



wheezy Rider

Newsletter of the Fremantle group

May 2019
No 207

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

Price
Free

Hi All

Branch AGM

Next month will be our Branch AGM. We have nominations for most positions **except** Secretary / Treasurer. According to Natcom requirements, Branches should have nominations for all positions at least 28 days before the branch AGM. This is not a position requiring an Accounting / Book Keeping background and I can most certainly assist. The Treasurer is responsible for banking the monies from our Social Meetings and keeping a very basic spreadsheet updated with the deposits, any payments made eg Web Site Hosting plus the few cents interest that we receive each month. Almost all our payments are made via Internet Banking so it is very simple. Although it is a relatively easy position, it is an extremely vital one so please see either myself or one of the committee if you can help.

Email Addresses.

If you change your provider or if you previously used a work email address and will be leaving your employer, e.g. retiring etc. please advise us of your new email address so that you can continue to receive notifications from our Branch. It would also be an idea to log into the Natcom site and change your details there as well.

Rides

After our last meeting, I was notified that some of the Plodders were on a separate ride and had an accident due to piles of gravel on the road. Chris was the worst injured requiring hospital treatment and his bike being written off. Chris is now out of his moon boot and is recovering well.

Breakfast Club

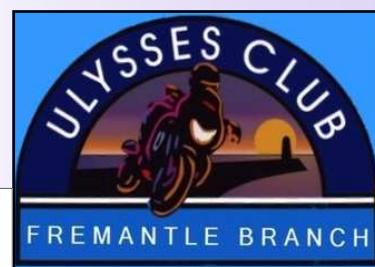
We are hosting this month's Breakfast Club which will be on Saturday May 25 at Jamaica Blue, 2/8 Durnin St, just off Beeliar Drive starting at 9:00 am. Thanks to Mick Katarski for securing this location after arrangements at another venue fell through.

John Pepper 40751

President Ulysses Fremantle Branch



We don't care....We ride there



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Retro Moto Co : 08 9336 7590



FREMANTLE BRANCH MEETING 7:30pm
2ND TUESDAY OF THE MONTH AT THE
HAMILTON TAVERN 330 CARRINGTON ST,
HAMILTON HILL WA.

The committee is the servant of the Group, not the Master

2018/2019 COMMITTEE:

President John Pepper Member 40751
President@UlyssesFremantle.com

Secretary/Treasurer Mark Gilbert Member 62437
SecTreas@UlyssesFremantle.com

Committee Julie Dally Member 67503
Paul Turner Member 61557
Reg Williamson Member 60253
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Membership Inquiries John Pepper Member 40751
Info@UlyssesFremantle.com

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Julie Wilcox, Branch President, 9593 1905

Chris Glover, Branch Secretary, 0419 919 275

Pauline Marwick, Branch Treasurer, 0418 957 668

GREAT SOUTHERN BRANCH

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KALGOORLIE

Andrew Mason 0890914220 0419922860

WEB ADDRESSES

National Ulysses site: www.ulyssesclub.org

Fremantle Ulysses site: www.ulyssesfremantle.com

Note: Next meeting, Tuesday
11th
June 2019

Plods and Saturday morning coffee

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

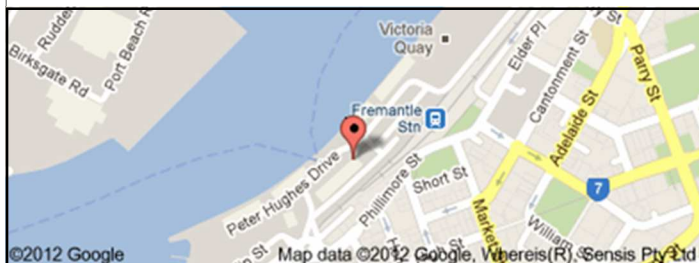
Any enquiries regarding plods can be directed to any of the following:

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

Very Enjoyable Golden Ponds Breakfast - Thanks Warnbro

Next Breakfast Club

Saturday May 25th @ 9.00am on

Great Venue - Same as Last Year

JAMAICA BLUE CAFE - BEELIAR

2/8 Durnin Avenue Beelair (Off Beeliar Drive)
in the Beelair Village

10% Discount for Ulysses Members

Hosted by the Fremantle Branch

Free Wine Raffle

Coming up
June and July - To be advised



More Information
John - president@ulyssesfremantle.com
Ken - joondyriders@gmail.com

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& DI CLARKE [Ulysses members]**

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E MAIL checkpointsystems@bigpond.com

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/>



WA Companies who support the Ulysses Club

(Please ensure you supply Club ID)

American Motorcycles

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Up to 20% Discount on parts and accessories

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Modifications & Custom Parts painted or chromed &
more..... By a Ulyssian for Ulyssians

In City Used Motorcycles Pty Ltd

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Tel: 08 9470 4446. Special Ulysses discount

Kim Britton Kawasaki

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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

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Western Edge Motorcycles

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Total Motorcycle Accessories

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Special Ulysses price on application

Tyres for Bikes

621 Albany Highway, Victoria Park, WA 6100
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Retro Moto Co

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Tel: 08 9336 7590. 10% Discount on services

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racing in WA alive!*

**See Historic & Modern Solo & Sidecar
racers in action close up!**

Motorcycle Road Racing at the Collie Motorplex

643 Powerhouse Rd, Collie Burn WA 6225

2019 EVENT CALENDAR:

Saturdays: Ride day (see over), Racedays: Sundays

MARCH 23/24 STAND ALONE

APRIL 20/21 COLLIE T.T. ROUND 1

MAY 25/26 ROUND 2

JUNE 22/23 ROUND 3

JULY 20/21 ROUND 4

AUGUST 24/25 ROUND 5

SEPTEMBER 27/28/29/30

AUSTRALIAN HISTORIC ROAD RACING CHAMPIONSHIPS

NOVEMBER 2/3 STAND ALONE

**Free entry for spectators
Food & drinks available**

Collie Ride Days

Come and try with your own street bike!

**On the Saturday you can experience what it is like to ride the racetrack
on your own bike. All you need is a road registered street bike,
WA motorcycle licence, an approved closed face helmet & race leathers.
Fees apply to go on track, see the club website for more details.**

**www.historicracing.asn.au
or find us on Facebook**



Collie Motorplex

**643 Powerhouse Rd,
Collie Burn WA 6225**



Historic Road Racing Periods.

Period 1, Veteran. Up to 31st Dec, 1919
Period 2, Vintage. 1920 to 1945
Period 3, Classic. 1946 to 1962
Period 4, Post Classic. 1963 to 1972
Period 5, Forgotten Era. 1973 to 1982
Period 6, New Era. 1983 to 1990

Some shots from Tony's Lancelin ride





Below is the program for the Bridgetown Odyssey in September 2019 hosted by the Mandurah Murray Ulysses Branch kindly provided by Ian Dix

Welcome to The Bridgetown Odyssey



Friday 27th.

Arrive Midday 4.00pm-6.00pm Check in
Bar opens at 5.30pm bring in a take away & chat with long lost friends. Or check out Restaurants/Hotels in Town.

Saturday 28th.

7.00am—8.30am Breakfast
7.00am—8.30am Check In.
7.00am—8.30am Quartermasters.

9.00am Parade, Sports ground, through to Blackwood River Park. 6ks
Organised ride, leaving from Blackwood river Park.

9.30am Casual Rides From Blackwood River Park.

Suitable for Trikes & Solo Riders that prefer to enjoy the scenery. Approx 120ks
Doug & Jan will be leading this ride to Boyup Brook for Brunch, on the way back to town they will take you to the Green Bushes Lithium Mine Lookout.
Approx 150ks ride with Mike & Justine/ Jeff & Linda.

Alternatively, a time to check out this beautiful Town & surrounding areas.

3.00pm until 5.00pm gives you the chance to compete against other Branches in the Olympic Games, come prepared.

3.00pm--5.00pm Late Check in.

6.00pm A Bus will be taking you along to The Town Hall , for a night of Food/Raffles/Skits & Dancing to live music, in fact everything that Ulysses members enjoy best when not riding. Come on Branches, start organising your Skits these have always been a favourite in the past.

Welcome to The Bridgetown Odyssey Hosted by Mandurah Murray



Sunday 29th

7.30am—9.00am Breakfast

7.30am—9.00am Quartermasters

8.00am- 9.00am Check In

9.30am Organised Ride leaving Sports ground, heading for Clancy's Fish Pub
Dunsborough & back of course

10.00am Leisurely Wine Tour. From Sport's Ground
\$10 Per Person

4.00pm --5.00pm Presidents Meeting

Casual BBQ Dinner

Music

Monday 30th

7.00am—9.00am. Breakfast

Farewell when ready to leave

The following is an excerpt from amcn.com.au

Quickspin – 1928 Böhmerland Touring sidecar

Words Phillip Tooth Photography PT & Städtische Museen Zittau

22 March 2019



It may look like just another whacky early-model contraption, but motorcycling has a few things to thank the Böhmerland for -

Some motorcycles look like style icons. Some motorcycles look like they're doing 100 kph an hour when they're standing still. But the Böhmerland just looks like a barrel of laughs. Seeing Ernesto Mela's Czech-built sidecar rig in action never fails to bring a huge grin to anyone's face.

It was the same when a factory tester was about to demonstrate the power of Albin Liebisch's long and low motorcycle by riding it to the top of Ještěd, the highest mountain peak in northern Czechoslovakia which stands 1012m high.

"If you make it to the top you'll have to stay there – you won't be able to turn around to come down!" shouted a spectator, much to the amusement of the crowd. Of course, the 600cc single romped up... and sailed back down again. It was another success in a series of climbs that Liebisch had devised to promote his new creation – although it is doubtful that he was impressed when people started calling it a motorised dachshund.

Sold under the Čechie trademark in Czechoslovakia and as the Böhmerland in Germany (both meaning Bohemia), they were the longest production motorcycles ever to roll out of a factory. Measuring 3180mm from front wheel to rear luggage box these were never going to be nimble machines that would set a racetrack alight, and that must have been a surprise to anyone who knew the man who provided the capital for Liebisch to set up shop.

Wealthy textile manufacturer Alfred Hiele was a Polish-born petrol head who had known Ettore Bugatti since 1903 and even helped finance his car factory in Mosheim in the Alsace region of what is now France. Hiele also raced Bugattis and imported them to Czechoslovakia where he fitted his own bodies. And he rode motorcycles with flair.

The textile industry was never going to be enough for Hiele and in 1923 he founded his own automobile company in Krásná Lípa, a small town 100km north of Prague and 5km from the German border it was known as Schönlinde in Germany. Besides importing Bugattis, Hiele began manufacturing trucks. Liebisch saw an opportunity to improve his prospects and joined the new company. When Hiele went on a promotional tour of Europe, Liebisch joined him to share the driving and the two became good friends and it was probably on this trip that they came up with the idea of a motorcycle that would be cheaper than a car, but still capable of carrying three people in style – without a sidecar.



Most new motorcycle manufacturers outsourced engines, but Liebisch had other ideas and he got straight to work. He designed a 600cc overhead-valve engine with a bore and stroke of 79.8 x 120mm, dimensions remarkably close to the Model 19 Norton that had performed so well in the 1923 Isle of Man Sidecar TT. Like the Norton, the rockers used inverted cups to locate the pushrods. It was a strange idea because the lubricating grease always ran out when the engine got hot. At least Liebisch fitted nickel plated caps to keep the oil that lubricated the caged needle rollers inside the rocker arms. A hemispherical cylinder head was used along with an alloy piston, while to reduce the weight seven holes were bored through the H-section connecting rod. Power output was 16hp at 3000rpm, with impressive torque.

While the British bike used a chain to drive a forward-mounted magneto, Liebisch's engine featured a gear-driven Bosch Type FF1 mounted behind the cylinder barrel. A Michalk oil pump that was clearly based on a Best and Lloyd was screwed to the timing chest and driven from the inlet cam, while the AMAC carburettor was mounted on a steeply updraft inlet stub. Liebisch also shopped in England for a heavyweight three-speed Sturmey-Archer gearbox, although the German-made Hurth gearbox would later be an option.

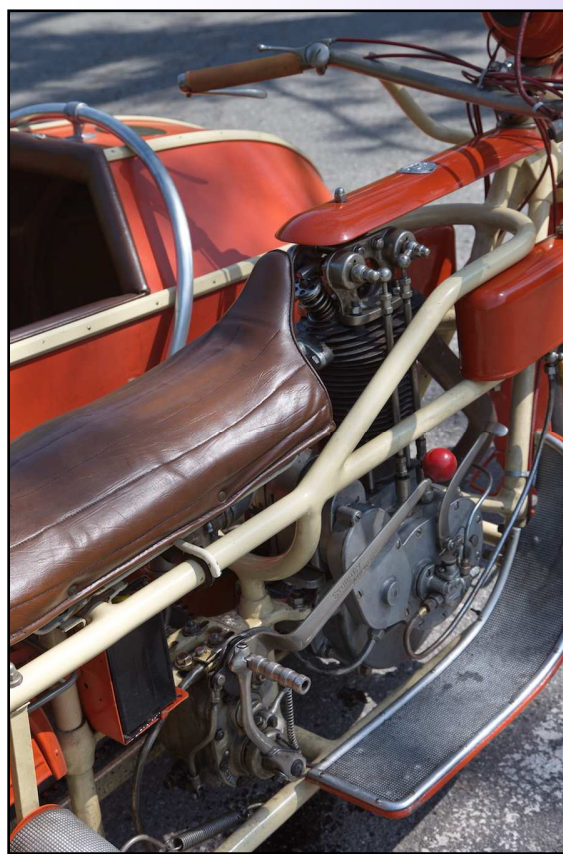
In the early 1920s most motorcycles used a frame that hadn't progressed much beyond the bicycle, but not the Böhmerland. Liebisch designed a full-loop twin-tube cradle chassis, with a forging for the headstock and welding for the rest of the joints that was so neat it would have impressed legendary frame builder Ken Sprayson. A centrestand with a return spring was standard fitment.

The leading-link fork, with adjustable damping and two long springs under tension instead of the more common compression, was also designed by Liebisch. Fuel was carried in twin cigar-shaped tanks mounted either side of the rear wheel, each holding five litres. The oil tank, mounted at the front of the frame on the right side, held 2.5 litres. A matching toolbox was on the left, with a large pressed steel luggage box suspended from the back of the frame, behind the wheel. Because there was no conventional petrol tank, there was a strong probability that the rider's lap would be splattered with oil and so the long, dual seat tipped up at the nose to create a splash guard. A third seat was mounted over the rear wheel. And what wheels!

Liebisch also pioneered the use of lightweight alloy wheels on a motorcycle. Aluminium wheels had been premiered by Ettore Bugatti on his Type 35 racer in 1924. These eight-spoke wheels featured a detachable rim, secured by 24 screws. Besides being lighter than a wire-spoked wheel they also looked elegant. There is little doubt where Liebisch got the idea for alloy wheels from, but he used a much stronger one-piece casting with strengthening webs. There were six holes in the disc to make them lighter, and they incorporated a ribbed cast iron brake drum. Like the chassis and steel pressings, the wheels were finished in Duco-Du-Pont, a quick-drying enamel favoured by American automobile manufacturers. The prototype Böhmerland was ready for the road in 1925 and production versions went on sale a year later. All motorcycles would be hand built to order, with only very minor differences throughout the production run. Most would be finished in a combination of green or red for the mudguards and tanks, with cream or yellow for the frame and wheels. Of course, with many motorcycles being built to order, other colour options were available.

In 1927 Liebisch started manufacturing sidecars but he must have been hooked on the 'solo motorcycle people carrier' because that year he offered an even longer version of the 600cc single. The Extra Long Model featured an extended frame and a bench seat for three, with the solo saddle on the rear carrier meaning that four adults could be transported in some style – although negotiating tight corners would have proved interesting. A third petrol tank was fitted above the engine. The Extra Long even came with a second Sturmey-Archer gearbox mounted directly behind the first, to make six gears available. An ultra-low ratio could be selected for hillclimbing and slow-speed manoeuvrability. One gearbox lever was positioned in front of the rider and one behind him, so he risked becoming over-familiar with his nearest passenger if he wasn't careful. Records show that only three Extra Long Models were built, and one of these is still regularly ridden in Czechoslovakia.

When Hiele decided to sell his estate in Krásná Lípa he didn't desert his friend. In 1931 Hiele helped Liebisch buy a small factory in Kunratice, near Šluknov, where production continued until 1939. Estimates vary, but between 800 and 1500 Čechie and Böhmerland were built and about 70 are known to survive, only 40 of which are on the road. And that makes Ernesto Mela's Böhmerland rather special.

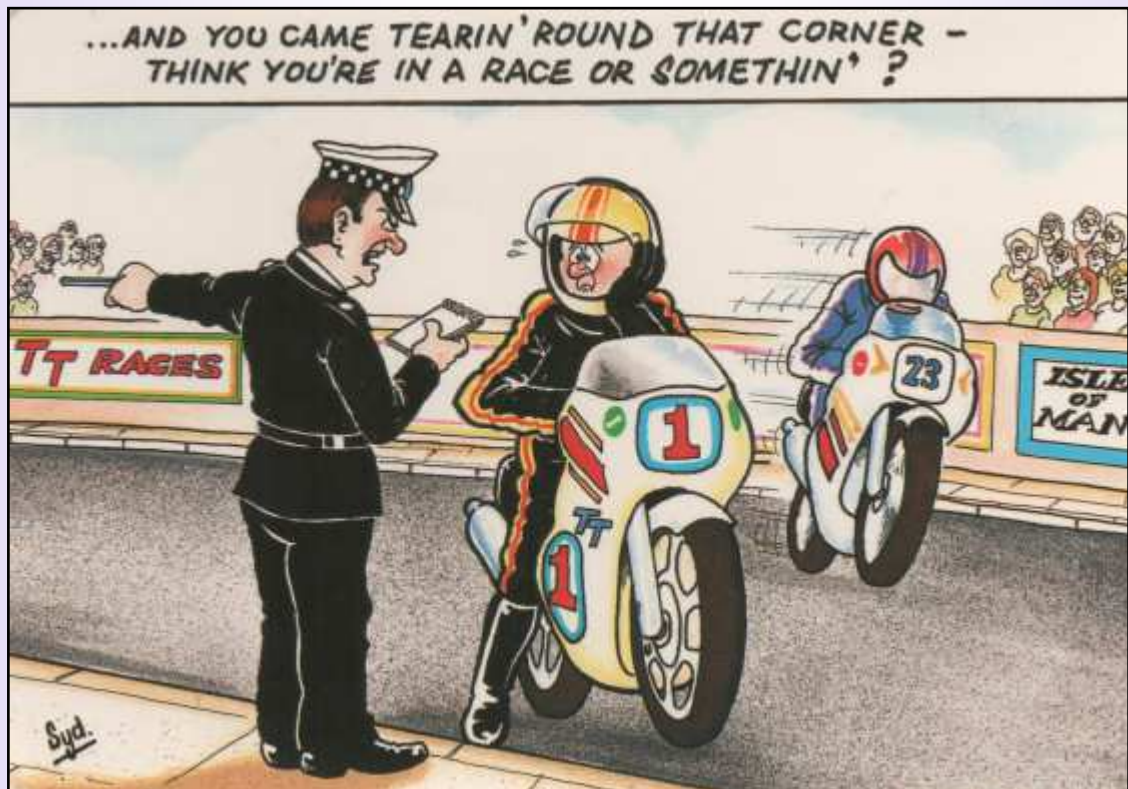


When his sidecar outfit rolled out of the Schönlind factory in 1928 it came with the optional Bosch 100-watt Magdynamo, 30-watt headlight and an electric horn. A narrow pressed steel guard over the cylinder head was also fitted to keep most of the oil off the rider's crotch. After tickling the AMAC and setting the ignition advance with the lever on the left side of the handlebar, he depresses the long pedal on the timing chest. This lifts the exhaust valve so that he can spin the long-stroke engine over quickly when he kickstarts the beast. With the throttle levers set just-so, a single kick has the Böhmerland chuffing into life. And then he's off, changing up at about 25 and 40km/h before snicking into top.

"Loaded with four adults acting like big kids it will do about 88km/h if I push it," says Ernesto. "But 65km/h is plenty. At that speed the brakes will still keep you out of trouble."

The long wheelbase isn't really a problem on a sidecar outfit, but it might be on a solo and he sympathises with the factory rider who rode to the top of the mountain. "You need a lot of space to turn around in a narrow road," explains Ernesto. "I usually have passengers who can help me by pushing the outfit backwards..."

It might not be the fastest bike in the world, and it isn't the easiest to manoeuvre. But there are advantages. "It's easy to make friends when you have a Böhmerland," says Ernesto. "Everyone wants a ride!"



Photos compiled courtesy of Lost Perth (Facebook)





Thousands Saved In The P.M.G.

A Perth P.M.G. Department employee was given a cheque for £50 yesterday for an invention which will save the department thousands of pounds a year.

Blacksmith Mr. Stan McAskill, of the department's East Perth line depot, is shown with his invention, which is now used throughout Australia.

It enables workmen to set cable-terminating pillars into footpaths in one operation instead of two, saving time and money.

It is a metal mould, used to cast concrete bases for the pillars. Formerly, department workmen poured the concrete bases on the site, returning later to complete the job.

Inside the pillars, 300 miles of telephone cables from underground lines are joined to subscribers' lines. Mr. McAskill said he had not applied for a patent.

BURNING-OFF BANNED AFTER THIS WEEKEND

This weekend is the last for people in the metropolitan area to burn off dry grass and other fire hazards round their houses.

Brushfires Board chairman C. R. Gibson, said yesterday that burning off in the metropolitan fire district would be prohibited after tomorrow.

People could still burn refuse in proper incinerators during the day or night.

But burning refuse on open ground would not be allowed except between 6 o'clock and 11 o'clock at night.

A firebreak would have to be cleared before burning.

Mr. Gibson emphasised that it was the sole responsibility of the person who lit the fire to see that it was extinguished.

The prohibition on burning in the metropolitan area was originally scheduled to start on December 1.

However, because many people were unable to burn off grass which was not dry enough, the burning off period was extended to December 13.

Mr. Gibson said the public had done an excellent job in the campaign to clear fire hazards in the metropolitan area.

He hoped good care would be taken by people who burnt rubbish after the prohibition period started.

FEWER SO FAR
The State fire brigades administrative officer, Mr. W. A. Moylen, said the number of fire calls in the metropolitan area so far this year had been lower than normal.

The reason, for this were the late winter and the good fire-control measures taken by Perth people.

Despite this, there were 127 calls to metropolitan fire brigades last week.

Mr. Moylen warned that as the weather became warmer there would be a big risk of fires getting out of control, and anyone who lit a fire during prohibited times was likely to be prosecuted.

Obsecity - Judge
LONDON, Fri: Britain's Lord Chief Justice, Lord Parker, said in the High Court that there was ample evidence in "Cain's Book," an American novel about a New York drug addict by Alexander Trocchi, that could make the publication obscene.

The court dismissed a British publisher's appeal against a decision by Sheffield magistrates earlier this year that copies of the book seized by the police should be forfeited.

"Cain's Book" has already been banned in Australia. Comment for the publishers contended that only a book about sex could be obscene, but Lord Parker ruled that, posing as a drug addiction, could come into the same category. — A.A.P. Reuters.

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LONDON, Fri: A bill granting independence on

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World News In Brief Police Charge Peronists

BUENOS AIRES, Fri—One person was wounded last night in the town of Avellaneda, in Buenos Aires province, when the police broke up a meeting called by the General Confederation of Labour in defiance of a police ban.

The meeting was called in support of the Peronist labour confederation's campaign against the Argentine government's economic policy.

The police charged with teargas and hoses. The crowd replied with a fusillade of stones and other objects.

Guns were heard, and one civilian was wounded.

India Warned
KARACHI: Pakistan has warned in a Note to India, of a possible uprising within Indian-controlled Kashmir if India fails to annex the Hindu territory.

Power Drop
PARIS: A drop in power supplies slowed down underground trains and affected television screens throughout Paris two hours after the start of a 24-hour electricity workers' strike. The strike was part of a nationwide stoppage by 7,000,000 workers against government wage cuts.

DEAF?
MILWAUKEE, Wis.: A deaf

earthquake shook northern Texas. Those who

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BOANS

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USUALLY 6/11
3/11 YARD

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Complete with Power Cord and extension Speaker. 6 or 12 Volt. Available only at Boans. Other Models available from 26/9s.

49 GNS

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SOME LIGHT HUMOUR

I met a magical fairy yesterday who offered to grant me one wish.

I said "I wish to live forever,"

"Sorry," said the fairy, "I'm not allowed to grant that particular wish."

"Fine," I said, "then I want to die the day after Parliament is filled with honest, hard-working, bipartisan men and women who act only in the people's best interests!"

"You crafty bastard," replied the fairy.

THE HAIRCUT

Blessed are those that can give without remembering, and take without forgetting.

One day a florist went to a barber for a haircut. After the cut, he asked about his bill, and the barber replied, 'I cannot accept money from you, I'm doing community service this week.'

The florist was pleased and left the shop.

When the barber went to open his shop the next morning, there was a 'thank you' card and a dozen roses waiting for him at his door.

Later, a cop comes in for a haircut, and when he tries to pay his bill, the barber again replied, 'I cannot accept money from you, I'm doing community service this week.' The cop was happy and left the shop.

The next morning when the barber went to open up, there was a 'thank you' card and a dozen donuts waiting for him at his door.

Then a MP came in for a haircut, and when he went to pay his bill, the barber again replied, 'I cannot accept money from you. I'm doing community service this week.' The MP was very happy and left the shop

The next morning, when the barber went to open up, there were a dozen MPs lined up waiting for a free haircut.

And that, my friends, illustrates the fundamental difference between the citizens of our country and the politicians who run it.

As Margaret Thatcher said, "Both politicians and nappies need to be changed often and for the same reason!"

HARD TO BELIEVE

A recent survey indicates that the smartphone is now the number one handheld device.



The penis has slipped to second place.



*I just read an article on the dangers of drinking!
Scared the shit out of me!
So that's it! No more reading!*