

Rule 1: There shall be no rules.

Rule 2: See Rule 1.

wheezy Rider

Newsletter of the Fremantle group

Sept 2022
No 244

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

Price
Free

Hi All

SOCIAL MEETINGS NOW AT THE BEASCONSFIELD HOTEL

So what have we been up to since last month?

The Border Run was a hoot even if a particular HD died and some re-distribution of riders had to happen. Nowhere near as arduous as I had anticipated (although a nap on the back of a Goldwing probably helped – certainly not a problem to loan out the Bandit for a bit!). It was also very special to scatter Bob's ashes on the Nullarbor.

A Cheap and Cheerful Italian dinner was fun, and a good feed was had at the Dalmatinac Club.

Some of us rode out to the Dowerin field day – I was fascinated by scale of the event and really wanted to take a mechanical block splitter home. Just cos!

A great ride was had to Bridgetown (thanks TC for the route planning that worked), with a dinner at Nelson's that included being able to draw on the paper table covers. I didn't know that Rob C really can sketch! Then an interesting look at the Balingup Medieval Festival the next day.

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. Good weather is coming which will be great for those whose fingers nearly fell off recently despite their heated grips... 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. Thoughts are with those on the sick list at present.

Upcoming events

Keep an eye on the calendar for details:

- Sept 17: Sax and the Single Girl (fundraiser for Harry Perkins Institute) at the Zaretsky's
- September 23 – 26: Odyssey (Geraldton Camp School)
- October 7 – 8: Boyup Brook Blooming Wild Weekend. Overnight in Nannup
- October 15 – 16: Ride for Cancer support crew

We are hosting the 2023 September Odyssey – planning has commenced but more helpers and ideas very welcome.

National rally in Mandurah 2024. Start thinking ahead. Volunteers see Tony C.

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!

Julie Dally

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President - Fremantle Branch
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(Please Note: Retro Moto Co has now moved to 25 Queen Victoria Street, Fremantle)



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
BEACONSFIELD HOTEL, CORNER OF
WRAY AVE AND HAMPTON RD FREMANTLE WA .

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

2022/2023 COMMITTEE:

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Andrew Mason 0890914220 0419922860

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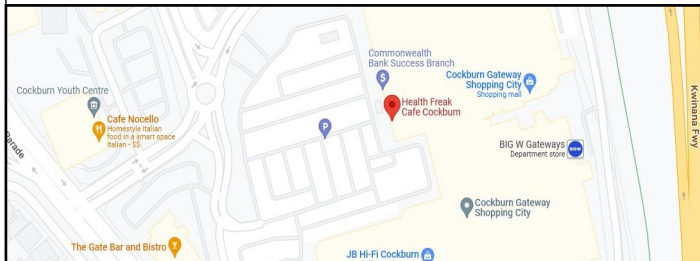
National Ulysses site: www.ulyssesclub.org

Fremantle Ulysses site: www.ulyssesfremantle.com

Note: Next October meeting,
11th October 2022

Plods and Saturday morning coffee

Wednesday morning Plods meet at The Health Freak Café, Cockburn Gateway Shopping City Shop G333/816 Beeliar Drive, Success Western Australia 6164 for a **9.00am** start.



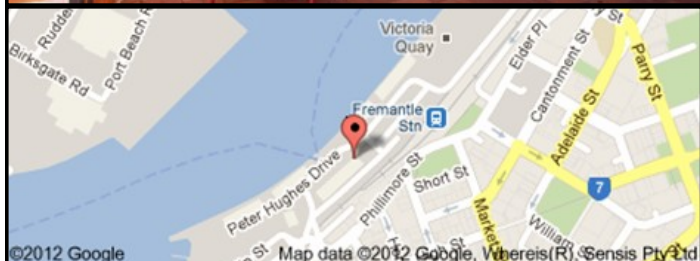
Any enquiries regarding plods can be directed to any of the following:

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

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Some Oddities



Balingup Medieval Festival Pics



Nannup for lunch



Tulips in Nannup



Bridgetown for the night



Balingup



Balingup cont..



Fighting at the festival



Pencil sharpening at dinner



Medieval maiden



Medieval maiden's husband has been naughty

Some pics from Memorial Ride 2022







The Following is an excerpt from www.yesterdays.nl

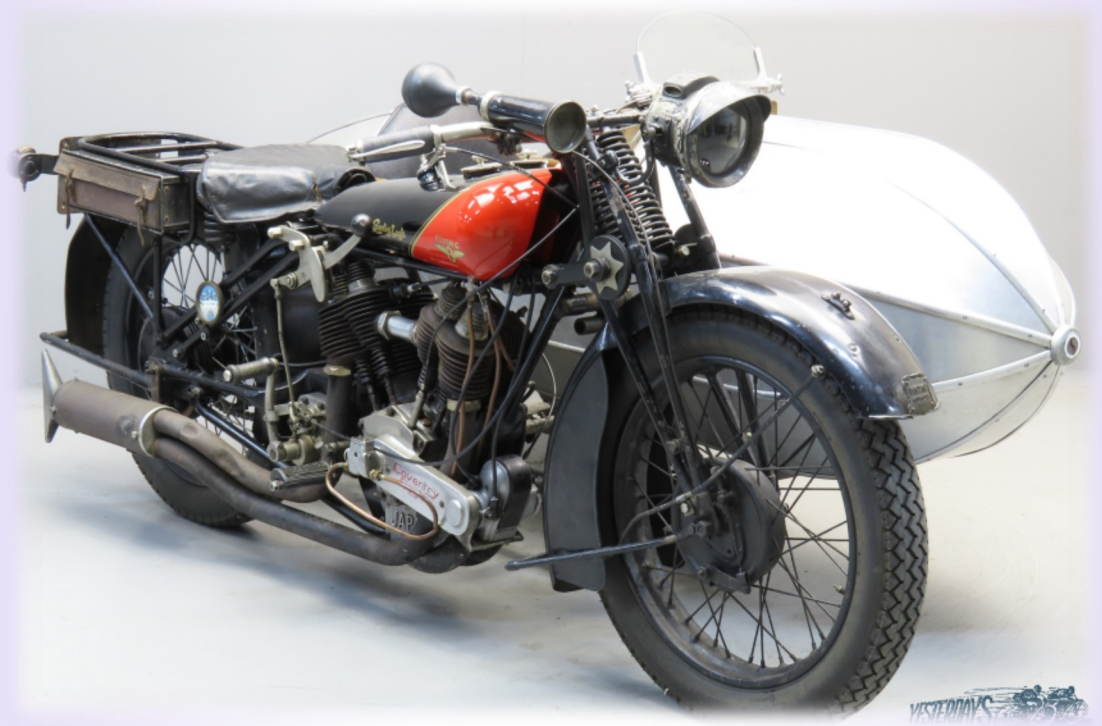
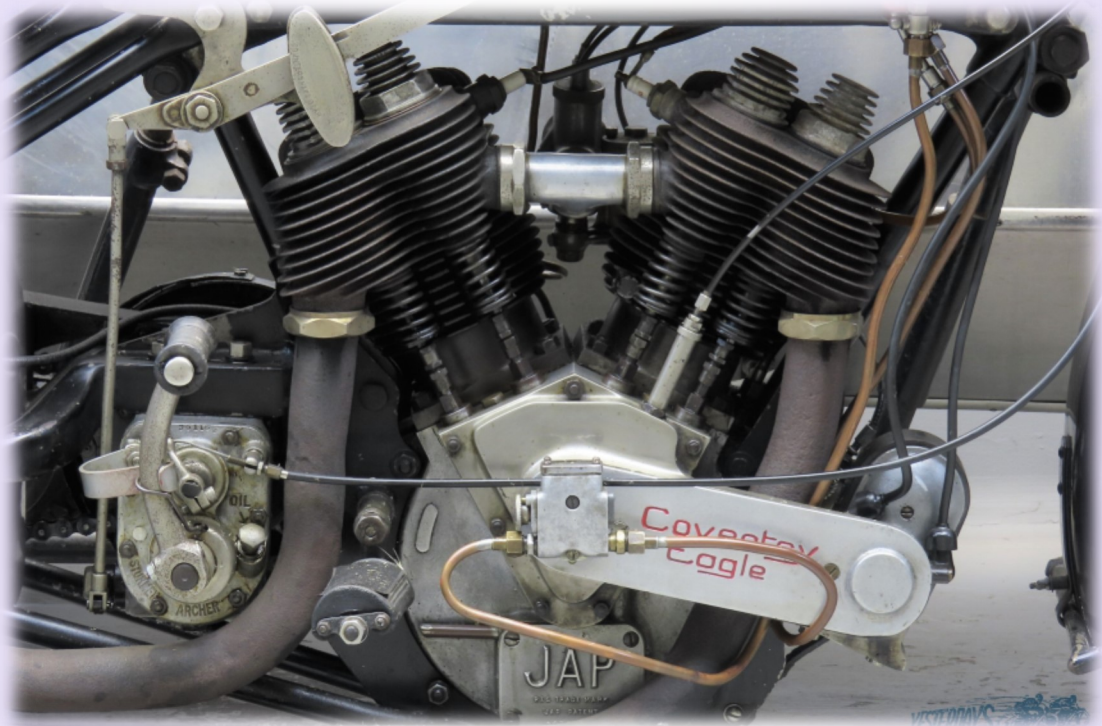
COVENTRY-EAGLE 1925 FLYING-8 980CC 2 CYL SV 3208



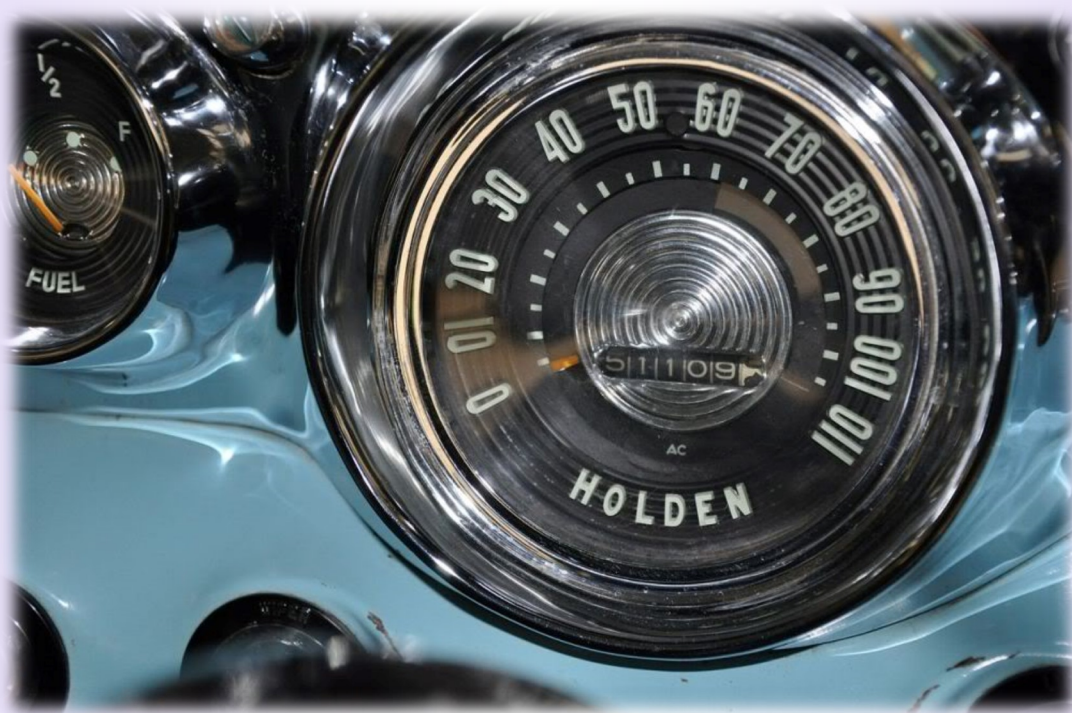
Coventry-Eagle 1925 "Flying-8" 980cc JAP side valve V-twin combination

The Coventry-Eagle Cycle and Motor Co. produced motorcycles in Coventry between 1899 and 1940. Production began with the building of bicycles and tricycles assembled from bought-in parts. These cycles were well-built and popular, which accounted for the continued success of the firm. Already before 1900 the company started to produce motorcycles and over the years various brands of engines, both two strokes and four strokes, were employed. In 1923 a sporting model with JAP V-twin engine was marketed, the "Flying-8". With its 980 cc JAP V-twin engine and muscular good looks, this model became a worthy rival for the Brough Superior and a formidable Brooklands racing machine. In 1926 the side valve version was joined by a new overhead-valve engined Flying-8, again JAP powered. Within a few years however, the onset of the Depression had forced Coventry-Eagle to shift their focus. The firm started concentrating on bread-and-butter lightweights until it ceased motorcycle production in 1939. The last ohv Flying-8 left the factory in 1930 and the final side valve model the following year. Very few of these expensive models have survived. To compare some 1925 prices: the 996 cc BSA V-twin cost £90, The F8 £125 and the Brough Superior SS80 £150. In "The Motor Cycle" of October 16, 1924 we read about Flying-8 modifications for 1925; the frame has been stiffened by engine plates that are carried completely round the crankcase and from the base of these plates torque members extend to the rear fork ends. Other modifications include the fitting of a Terry saddle, 8 inch diameter internal expanding brakes on both wheels and an adjustable handlebar.

This Flying-8 is a road-registered older restoration and she comes with Swallow-type aluminium bodied sidecar. The original British XX9307 registration refers to the London area; the XX combination was issued from February to April 1925. The accompanying old V5 document states that the machine was first registered on April, 8, 1925. Accessories of this mighty and rare combination include acetylene front and rear lamps and Lucas bulb horn.



Photos compiled courtesy of Lost Perth and SLWA (Facebook)





SOME LIGHT HUMOUR

Speed Limits

Sitting on the side of the highway waiting to catch speeding drivers, a HWP Officer sees a car puttering along at 22 KPH. Says he to himself: "This driver is just as dangerous as a speeder!"

So he turns on his lights and pulls the driver over. Approaching the car, he notices that there are five old ladies, two in the front seat and three in the back...wide eyed and white as ghosts.

The driver, obviously confused, says to him "Officer, I don't understand, I was doing exactly the speed limit! What seems to be the problem?"

"Ma'am," the officer replies, "you weren't speeding, but you should know that driving slower than the speed limit can also be a danger to other drivers."

"Slower than the speed limit? No sir, I was doing the speed limit exactly...Twenty-two kilometers an hour!" ..the old woman says a bit proudly.

The HWP Officer, trying to contain a chuckle explains to her that 22 is the highway number, not the speed limit.

A bit embarrassed, the woman grins and thanks the officer for pointing out her error.

"But before I let you go, Ma'am, I have to ask...Is everyone in this car OK? These women seem awfully shaken, and they haven't made a peep this whole time," the officer asks.

"Oh, they'll be all right in a minute officer. We just got off Highway 189



Colonoscopy

All the organs of the body were having a meeting trying to decide who was the one in charge.

"I should be in charge," said the **brain**, "Because I run all the body's systems, so without me nothing would happen."

"I should be in charge," said the **blood**, "Because I circulate oxygen all over so without me, you'd all waste away."

"I should be in charge," said the **stomach**, "Because I process food and give all of you energy."

"I should be in charge," said the **legs**, "because I carry the body wherever it needs to go."

"I should be in charge," said the **eyes**, "Because I allow the body to see where it goes."

"I should be in charge," said the **rectum**, "Because I'm responsible for waste removal."

All the other body parts laughed at the rectum and insulted him.

So, in a huff, he shut down tight.

Within a few days, the **brain** had a terrible headache,

The **stomach** was bloated,

The **legs** got wobbly,

The **eyes** got watery,

And the **blood** was toxic.

They all decided that the rectum should be the boss.

The Moral of the story?

Even though the others do all the work, the ass hole is usually in charge



