

wheezy Rider

Newsletter of the Fremantle group

March 2015
No 161

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

Price
\$1.00

Hi All

Another month has flown by especially as I have not been here to keep up with what's been going on in the branch.

On talking to others, it sounds like there have been good rides and the numbers of riders for some of them have been good. I believe Tony Collins ride to Spencers Brook had 20 or so bikes on it. It is good to see more of you are getting out on the rides and with the weather hopefully starting to cool down a bit it is a great time of year for a ride. Allison led a ride to the Yarloop Hotel, Reg lead one to Dawesville and Will took everyone to Bindoon for lunch. There was also Glenda's ride that become a free ride then became Glenda's ride again....

Patrick, Allison & I also represented Fremantle at the Mandurah Murray Branch Alan Aston memorial ride to Gnomesville. It was good to meet some other members and find out what they are doing in their branch. We did discuss doing a ride one day where we meet at the destination for lunch.

The Polo shirts have been ordered and we will let you know when they are available. Sorry about the delay but it takes time to collect money etc. and we did our best. Unfortunately they may not be here before some of you leave for the AGM but we can express post them over if you provide us with an express post bag (a few of you could share a bag).

Don't forget the "Walk for Cancer". Ron said he has just covered the corners for Saturday but would like a few more for Sunday. He has had to rely on many people outside the branch which is a little disappointing that we could not come up with more volunteers from our branch. If you can help on either day please contact Ron.

webmaster@ulyssesfremantle.com or 01405060201

The committee are looking at a few ideas to get the social side of the branch a fired up with more events. These include a movie night and some cheap & cheerfults. Any ideas or organisers are welcome!

We have also ear marked the June long weekend for a weekend in Wongan Hills, maybe a Pub Olympics and a ride to New Norcia for lunch.

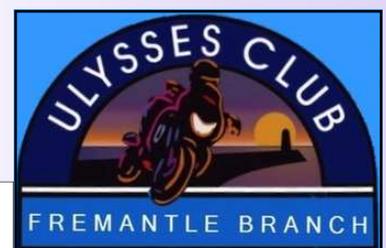
That's it for now.

Remember— it's not what you ride, it's your attitude that counts!

Colin Booth 61215
President Ulysses Fremantle Branch



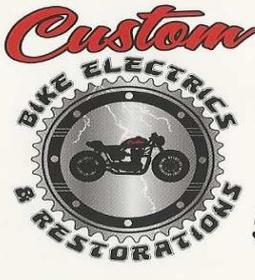
We don't care....We ride there



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FREMANTLE BRANCH MEETING

2ND WEDNESDAY OF THE MONTH AT SWAN YACHT CLUB.

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

2014/2015 COMMITTEE:

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President@ulyssesfremantle.com

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WEB ADDRESSES

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Fremantle Ulysses site: www.ulyssesfremantle.com

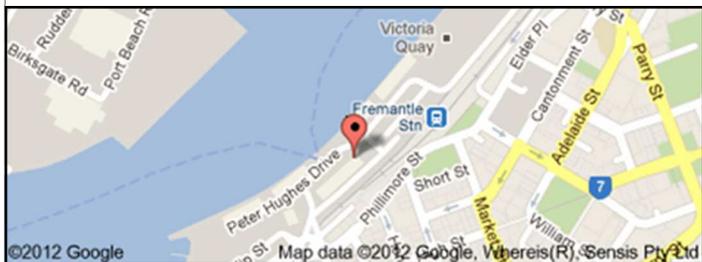
Note: Next meeting, Wed 8th April 2015

Plods and Saturday morning coffee

Wednesday morning Plods have reverted back to South Beach for a 9:30am start as previously.

Any enquiries regarding plods can be directed to Mick Katarski on 0415 568 089

The Saturday morning coffee get togethers will also continue to take place at the Victoria Café, however commencement will be from 10.00am.



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.

Esperance Stonehenge & Albany 4 day Ride (Update)

The Plan so far!!

PERTH to ESPERANCE

Friday Sept 4th 2015

7.30am sharp!

Depart Karragullen Service Station Brookton Hwy corner Canning Mills Rd

Accommodation

Esperance Motor Hotel – 9071-1555 – ask for Rae and mention Ulysses Group

\$100 for twin room

Book ASAP as this is the beginning of their busy season

Other Motels are also available in town to suit your personal preference

Budget accommodation is also available at the Pink Lake Caravan Park

9071-2424

Saturday Sept 5th

MORNING

Own choice

Half day Island Cruise – 9071-5757 www.woodyisland.com.au

Wild Flower Tour – 0427-536-674

AFTERNOON

1pm – ride to Pink Lake

3pm Ride to Stonehenge – sunset watch – BYO drinks and nibbles

Dinner with Local Ulysses Members

ESPERANCE to ALBANY

Sunday Sept 6th

Ride to Albany via Ongerup and Stirling and Porongurup Ranges

Accommodation - Albany

Sleepwell Motel (formerly Metro Inn) 270 Albany Hwy

9841-7399

\$85 per twin/double – ask for Aga and mention Ulysses Group

Dinner at Earl of Spencer with local Ulysses members

ALBANY to PERTH

Monday 7th Sept

Return to Perth via back roads - Darkan Quindanning etc.

Lunch probably at Quindanning pub if open

Tony Collins

0428-48-78-05

collinschemist@hotmail.com

Jurien Bay Blessing of the Fleet
(Friday 6th and Saturday 7th November 2015)

32 beds in three cottages have been put on hold for Ulyssians for 2015

Dinner will be a barbeque with salads and desserts provided at cost.

Money will be collected on prior to meal.

Sunday breakfast will be DIY.

Three cottages have been booked for Ulyssians for Friday and Saturday nights.

If demand warrants Dianne will hold a further cottage or two for Ulysses members.

A deposit will be required to hold a booking for you as this is a busy weekend with the Blessing of the fleet on Saturday morning 7th November at 11am and fireworks at night after sunset.

Any rooms not confirmed by August/ September will have to be released for other people so get in now while beds are available.

WHAT TO DO

- ◆ Mark dates in your calendar
- ◆ Phone Dianne at Apex on 9652-1010 and book your bed for one or two nights
- ◆ Pay deposit
- ◆ Volunteer for a job as below

I NEED

- ◆ Ride leader for Friday 6th for early birds
- ◆ Ride leader for Saturday 7th
- ◆ Event Treasurer to collect food money on the day
- ◆ Three TONGMASTERS to cook the barbeque on Saturday night
- ◆ A few assistants to help prepare the salads on Saturday afternoon
- ◆ Slaves to wash up after the meal

Details on the program for the blessing of the fleet will be forwarded when available.

Tony Collins
Fremantle
0428-48-78-05
collinschemist@hotmail.com

RAISING FUNDS AND AWARENESS FOR CYSTIC FIBROSIS RESEARCH

RIDE FOR A CURE



POKER RUN



SATURDAY 18th APRIL 2015

Departs from Stockman's Rest Café

1409 Karnup Road, Serpentine

REGISTRATION: 9.00am to 10.00am

RIDE DEPARTS 10.15am - INCLUDES LUNCH

This "Ride For A Cure" will travel via Pinjarra, Dwellingup for a break stop, Marradong, Boddington for lunch, back onto the Albany Highway to Williams and finally finishing in Quindanning at Ye Olde Quindanning Inne where good times are had by the river with our hosts George & Neta Lavender. This event will raise much needed funds for research into this life threatening disease. The most common affecting our children today.

EVERY 4 DAYS A CHILD IS BORN WITH CYSTIC FIBROSIS. We need your help! *"Together We Can & Together We Will"* Don't miss out on the fun planned for the evening with live entertainment. Accommodation is available at the inn but book early. Contact Neta on (08) 9885 7053.

Contact Teresa on 0407 433 321 or Email cf.cure@hotmail.com



Following the enormous success of last year's Inaugural "Weekend To End Women's Cancers Walk" Fremantle Branch have been asked to provide the Moto-Crew team again in 2015.

The event has been pushed back a few weeks this year in the hope of getting some cooler weather and will be held on: **March 28 and 29**

If you were involved last year you'll know how much FUN the event was and how worthwhile a cause this is. If you weren't involved - just ask some one who was!!

We assisted 845 walkers to safely raise \$2,200,000!

Ron Spencer will co-ordinate again this year and now is the time for everyone in the Branch to put up their hand for either of the days. (both if you can manage it)

This is an excellent opportunity for us to promote our Club and Branch in the community. Please lock the dates away in your calendar and email Ron by return with your nomination. Ideally Ron needs 2 people for each intersection that we will be assigned so if you have a regular pillion please encourage him/her to participate also.

Those of you involved with last year's event will remember that there is a considerable amount of planning and organising involved so Ron needs to get participant names and details locked away as soon as possible.

Please register by email to Ron at webmaster@ulyssesfremantle.com with the following information:

Rider Name:
 Rider Email:
 Rider Mobile:
 Pillion Name:
 Pillion Email:
 Pillion Mobile:

Vehicle: Bike, Trike or Car.
 Will attend Saturday 28th:
 Will attend Sunday 29th:

Can be available on Friday 27th from 5pm to help collect equipment (shirts, name tags etc.?)

Note: Confirmation of email address and mobile numbers for rider and pillion is important for our safety and communications on the day.

Those Were The Days



My mum used to cut chicken, chop eggs and spread butter on bread on the same cutting board with the same knife and no bleach, but we didn't seem to get food poisoning.

Our school sandwiches were wrapped in wax paper in a brown paper bag, not in ice pack coolers, but I can't remember getting e. Coli

Almost all of us would have rather gone swimming in the lake or at the beach instead of a pristine pool (talk about boring), no beach closures then.

We all took PE And risked permanent injury with a pair of Dunlop sandshoes instead of having cross-training athletic shoes with air cushion soles and built in light reflectors that cost as much as a small car. I can't recall any injuries but they must have happened because they tell us how much safer we are now.

We got the cane for doing something wrong at school, they used to call it discipline yet we all grew up to accept the rules and to honour & respect those older than us.

We had 50 kids in our class and we all learned to read and write, do maths and spell almost all the words needed to write a grammatically correct letter....., FUNNY THAT!!

We all said prayers in school irrespective of our religion, sang the national anthem and no one got upset.

Staying in detention after school caught all sorts of negative attention we wish we hadn't got.

I thought that I was supposed to accomplish something before I was allowed to be proud of myself.

I just can't recall how bored we were without computers, Play Station, Nintendo, X-box or 270 digital TV cable stations. We weren't!!

Oh yeah And where was the antibiotics and sterilisation kit when I got that bee sting? I could have been killed!



We played "King of the Hill" on piles of gravel left on vacant building sites and when we got hurt, mum pulled out the 2/6p bottle of iodine and then we got our backside spanked.

Now it's a trip to the emergency room, followed by a 10 day dose of antibiotics and then mum calls the lawyer to sue the contractor for leaving a horribly vicious pile of gravel where it was such a threat.

To top it off, not a single person I knew had ever been told that they were from a dysfunctional family. How could we possibly have known that?

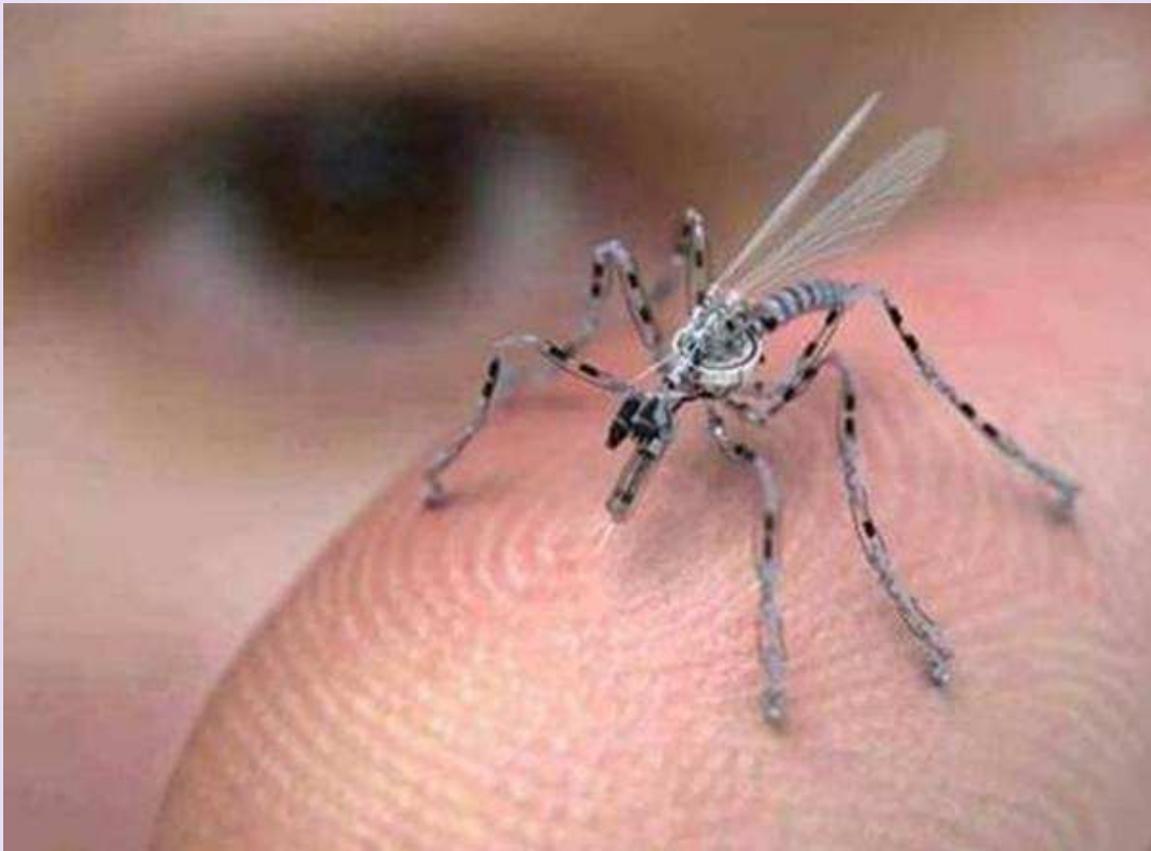
We never needed to get into group therapy and/or anger management classes. We were obviously so duped by so many societal ills, that we didn't even notice that the entire country wasn't taking Prozac!

How did we ever survive?

LOVE TO ALL OF US WHO SHARED THIS ERA.
AND TO ALL WHO DIDN'T, SORRY FOR WHAT YOU MISSED.

WOULDN'T TRADE IT FOR ANYTHING!
AAAAh, those WERE the days!!!!

Look Closely.....incredible



Have you ever wished you could be a fly on the wall to spy on what's going on or being said? How about being a mosquito instead!

No, this isn't a real mosquito. It's an insect spy drone for urban areas, already in production, funded by the US Government.

It can be remotely controlled and is equipped with a camera and a microphone.

It can land on you, and even has the potential to take a DNA sample or leave RFID tracking nanotechnology on your skin.

It can fly through a slightly open window, or it can attach to your clothing until you unwittingly take it into your home. It can then be guided to the top of a curtain or other invisible location where it can scope entire rooms and monitor everything being said.

Given their propensity to request macro-sized drones for surveillance, one is left with little doubt that the government has big plans for these micro gadgets.

Another Great Christmas Event in 2014













Excerpt from Ridermagazine.com

2014 Moto Guzzi Norge GT 8V—Road Test Review

By Ken Lee
January 15, 2015



2014 Moto Guzzi Norge GT 8V (Photos by Kevin Wing)

Spec charts are wondrous things. Given accurate data, a spec chart forecasts amazing insights into a motorcycle's performance before you ever fire it up. By digesting wheelbase, steering geometry, curb weight, engine configuration, power figures and a few other key numbers, an experienced hand can extrapolate how a motorcycle will likely run.

I should know. I've spent decades in the motorcycle industry, preparing and proofing thousands of spec charts as a magazine road test editor and also as a PR/advertising hack. But good as it may be, a spec chart certainly cannot reveal everything about a motorcycle's real-world performance; sometimes a motorcycle doesn't work as well as you would have thought, and sometimes it runs better than you had hoped. On very rare occasions, however, a motorcycle will blow away preconceived guesstimates and flat-out dazzle you with some two-wheeled magic once you're out on the road. Luckily for us, the Moto Guzzi Norge GT 8V sport tourer is one such machine.

The last time I rode a Guzzi was in the first half of the 1980s, during my years as Road Test Editor for Cycle magazine. Back in those younger years, I wanted desperately to fall in love with an exotic Italian. But the Guzzis of that era were just too quirky to embrace. They forced multiple demands upon the rider, far too many



Generous cornering clearance allows aggressive lean angles with the Norge.

Fast forward to the present. Recently laid off after 14 years of laboring at an ad agency on major motorcycle-industry accounts, I returned to my road-testing roots. Though intimately familiar with scores of the newest motorcycles, I still carried my old Guzzi biases. As I cast a jaundiced eye over the Norge specs, they did little to dispel my notions. Start with the engine and its designation as a 1200. Displacing an actual 1,151cc (via bore and stroke of 95.0 x 81.2mm), it's only a 1200 if you're a math geek who really, really believes in rounding up. Sure, it features four valves per cylinder for good engine breathing, but its 90-degree air/oil-cooled V-twin configuration with a single overhead cam doesn't really promise big-time power—especially given its factory-claimed horsepower peak happening at a low 7,000 rpm. On the Jett Tuning dyno, it churned out 87.2 horsepower and 69.3 lb-ft of torque; that's respectable, but far from class-leading figures.

So I slung a leg over the saddle with low expectations. As the Norge fires up, its longitudinal V-twin cadence relays big thumps with a lumpy idle, plus a little characteristic torque pull toward the right as you blip the throttle. Fun at idle, those strong power pulses would surely grow unmanageable at higher engine speeds. Smug in my preconceived notions, I rolled out. And immediately found I needed to recalibrate my thinking.



If your riding style emphasizes the sport side of the sport-touring equation, the Moto Guzzi Norge delivers impressive engine and chassis performance on even the tightest of rollercoaster roads.

As revs build, the V-twin pulses fade into a delightful, velvety smoothness. At highway speeds, the mechanical feel seeping through the handlebars talks gently to the rider without becoming bothersome. More importantly, abundant torque awaits down low in the rev range, putting impressive pull immediately at hand. The engine spins up willingly and will sprint to its 8,000-rpm redline, but there's no reason to work that hard; the meat of the powerband rests from about 4,000 rpm to 7 grand. Within that range, the power is delightfully responsive, giving a choice between a couple of gears, depending on how hard you want to push things.

For me, pushing things extra hard figured high on the agenda. I love nothing better than hammering along twisty mountain roads all day long, the tighter the better. To give the "Goose" a thorough workout, I headed for my old road-test routes and was thrilled with the way it responded. Even on the tightest of rollercoaster roads, the engine was always a fun-loving accomplice. Plenty of real-world power, spot-on throttle response, perfect fueling manners from the EFI system with twin 50mm throttle bodies, excellent gear spacing and shifting throughout the 6-speed box, good clutch feel and engagement with only a moderate pull. An excellent compact reactive cardan shaft drive (similar to BMW's Paralever setup) eliminates all negative driveshaft reactions, and there's nary a hint of driveline slop to upset the bike during throttle transitions. In a world of 1,600cc to 1,800cc touring bikes, this 1,151cc mill is definitely an overachiever and certainly no handicap whatsoever. After all, it was born in the land of the go-for-it autostrada, so high-speed work is in its DNA.



Jet-assisted take off? Dual 5.56mm miniguns?
No, just very cool Italian styling on the taillights.



LED trip computer info can be difficult to read due to small size and daytime glare.

In like manner, the specs on the rolling chassis are not particularly outstanding. Built around a tubular-steel backbone frame with the engine as a stressed member, a longish wheelbase of 58.8 inches, moderate rake and trail of 25 degrees/4.7 inches, plus a not-so-svelte curb weight of 641 pounds, the spec chart is ho-hum. Yet it delivers like crazy with brilliant handling. On my favourite canyon roads, the nimble Norge had me cackling like a loon—so responsive and fun! At very low speeds there's a faint reluctance for the front end to turn in. That might be a function of tire profile with the Pirelli Angel ST tires, which otherwise provide commendable manners and grip. That very minor glitch disappears once you get going and the bike dives into corners with gusto.

Transitioning left-right-left requires only moderate input through the bars, and it's easy to pick the bike up mid-turn to change lines. Plenty of feedback through the front end builds rider confidence, and there's very generous ground clearance. Work at it hard enough and you'll eat away at the peg feelers and get into the centerstand on either side. That will be a moot point for 90-plus percent of riders, and by the time you're over that far in a street environment you really shouldn't be leaning much more anyhow.

In fast sweepers, the bike feels solid and impressively reassuring, tracking true even in bumpy corners. Credit the 45mm Marzocchi fork, adjustable for spring preload, and the single-shock rear suspension, adjustable for spring preload and rebound damping. Tuning adjustments over the years have brought this setup prime-time sport-oriented capabilities, yet its medium-firm action still offers a velvety, well-damped feel over all but the biggest bumps and potholes during freeway cruising.

The dual 320mm Brembo opposed four-piston front brakes deliver exemplary stopping power, with linear action and lots of feel. In back, there's a 282mm disc brake with a twin-piston caliper. The Norge comes with an ABS setup, which can be turned off if desired. But the system works so seamlessly we never felt compelled to dodge its assistance.



Heated handgrips with three settings come the standard; the highest setting is the most useful.

Despite its strong go-fast abilities, the Norge offers plenty for more relaxed touring. The bodywork does an excellent job of deflecting windblast, even though that abbreviated, electrically adjustable pear-shaped windscreen looks too small to do the job. The short reach to the handlebars inclines the rider's torso at a slight forward pitch; very natural and comfortable. The well-padded and comfortably shaped seat rests a very manageable 31.9 inches off the ground, but the seat-to-peg relationship is a bit too tight for my 31-inch inseam.

Moto Guzzi offers an accessory gel seat 1.2 inches lower, but nothing taller, so you may need to pursue a saddle build-up after purchase if you feel too scrunched.

The spacious saddlebags can each swallow a full-face helmet and more, but the fairing lacks pockets for convenient stowing of gloves, hat or other small items. Fuel capacity of 6.1 gallons gives a cruising range well over 200 miles; we averaged nearly 40 mpg despite a lot wide-open throttle work. The Norge has standard heated handgrips, and a trip computer is integrated into the instrument cluster, but some of the readouts are small in size and difficult to read, especially when bathed in the red glow of night time illumination.

Given its base MSRP of \$16,290, the Norge is quite the deal in today's market. It may lack the cachet of a huge engine and some techno amenities built into other long-ranger bikes, but how important are such things to you? The Moto Guzzi Norge GT 8V offers sound fundamental design refined over decades of evolution, resulting in an exemplary blend of sport-touring capabilities. This is a bike that works hard to be your friend and ally, and it accomplishes that with great success regardless of what the route ahead holds in store. And if winding backroads take priority over superslabs when you travel, its many attributes may make the Norge a best bet, regardless of what spec charts for other bikes may say.

2014 Moto Guzzi Norge GT 8V

Base Price: \$16,290

Warranty: 2 yrs., unlted. miles

Website: motoguzzi-us.com

Engine

Type: Air/oil-cooled, longitudinal 90-degree V-twin

Displacement: 1,151cc

Bore x Stroke: 95.0 x 81.2mm

Compression Ratio: 10.8:1

Valve Train: SOHC, 4 valves per cyl.

Valve Insp. Interval: 6,213 miles (10,000 km)

Fuel Delivery: EFI w/ 50mm throttle bodies x 2

Lubrication System: Wet sump, 3.6-qt. cap.

Transmission: 6-speed, hydraulically actuated wet clutch

Final Drive: Shaft, 1.367:1



Electrical

Ignition: Single-spark electric

Charging Output: 550 watts max.

Battery: 12V 18AH

Chassis

Frame: Tubular-steel backbone w/ engine as stressed member & single-sided cast aluminum swingarm

Wheelbase: 58.8 in.

Rake/Trail: 25 degrees/4.7 in.

Seat Height: 31.9 in.

Suspension, Front: 45mm stanchions, adj. for spring preload w/ 4.7-in. travel

Rear: Single shock, adj. for spring preload (remotely) & rebound damping w/ 5.5-in. travel

Brakes, Front: Dual 320mm floating discs w/ opposed 4-piston calipers & ABS

Rear: Single 282mm fixed disc w/ floating 2-piston caliper & ABS

Wheels, Front: Cast, 3.50 x 17 in.

Rear: Cast, 5.50 x 17 in.

Tires, Front: 120/70-ZR17

Rear: 180/55-ZR17

Wet Weight: 641 lbs.

Load Capacity: 413 lbs.

GVWR: 1,054 lbs.

Performance

Fuel Capacity: 6.1 gals., last 1.1 gals. warning light on
MPG: 90 PON min. (low/avg/high) 35.3/38.8/44.5
Estimated Range: 237 miles
Indicated RPM at 60 MPH: 3,250



The Norge delivers comfy seating, great wind protection, spacious, detachable saddlebags, lots of usable power and excellent handling. It's a willing accomplice that eats up mile after mile on winding back roads, and begs for more.



2014 Moto Guzzi Norge GT 8V

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& DI CLARKE [Ulysses members]***

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E MAIL checkpointsystems@bigpond.com

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Tel: 08 9592 1113
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Tel: (08) 9472 3030
Special Ulysses price on Application

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10 % Discount

Witch Cycles Suzuki, 109 Day Rd Rockingham WA 6168
Tel: (08) 9527 2398 10% Discount



SOME LIGHT HUMOUR

A very pretty young speech therapist was getting nowhere with her Stammerers Action group. She had tried every technique in the book without the slightest success.

Finally, thoroughly exasperated, she said "If any of you can tell me the name of the town where you were born, without stuttering, I will have wild and passionate sex with you until your muscles ache and your eyes water.

So, who wants to go first ?"

The Englishman piped up.

"B-b-b-b-b-b-irmingham", he said.

"That's no use Trevor" said the therapist, "Who's next?"

The Scotsman raised his hand and blurted out

"P-p-p-per-p-per-p-p-aisley".

That's no better.

There'll be no sex for you either Hamish.

How about you Paddy ?

The Irishman took a deep breath and eventually blurted out

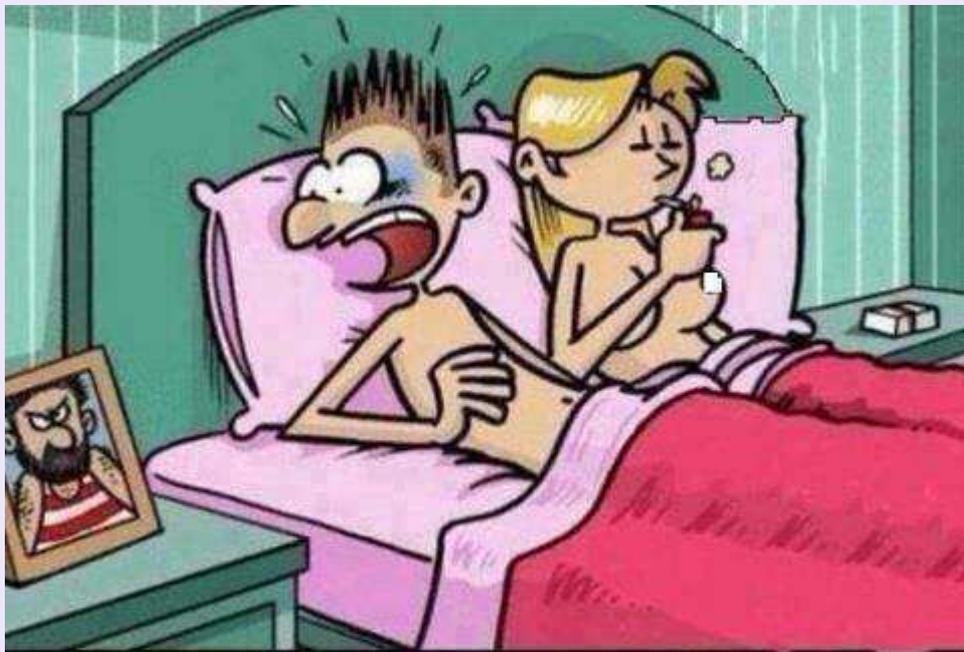
"London".

Brilliant Paddy! She said and immediately set about living up to her promise.

After 15 minutes of exceptionally steamy sex, the couple paused for breath and Paddy said

"-d-de-d-d-d-de-d-erry!"





Oh relax silly, thats not my husband.
That's me before the operation.

