

Rule 1: There shall be no rules.

Rule 2: See Rule 1.

wheezy Rider

Newsletter of the Fremantle group

Feb 2022
No 237

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

Price
Free

Hi All

A very hot start to the year with a few rides in furnace conditions. Well personally I will take that over frostbite any day, but I confess to feeling a bit melty when coming home on the Roe Hwy with the heat bouncing straight off the tarmac. I am always amazed at how you can feel the temperature drop as you get closer to the coast. Hooray for the Fremantle Doctor and the cooling effect of the ocean.

The Australia Day pool party was fun. A good turnout on a suitably warm day. A lot of time was spent in the pool with a certain person claiming it was actually hydrotherapy following surgery so the time was justified. Yup... That person also hoed into the pickled octopus quite vigorously – maybe for the benefits of fish oil...? (you know who you are PD...!) We certainly noted the quality of the home-made vs commercial. A good time was had by all – thanks Tony C for yet again providing a great venue.

Last Friday some of us enjoyed the spit roast dinner at the Dalmatinac Club in Spearwood. As always, the food and atmosphere were great. We were again made to feel very welcome even if we didn't win big on the raffles (although Bev didn't seem to complain about the six pack of beer she took home).

There are challenging times ahead as WA finally succumbs to the influx of COVID. We know it is inevitable, but we must remember that it is not just a little cold or flu. It is still a very serious infection for many. It is great however, to see so many members being diligent with hand sanitiser plus actually covering their noses with masks – not just wearing a chin warmer! Working in the COVID health care arena I hear and see all sorts of stories... Stay safe everyone! Do remember your masks when we go out, and of course your proof of vaccination to be able to enter various venues.

Don't forget that Tony C is constantly collecting second-hand gear for RFDS fundraising, so if you are looking for some kit or have something to donate, speak to Tony.

As always, a big thank you to our ride leaders, whether planned or impromptu, for leading us astray around our beautiful countryside.

Remember to **check the calendar** to see where we are going and if there is a change in starting point. We need to be sure where to be....

Also remember, if you or a member you know is going through a rough patch, please do not hesitate to let our Welfare Officer know if we can offer any support, or just someone to have a friendly chat with.

We are planning lots more good times together as the year progresses with rides (and yes it adds to the fun when things go a bit wrong...) and plenty of other activities.

Upcoming events

Keep an eye on the calendar for details:

- Feb 19 is 2 Wheels to Wagin. This is a fundraiser for suicide prevention. Accommodation is basically the pub or motel.
<https://www.facebook.com/WaginCRC/photos/a.120033451503747/2016095268564213/>
The Sunday is also Andy's ride to Beverley where Lori is being artist in residence. Plenty of choice that weekend!
- March 15 – 17 will be the memorial ride for Leo
- March 19 is Pirates of Penzance in Beverley.
- **BOOK AHEAD** for the June rally at Kalbarri Red Bluff Tourist Park. First weekend in June – cabins gone already.
- We are hosting the 2023 Odyssey – ideas and volunteers welcome.
- National rally in Mandurah 2024. Start thinking ahead.

Rides

As usual, we need ride leaders. There is plenty of support for new Ride Leaders with lots of (good) suggestions on where to go and how to get there.

See you out there!

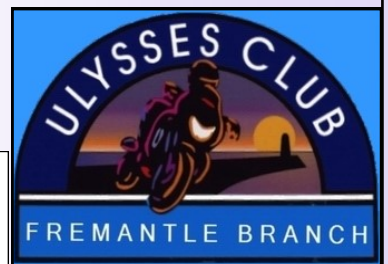
Cheers

Julie Dally 67503

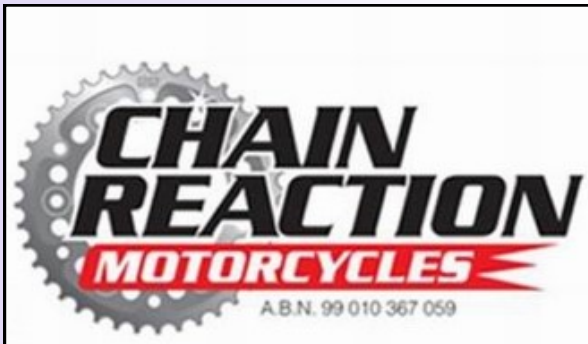
President Ulysses Fremantle Branch



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Retro Moto Co : 08 9336 7590

(Please Note: Retro Moto Co has now moved to 3/57 Dixon Road Rockingham)



Barry Webb has kindly sponsored Tony Collins with the supply of parts for his trailer that is to be used for raising money on an Australia-wide round trip to support the Royal Flying Doctor Service

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

2021/2022 COMMITTEE:

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WEB ADDRESSES

National Ulysses site: www.ulyssesclub.org

Fremantle Ulysses site: www.ulyssesfremantle.com

Note: Next meeting,
8th March 2022

Plods and Saturday morning coffee

Wednesday morning Plods meet at South Beach for a 8:30am start.

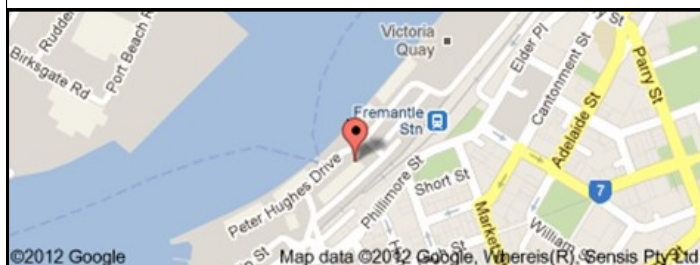
Any enquiries regarding plods can be directed to any of the following:

Will Duncan 0403014197

Patrick Hayes 0414756452

Mick Webb 0893396874

The Saturday morning coffee get together takes place at the **ECafé** situated near the eastern end of the E-Shed Markets commencing 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.

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Retro Moto Co,

57 Dixon Road, Rockingham, WA 6168
Tel: 08 9336 7590. 10% Discount on services

Some photos from Tony's ride to Myalup





Some photos from Australia Day festivities 2022





Vale Leo van Dalsen

Leo was an avid motorcycle rider and had virtually ridden motorcycles since he was old enough to obtain a motorcycle licence. Leo was a keen participant in Ulysses and other motorcycle adventures until he suffered recurring hip issues whereby he slowed down a little.

His occupations differed from a carer for disabled persons to being a licenced customs agent for freight and forwarding companies.

Besides his love of motorcycles, Leo was a keen cyclist, photographer, Dockers football supporter and guitarist.

Whether it involved repairs to a pushbike or motorcycle, solving a computer problem, or providing advice and support on a personal matter, Leo was always there willing to help out. He has never been heard saying a bad word about anyone.

Leo was also a keen member of a group who rode pushbikes around the rivers weekly and this formed a lunch group as well. This group also ventured on 2 to 3 day trips regularly. He was also known for organising a trip to the Moto GP in Malaysia whereby he organised tickets and most of the accommodation for his group.

Additional attributes that were acknowledged at his funeral from friends was his humour, selflessness, helpfulness, integrity, honesty and generosity with his time.

Leo was also a great father to his 3 daughters and was always there for them and his grandchildren.

Just prior to his sudden passing Leo had purchased a Can-Am Spyder that he unfortunately never got to ride.

Leo left us far too soon and will be sorely missed by all, however the good times shared will always be remembered.

RIP Leo 28.06.1952 – 16.11.2021



A memorial ride to Nannup has been organised for Leo from 15 March to 17 March 2022. For accommodation bookings please contact Cliff Mullins on 0415287684

The Following is an excerpt from www.yesterdays.nl

Münch 1973 Mammut TTS 1200cc 4 cyl OHC 3111



Münch 1973 Mammut TTS Recreation 1200cc NSU OHC four cylinder frame & engine

Friedel Münch began his career in the late 1940s as an independent tuner and inveterate modifier of motorcycles. His first notable work was on a Horex in 1948, which had such good performance the factory offered him a job in their competition department.

He had no desire to work for someone else, and refused their offer, but later relented due to financial difficulties, a consistent theme in his business life.

After Horex went bankrupt in 1960, Münch bought their tooling, and made spares and built Horex specials (such as the tasty cafe racer above). In the quest for more speed, he created a 'relatively' light racing motorcycle using the NSU ohc four cylinder engine, weighing in at around 220kg total, and giving good performance.

The frame was based on a Norton Featherbed, as were all his subsequent chassis.

The first proper 'Mammut' (Mammoth) was built in 1966, with 996cc and 55hp, which gave good performance for the day at 185 km or so. It used a very large (250mm) magnesium front drum brake which Münch had originally developed for racing Nortons.

The new machine was a sensation for its speed and impressive scale, and although Münch pursued the idea of series production in effect every machine was a special order, no two alike.

The Münch "Mammoth" was first shown to the motoring public at the international two-wheel show in Cologne in the fall of 1966 and was (with distance) the most expensive bike on the show. The rear chain case acts as the left side of the swingarm and permits the chain to be completely enclosed and to run in an oil bath.

It also incorporated a chain tensioner, which allows drive chain slack to be adjusted within seconds, without touching the axle and disturbing the alignment.

The rear wheel is an alloy casting, with an integrated duplex drum brake, fitted after initial tests had shown that no spoke wheel would take the brute power of the engine.

A bolt-on casting incorporated the rear mudguard and provided the seat mounting as well as the housing for all electrical components.



By 1968, the capacity was increased to 1177cc with 88hp with the '1200 TTS' model, the state of tune reflecting the NSU car of the same name.

Münch created the cast magnesium rear wheel with flat spokes which became a trademark of all later Mammut, as even with robust 5mm spokes for his original wire wheels, the threads tended to strip on the spoke nipples. As well, the seat/mudguard unit, headlamp bucket, and chainguard were cast in magnesium, for lighter weight.



Petrol tank and side panels were hand-hammered aluminum, and the single headlamp Sports models were joined by dual-headlamp Touring machines.

Despite all the magnesium, the bike weighed in at a mammoth 295kg not far out of line with 70s/80s sports machines from Japan actually, but in 1970 sports bikes were still typically under 230kg. The machines now accelerated like a Formula 1 car; 100 mph could be reached in less than 11 seconds.

They were completely vibration free, and there was no motorcycle which could keep up with them—the solid NSU engine did not get tired, and the chassis is able to handle the power.



The only drawback was the rear tire; if the rider used the machine's potential, it was gone after 1000 miles.....

Münch, always struggling financially and casting about for backers, eventually sold his own name in association with his motorcycles to businessman Heinz Henke, who intended to series produce 'Münch' bikes (only a few were built, perhaps only 4).

Friedel maintained 'Mammut', and shortly began producing models under this name in limited numbers for collectors.

Every machine from the first was bespoke around a similar core, although the state of tune, shape of tanks, seat, mudguards, handlebars, headlamps, color, etc, were all optional. Each machine was hand-built by Friedel Münch and his employees, and his legend grew for his unique and mighty machines.

Less than 500 were ultimately built. (source: adapted from <https://thevintagent.com/2017/12/04/road-test-munch-mammut/>)



Dutchman and Mammut enthusiast Erik Meesters has written the fascinating book "Mit Herz & Seele, die Geschichte von Friedel Münch und Helmut Fath" which gives detailed information on Münch' career and the bikes he designed and built.

This impressive machine was recreated around an NSU engine and superbly breathes the atmosphere of a Münch-created specimen.

It is both mechanically and cosmetically in tip-top condition and runs like a dream.



Photos compiled courtesy of Lost Perth and SLWA (Facebook)





SOME LIGHT HUMOUR

Me: That new girl in our neighborhood smiled at me today!

Wife: Be careful. She has Covid.

Me: What? How do you know?



Wife: Can't you see she has no taste?

A garbage collector is driving along a Sydney street picking up the wheelie bins and emptying them into his rubbish truck.

He goes to one house where the bin hasn't been left out.

In the spirit of kindness and after having a quick look about for the bin, he gets out of his truck, goes to the front door and knocks. There's no answer.

Being a conscientious bloke, he knocks again - much harder. Eventually, a Japanese man comes to the door. "Harro!" says the Japanese man.

"G'day mate, where's ya' bin?" asks the collector. "I bin on toilet," explains the Japanese bloke, a bit perplexed.

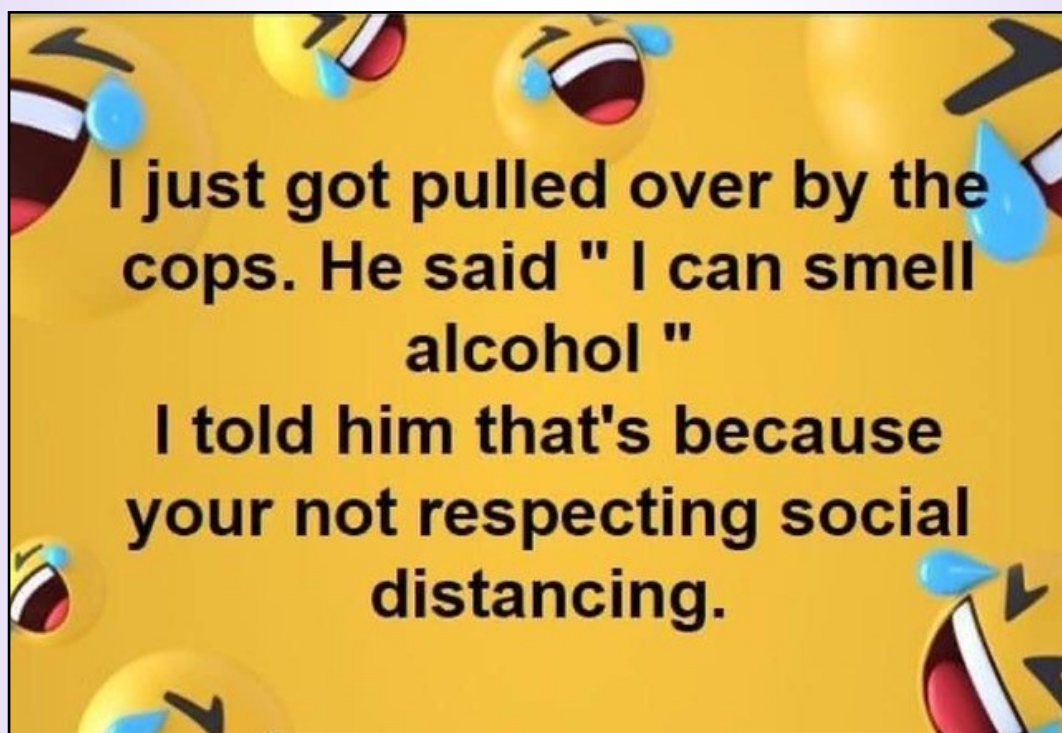
Realising the fellow had misunderstood him, the bin man smiles and tries again. "No mate, where's ya' dust bin?"

"I dust been to toilet, I toll you!" says the Japanese man, still perplexed. "Listen" says the garbage collector.

"You're misunderstanding me. I mean, where's ya' wheelie bin?"

"OK, OK" replies the Japanese man with a sheepish grin, and whispers in the collector's ear.

"I wheelie bin having sex wiffa wife's sista!!!"



Manure... An interesting fact.

Manure : In the 16th and 17th centuries, everything for export had to be transported by ship. It was also before the invention of commercial fertilizers, so large shipments of manure were quite common.

It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, not only did it become heavier, but the process of fermentation began again, of which a by-product is methane gas. As the stuff was stored below decks in bundles you can see what could (and did) happen. Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOOM!

Several ships were destroyed in this manner before it was determined just what was happening .

After that, the bundles of manure were always stamped with the instruction ' Stow high in transit ' on them, which meant for the sailors to stow it high enough off the lower decks so that any water that came into the hold would not touch this "volatile" cargo and start the production of methane.

Thus evolved the term ' S.H.I.T ', (Stow High In Transit),..... "So it's really not a swear word" which has come down through the centuries and is in use to this very day.

You probably did not know the true history of this word.

Neither did I

I had always thought it was a golfing term

