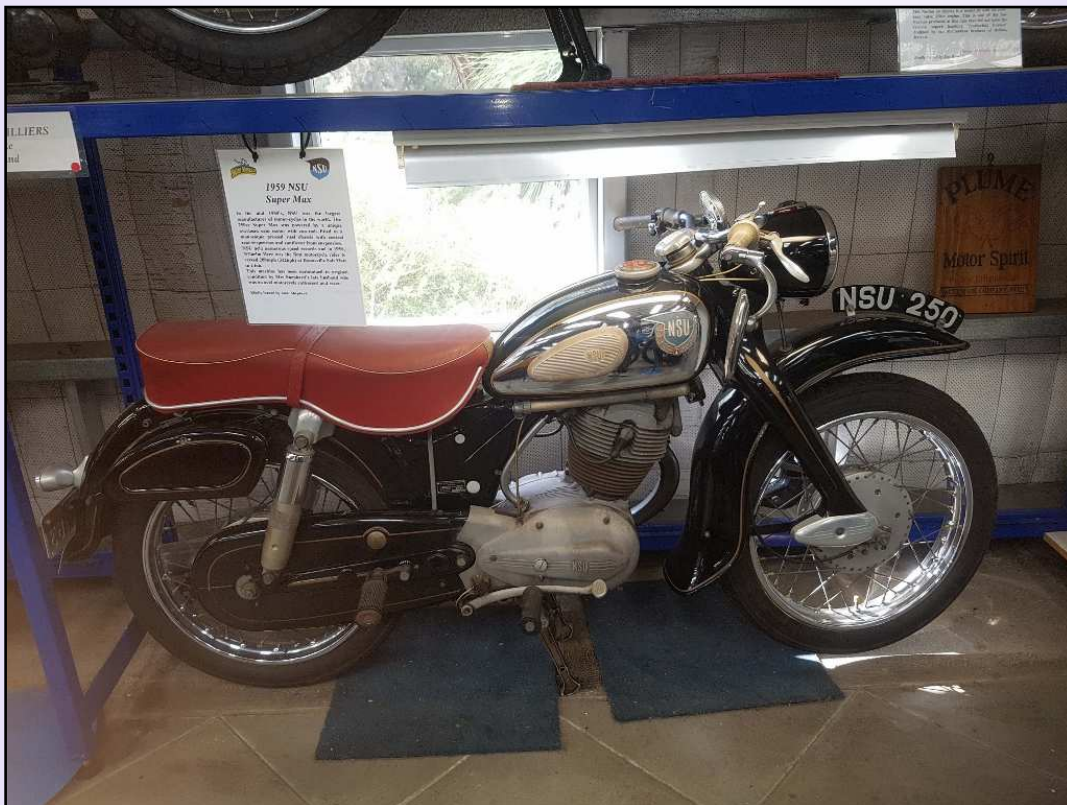


Some shots of German motorcycles at Whitemen Park kindly provided by John Pepper



DKW stands for Dampf Kraft Wagen in English Steam Powered Car





NSU is take as an abbreviation for Neckarsulm



The Reitwagen is a replica of the first known Motorcycle

The following is an excerpt from CLASSIC-motorbikes.net

Velocette Motorcycle History

December 16, 2011



Velocette Thruxton

Velocette is the name given to motorcycles that were made by Veloce Ltd, in Hall Green, Birmingham, England.

One of several motorcycle manufacturers in Birmingham, Velocette was a small, family-owned firm, selling far fewer hand-built motorcycles than the giant BSA, Norton, or Triumph concerns. Renowned for the quality of their products, the company was 'always in the picture' in international motorcycle racing, from the mid-1920s through the 1950s, culminating in two world championship titles (1949-1950 350 cc) and their legendary and still-unbeaten 24 hours at 100 mph (161 km/h) record. Veloce, while small, was a great technical innovator and many of their patented designs are commonplace on motorcycles today, including the positive-stop foot shift and swingarm rear fork with hydraulic shocks.

Velocette History

The company was founded by John Taylor (born Johannes Gütgemann and later known as John Goodman), and William Gue as "Taylor, Gue Ltd." in 1905. Their first motorcycle was the Veloce. Later that year, John Taylor set up Veloce Limited, to produce cycles and related products and services. Veloce Ltd initially produced four-stroke motorcycles. The first two-stroke, built in 1913, was called a Velocette. This name was used for all of their subsequent models.

Velocette two-strokes

Between 1913 and 1925, Veloce only produced expensive, high-quality two-stroke motorcycles of (nominally) 250 cc, which gained an excellent reputation, and which they entered in competitions, such as the Isle of Man TT, with some success. The single-cylinder machines had many advanced features, such as a throttle-controlled oil pump, which set them apart from other manufacturers' products. The factory gradually developed this machine from the 'A' series and variants (A, AC2 – coil ignition, two-speed gearbox, AC3 – three speed gearbox, etc.), then the 'H' series, the model U and variants, culminating in the model GTP in 1930, which was produced until 1946. The GTP was an elegant, reliable lightweight motorcycle with charming steering and reasonable power delivery.

Velocette 'K' series

In the early 1920s, Veloce realized that in order to grow as a company, they needed a new machine of advanced specification. They made a bold move to produce an overhead camshaft (OHC) 350 cc engine, which became known as the 'K' series, introduced in 1925. After a year of teething troubles with this new design, Veloce entered their model K into racing events such as the Isle of Man TT and Brooklands races, and the reliability and sweet running qualities of their new engine led to a long string of racing successes. The roadster models developed from this initial model K were the KSS (super sports), KTS (touring sports), KTP (twin exhaust ports), KN (normal), and a few more obscure variations. The OHC engine series continued for roadsters until 1948, when the final KSS versions were produced, with rigid frames and Dowty air sprung telescopic forks. Their skills with setting accurate valve timing was due to their pioneering work with stroboscopic lamps. The 'K' series showed an excellent turn of speed and reliability, and soon the factory developed specialized racing models to introduce their new OHC machine to the world.

Velocette 'M' series

In 1933, the company decided to introduce a new line of overhead valve (OHV) machines, in order to cut production costs and make a more affordable motorcycle. The K series was expensive to produce, requiring selective hand assembly of the shaft-and-bevel camshaft drive; it was determined that a simpler OHV design would be quicker to build and require less skilled labour to assemble. The first of these new machines was the MOV, using a 250 cc engine of 'square' dimensions (68 mm bore x 68 mm stroke). It was an immediate sales success, having lively performance for the time (78 mph), and proved a reliable machine with excellent road manners. From this machine, by lengthening the stroke of the crankshaft, the MAC 350 cc was introduced in 1934. It proved even more popular than the MOV, and became a real money spinner for the company, bringing much needed capital into the firm. In 1935 an entirely new machine was introduced, based on the two previous OHV models, the MSS of 500 cc. A new, heavier frame was utilized with the intention that the machine could serve as a sidecar hauler. This new frame was developed from the mkV KTT racing machine, and was shared with the KSS MKII of 1936-48. The MSS also proved very popular and profitable for Veloce.

Post war

After the Second World War, the company sought to capture what it saw as a developing need for personal transport, and they created (with the help of Phil Irving of Vincent fame) the model LE. This was a 192 cc watercooled flat twin with side-valves, a pressed steel frame, and telescopic forks and swingarm. It was sophisticated and expensive, a consistent trait with all Velocettes. Unfortunately it proved less successful than the firm had anticipated, although it became Veloce's best selling model ever, the massive tooling costs for this all-new machine were barely recouped. It did see widespread adoption by British police forces for urban patrol. At the time Metropolitan Police Officers on foot patrol were required to salute Sergeants and Inspectors. With the introduction of the Velocette LE, this became dangerous, requiring the officer to take his hand from the handle bars, and so the rider was to allowed to show his respect with a smart inclination of his head, or to put it another way, give a smart nod. The riders became known as Noddy's, and the bikes became known as 'the Noddy Bike'. Another soubriquet was "Whispering Willie", referring to the LE's quietness allowing a "Bobby" to sneak up on miscreants.

1950s

In 1950 Velocette were the World 350 cc champions. The L.E. Mk II of 200 cc appears. The MAC uses a Velocette designed telescopic front fork. Over 1952-1953 The MAC gets a redesigned engine, a swinging arm rear suspension and a dual seat. In 1954 The 500 cc MSS reappears, like the MAC but with a new engine. Scrambler and US variants of the MSS started production in 1955. Two sports models – the 500 cc Venom and 350 cc Viper and a 200 cc air cooled flat-twin sports model Valiant were announced in 1956. The L.E. Mk III appears with four-speed foot change and kickstarter. Over 1958/59 Fairings appear for all models.

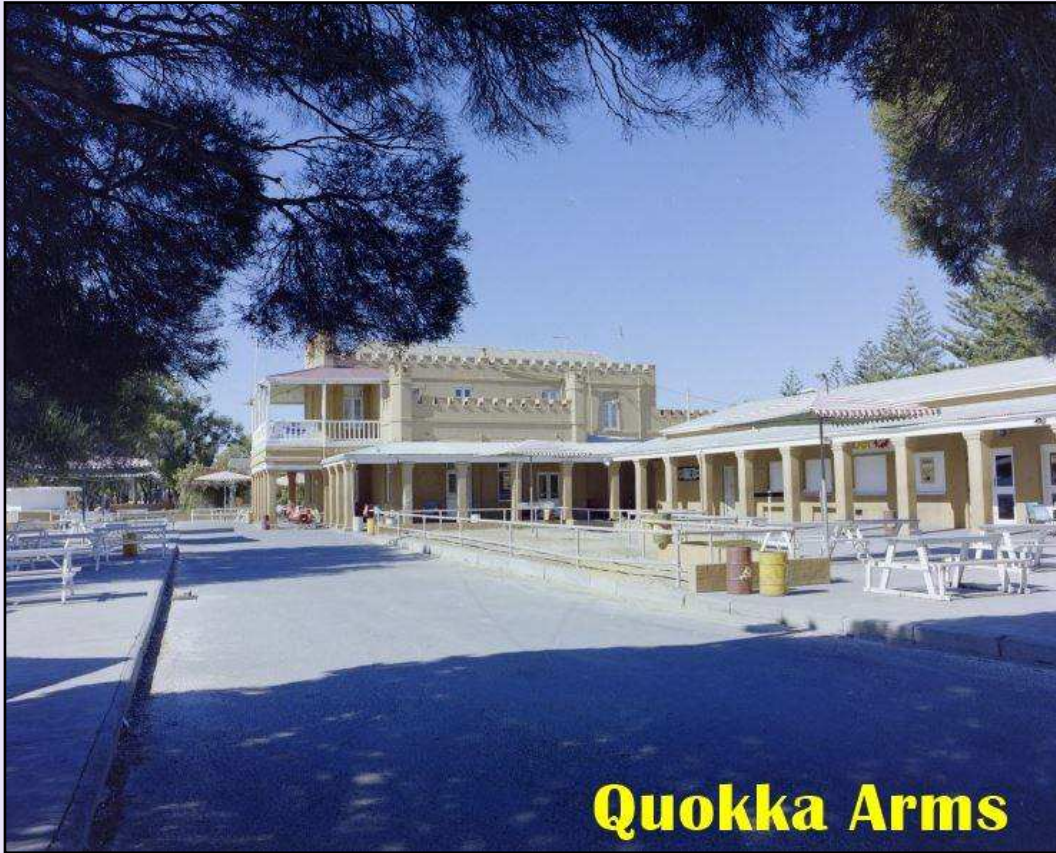
1960s

In 1960 Velocette introduced the Viceroy, a very unusual 250 cc opposed twin two-stroke scooter. Unique to the Viceroy was the front mounted twin cylinder engine, and the gas tank mounted under the front legshield. The engine itself was extremely compact, and connected to the rear-mounted clutch and transmission via a drive shaft from the engine-mounted flywheel. With electric start, 12 volt electrics, a very low centre of gravity, power over 15 hp and a reported comfortable cruising speed of 65 MPH (105 km/h), performance, handling, and features of the Viceroy were first class. Unfortunately the scooter came as market forces and rider preferences were changing, and the Viceroy was not a sales success.

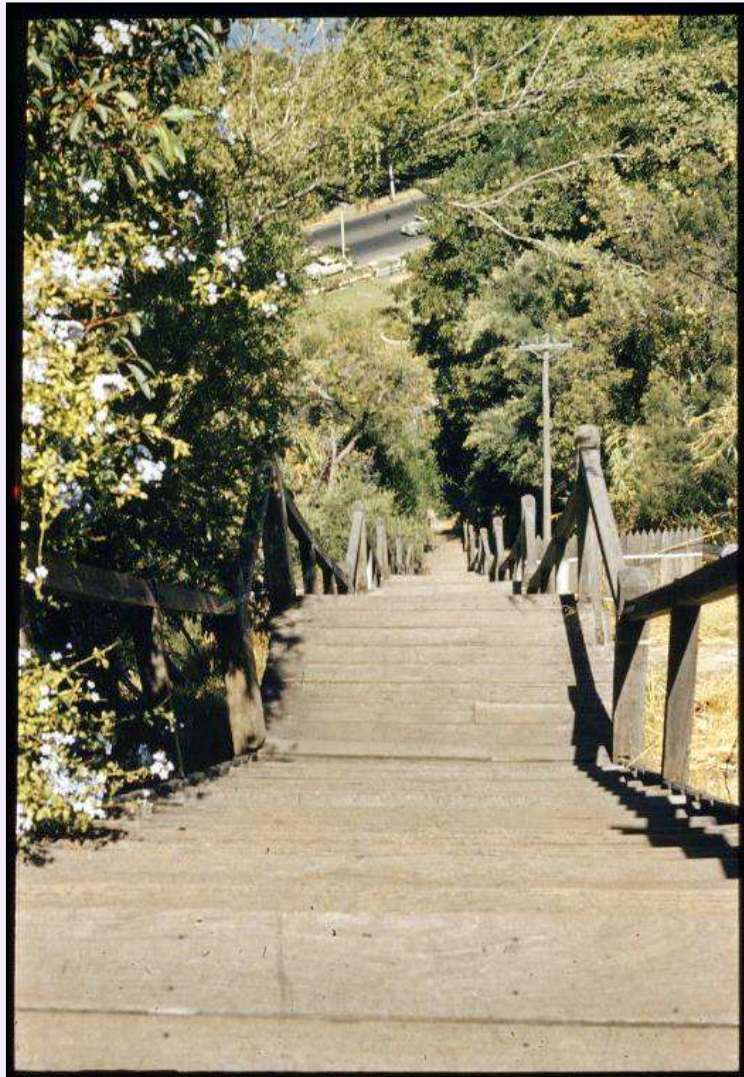
1961 Velocette Viceroy

The late 1960s were the last years of production for Velocette motorcycles, production for Viper and Vogue ending in 1968, "Special", Scrambler and Endurance in 1969, and MSS Venom and Thruxton in 1970. Veloce Ltd. closed in February 1971.

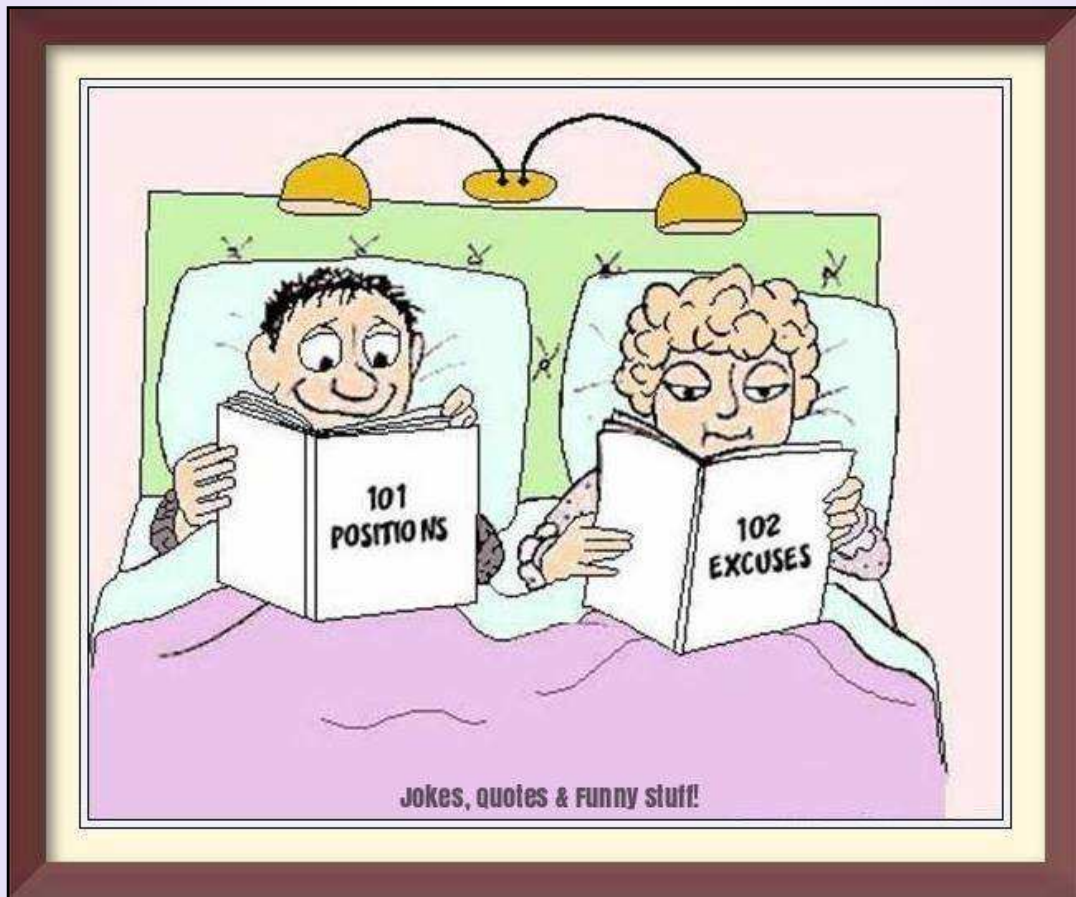
Photos compiled courtesy of Lost Perth (Facebook)







SOME LIGHT HUMOUR



Reaching the end of a job interview, the Human Resources Officer asks a young engineer fresh out of the Institute of Technology, "And what starting salary are you looking for?" The engineer replies, "In the region of \$125,000 a year, depending on the benefits package." The interviewer inquires, "Well, what would you say to a package of five weeks vacation, 14 paid holidays, full medical and dental, company matching retirement fund to 50% of salary, and a company car leased every two years, say, a red Corvette?" The engineer sits up straight and says, "Wow! Are you kidding?" The interviewer replies, "Yeah, but you started it."

A lawyer runs a stop sign and gets pulled over by a cop. He thinks he's smarter being a big shot lawyer from Sydney and has a better education than an cop from Wagga Wagga. The cop asks for license and registration. The lawyer asks, "What for?" The cop responds, "You didn't come to a complete stop at the stop sign." The lawyer says, "I slowed down and no one was coming." "You still didn't come to a complete stop. License and registration please," says the cop impatiently. The lawyer says, "If you can show me the legal difference between slow down and stop, I'll give you my license and registration and you can give me the ticket. If not, you let me go and don't give me the ticket." The cop says, "That sounds fair, please exit your vehicle." The lawyer steps out and the cop takes out his nightstick and starts beating the lawyer with it. The cop says, "Do you want me to stop or just slow down?"

A doctor and a lawyer are talking at a party. Their conversation is constantly interrupted by people describing their ailments and asking the doctor for free medical advice. After an hour of this, the exasperated doctor asks the lawyer, "What do you do to stop people from asking you for legal advice when you're out of the office?" "I give it to them," replies the lawyer, "and then I send them a bill." The doctor is shocked, but agrees to give it a try. The next day, still feeling slightly guilty, the doctor prepares the bills. When he goes to place them in his mailbox, he finds a bill from the lawyer.

