



INDIAN
HARLEY CLUB
(Bunbury)
INC.

Established 1971

Classic Vibrations

The Official Journal of the Indian Harley Club (Bunbury) Inc

Website: ihc.asn.au Post: PO Box 317 Bunbury WA 6231

ISSUE APRIL 2024

CLUB FOUNDED 1971

Foundation Members

Fred Pitter (Dec), Harold Braund (Dec), Norm Hart, John Head, Rob Menzies, Colin Pitter, Ian Ingles (Dec) & Len Glen.

Life Members

Norm & Margaret Hart, Harold Braund (Dec), Laurie Briggs (Dec), Bill Beaton (Dec), Bernie McCormack (Dec), Ray & Anne Buck, Glen Britza (Dec), Brian Fitzgerald (Dec), Glenda Patterson, Doug Baker, Syd Taylor (Dec), Larry Allen, Richard Clark, Leith Presland, John Presland, Jeff Smith, Ross Eaton, Darryl Warner, Jenny Warner, Murray Rudler, Sharon Rudler, George Johnson & Bert Sykes.

Deceased Members

Fred Pitter, George Hall, Doug Brittain, Merv Curgenvin, Max Sharpe, Jim Wallace, Peter Groucott, David O'Keefe, Ken Hastie, Don Rooke, Terry Shand, Peter Jerome, Brian Hartley, Vern Karlsen, Bill Hawkins, Tom Rudler, Harold Braund, Murray Campbell, Laurie Briggs, R (Jim) Bullock, John Webb, Bruce Lenegan, Lloyd Green, Phil Murray, Bob Jones, Dennis Noonan, Brian Fitzgerald, Bill McDermott, Bill Wake, Tom Talbot, Alexander (Roy) Melvin, Thomas (Howard) Whalen, Richard Towney, Laurence Mc Creed, John Higgs, Ross Payne, Ron Gill, Stan Rodgers, Vic Richardson, Colin (Westy) West, Trevor Whittle, Anthony (Clive) Marwick, Leslie (Sandy) Vladich, Joe Zappa, John Wright, Bill Beaton, Bruce Fowler, Jane Cassels, Ron Leech, John Roberts, John Olsen, Glen Britza, Wally Turner, Mike Oakley, John Hilton, Lois Collins, Marten Basten, Alma Jarvis, John (Jack) Lewis, Syd Taylor, John Bridson, Bernie McCormack, Patrick (Joe) D'Arcy, Jeffrey Adamson, Doug Craigie, Chris Butler, Michael Fleay, Vincent (Vinnie) Britza, Phil Bussanich, Robert (Bob) Turner, Raymond (Ray) Karlsen, Richard (Dick) Taylor, Robert (Bob) Ecclestone & Jan McDermott.

CLUB MEMBERSHIP FEES FOR 2023-2024

Nomination Fee.....\$25.00

Single Member.....\$55.00

Family Member.....\$60.00

Due and payable by SEPTEMBER 30th of each year

Club Magazine

Advertisements for inclusion in the club magazine will run for 2 issues **Only** unless prior arrangements are made. Articles/advertisements are to reach the editor via email editor@ihc.asn.au or post to The Editor Indian Harley Club (Bunbury) Inc, PO Box 317 Bunbury 6231.

Disclaimer on Letters to the Editor

The opinions expressed in letters or articles are the authors own opinions and do not necessary express the policy or views of the Indian Harley Club (Bunbury) Inc.

Members Please Note

Monthly meetings are held on the second Tuesday of each month at the Bunbury Motorcycle Club Rooms Shrubland Park, South Western Highway, Bunbury commencing at 7.30pm.

OFFICIALS 2023-24 (*Denotes Committee Positions)

***President**–Dan **Talbot** 0897523880 president@ihc.asn.au

***Vice President**–Jeremy **Connor** 0439305772 vice.president@ihc.asn.au

***IT Manager** –Valerie **Loverock** 0438215138 it@ihc.asn.au Web Site ihc.wildapricot.org

***Secretary**-George **Loverock** 0417914096 secretary@ihc.asn.au

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Murray **Rudler** 0477932060

***Club Captain**-John **DeFilippo** 0467634448 captain@ihc.asn.au

***Vice-Captain**-Frank **Barron** 0437201601 vice.captain@ihc.asn.au

Librarian-Amanda **Bernhardt** 0474857840 librarian@ihc.asn.au

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Brian **Cartwright** 97219495 (Bunbury)

Graeme **Squires** 95354461 (Mandurah)

Rodney **Lang** 0416266098 (Mandurah)

Darryl **Warner** 0419048923 (Busselton)

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Property Officer-Neville **Green** 0439197450 property@ihc.asn.au

Merchandising Officer–Kathy **Turner** 0400234307 merchandise@ihc.asn.au

Welfare Officer-Rob **Harrold** 0474440640 welfare@ihc.asn.au

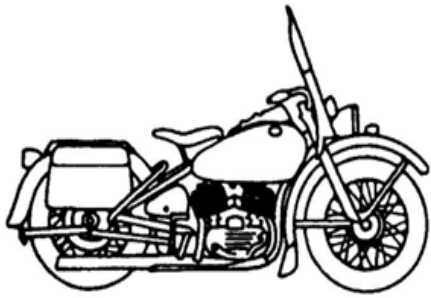
Liaison Officers

Mandurah-Tammy **Lewis** 0417094742 mandurah@ihc.asn.au

Busselton-Peter **Mitchell** 0427544202 busselton@ihc.asn.au

Manjimup-John **Rooney** 0428910365 manjimup@ihc.asn.au

***Pre-48** –Steve **Turner** 0447880814 pre48@ihc.asn.au



INDIAN HARLEY CLUB (BUNBURY) INC.

Established 1971

MINUTES OF GENERAL MEETING Tuesday 12th March 2024

Declared open at 7.30pm

ATTENDANCE

As recorded in the attendance book. The attendance book is available for members to read at each General Meeting.

MINUTES OF THE PREVIOUS GENERAL MEETING

As printed in the Classic Vibrations, March 2024 issue.

No business arising from the previous minutes.

Motion: That the minutes of the previous meeting are accepted as a true and accurate record.

Moved: -Michael Rock. **Seconded:** -Brian Cartwright. **Carried.**

NEW MEMBERS

Introduced by Dan Talbot.

Dave BROWNE – Boyup Brook.

Angelo & Dorothy ORLOFF – Leschenault.

Ferdie SARDINHA and Colleen MITCHELL-Coogee.

Dave ROBERTS – Donnybrook.

Gregory SLADDEN-West Busselton.

Doug RUNCIMAN- Donnybrook.

None of the new members attended the meeting.

SECRETARYS REPORT

Incoming Electronic Mail:-

1. Wimmera Mallee Historical Vehicle Society March Newsletter.
2. Early American Flat Chat newsletter, February Edition.
3. Newcastle Vintage Motorcycle Club Newsletter.
4. Mildura Vintage Vehicles Club Newsletter.
5. Notification that the Lowden Store has changed owners. Last day of trading will be 14th March 2024. Re-opening yet to be determined.

Outgoing Electronic Mail: -

Nil.

Correspondence In

Nil.

Correspondence Out

Nil.

Motion: That the Secretary's Report be accepted. **Moved: -Ross Carn. Seconded: - Neville Green. Carried.**

TREASURERS REPORT

Opening Balance:	\$39,982.71
Total income:	\$ 4,220.00
Total expenses:	\$ 5,182.20
Operating Expenses:	\$ 2,294.28
Closing Balance:	\$37, 463.23
Term Deposit:-	\$80,000.00

Motion: That the Treasurers Report be accepted. **Moved: - Bill Pike. Seconded: -Bert Sykes. Carried.**

PRESIDENTS REPORT

The two-day rally was a great success, and congratulations must go to Bert Sykes and his committee. We all thank you very much.

I received an email from the Taylor family who have written, "This weekend is embedded in my memory calendar for all time. It brings up the anticipation, preparation, and fun in store for the Indian Harley club and members re their annual rally. I know Dick and Syd will be hovering around somewhere still wishing they were able to be in it. However, they had a great run, and would wish you all the same.

This is a short note to say, "Well done once again to all the organisers" in your club to make this happen". Congratulations to the club and all its members over the 50 years to be able to celebrate this anniversary. Have a great weekend, and "keep on riding" from all the Dick and Syd Taylor families.

Best wishes and warms regard.

Gail, Conney and family.

(Ps. Unfortunately I'm not able to visit from Perth as I hoped. Never mind, all fine here.)"

As I have previously mentioned the committee is considering removing the need for an indemnity form to be signed before each ride. The signing of an indemnity at the time of joining the club and yearly renewal may suffice. We can have a discussion in General Business.

All the raffle prizes of the Two-Day Rally have been covered off.

There is a whole lot of membership badges here. If you have been waiting for one, then please search through the pile.

CAPTAINS REPORT

There was no official Captains Report due to both the Captain and Vice-Captain being in Tasmania attended a motorcycle meeting/run.

Ross Eaton provided the meeting with an overview of the course for Fridays Tortoise Run. Start at usual time and place with morning tea at Evedon Park.

Peter Mitchell then addressed the meeting advising that Busselton, Wednesday ride will be a long ride of about 300 Kms. Morning tea at Balingup and lunch at the Bridgetown hotel. He also advised that some of the Tortoise Rides clash with the Wednesday rides and to alleviate this some rides will be moved to Friday.

John Clapp encouraged members to register for and join the Black Dog Ride which starts at 9.30am Sunday 17th March 2024 in Busselton. Breakfast commences at 7.00am. The ride will go to Nannup for Morning tea and conclude in Dardanup for lunch. The Black Dog ride started in Busselton and has spread to 45 sites across Australia. The foundation has donated over \$4, 000, 000 to Mental Health.

Don Collins then promoted the 49th consecutive running of the Don Collins Ride. It will be held on the 21^{st of} April 2024. Neville Green volunteered to carryout back-up driver duties.

The President reminded attendees of the up-and-coming Donnybrook Apple Festival that is listed down for Easter Saturday, 30th March 2024.

Bert Sykes provided the meeting with his wrap view of the two-day rally. He emphasised that the success of the event was due to a team effort and not just himself. He thanked everyone who contributed any way and pitch in to give a hand.

Initially we had 239 nominations, 151 long course and 88 short course. By 9th March 32 bikes had withdrawn and 9 no shows on the day. We had 207 out the gate with 26 either lost on a trailer or missed at a timing point. 181 finished Saturday and 178 started Sunday.

All went well and the event ran smoothly. Only one small issue was the Brunswick Hall forgot to open and we almost had to delay Sunday's start by half an hour. With a few phone calls it all got sorted.

The timing system worked well with all results available from the internet. We will be sending emails to all participants advising them of how to access their results.

Bert then thanked Kathy Turner for her great effort, her first time, in managing the kitchen. Also congratulated the 10 Two-Day Rally committee for their outstanding six months of work.

He also thanked Don Collins and Brian Cartwright for fixing the toilets.

Bill Pike explained that we had extended our power usage to the maximum of 63 Amps. Next year we will require a backup generator. Cost is \$370 for the time we will need it.

LIBRARIANS REPORT

Amanda advised everyone that she will be away in Japan for next month.

PROPERTY OFFICER REPORT

Neville Green advised that 2 of the rally signs, IHC event Signs, were stolen from the road. One of our flags was souvenired but was returned.

LICENSING LIASSON OFFICERS REPORT

Nothing to report.

IT MANAGER REPORT

Nothing to report.

GENERAL BUSINESS

George Loverock stated that due to the perceived interest in the Mechanical Workshop that had been touted in the Motor Sport Precinct discussion, he is willing to open his shed to members to trial this initiative. He proposes that on the Tuesday following the monthly general meeting members could gather from 9.00am at 211 Garvey Road, Crooked Brook for a mechanical workshop get together. The idea would be to assist members with maintenance, servicing, and technical advice.

Don Collins stated that the two stolen signs need to be replaced.

Michael Rock spoke to the meeting praising the members for their positive and happy attitude during the two-day rally. He saw Kathy and Glenda madly working away during the entire two days and always having a great big smile on their faces. He also mentioned how the ladies in the kitchen were always laughing and singing. This is why our club is successful. The comradery is second to none and you do not get this in the city. He thanked everyone for their positive attitudes.

There was discussion as to the need for a ride indemnity form. John Clapp, Norm Hart and Charles Smalley put points forward for and against the removal of the form. As there was no definitive decision the President encourages everyone to have input. A proposal will be put to the next AGM.

John Lewin also raised an issue with the membership badges. The fact that they do not suit leather jackets and can be easily lost when someone is carrying or wearing a shoulder bag. Consideration could be given to making the badges a pin badge to suit leather jackets.

Michael Rock presented to the meeting an update of the Motor Sports Precinct project. The State Government is pushing the project. They own the land, and the City of Bunbury manages it. Both parties want to see the land improved, and the current occupants are working together on a proposal.

Our club is working on several approaches as we are not actually occupants of the precinct. We are working with the Bunbury Motorcycle club to be located with them, be separate within the precinct, Mental Health wellbeing – for better words – Men's shed, Obtaining Government grants to be totally independent. I must stress we are not tied to any of them.

The State Government is the driver and they have never been involved with motor sports. The Premier, Treasurer and key ministers are all involved.

There is limited land, and all occupants are wanting to expand. We will keep you informed as we move on.

AUCTION

Book 1. \$10
Book 2. \$5
Book 3. \$2
Book 4. \$5
Copper Sheet \$35

There being no further business, the President declared the meeting closed at 8.25pm

Minutes compiled by George Loverock. Reviewed by Dan Talbot. Dated March 12, 2024

THE 49th RUNNING OF THE DON COLLINS RUN SUNDAY 21 APRIL 2024

I.H.C. members are cordially invited to attend the oldest continuous club run on the I.H.C. calendar.

Co-Ordinators have already been out exploring new ideas and routes throughout our South-west region in preparation for this prestigious event. Your entry consolidates the continuation of this wonderful run, motivating organisers to better the event each year for your riding satisfaction and the comradery it brings.

SUNDAY 21 APRIL

START: 9.00am

EATON HALL

PRATT ROAD – EATON

Approx 140km of never-before-seen roads.

We hope to see you all there!

Regards

Don Collins

CAPTAIN'S REPORT

Bunbury Mid-week Ride 13/03/2024

There were 14 riders and one pillion today, all happy that the weather was nice and mild. We left the Little Theatre and headed north along Old Coast Rd then Marriott Road and up the Sandalwood Road hill to Martin Road where we encountered a fair bit of mist. We then followed Mornington Road (where Bob went past me and then wondered why there wasn't anyone marking the next corner) to Wokalup and then the back way to Harvey.

The plan was to head along Government Road to test out our suspension but the road was closed for bridge maintenance. We then had to loop back around and head west along Myalup Road and then Forrest Highway for Binningup. We then parked ourselves at the caravan park cafe where we indulged in some great coffee, pies and cakes.

Michael Rock.



NEXT MONTHS DEADLINE

The Deadline for inclusion in the **May 2024** edition of this magazine is the **18th of April 2024**.

Can you help?

To make your magazine more interesting. Please give some thought to submitting an article to Classic Vibrations to share your experiences riding, restoring or repairing your motorcycle.

Any photos would be appreciated. Also any hints or tips or advice or anything else that may be of interest to our readers. Please send via email to editor@ihc.asn.au or via snail mail to The Editor, Indian Harley Club (Bunbury) Inc PO Box 317, Bunbury WA 6231

MEMBERSHIP NOMINATIONS

The following people have applied for membership to our club. If any member believes it is undesirable for the applicants to be a member, they should make their objections known to the Secretary 5 clear days before the next ordinary meeting on 0417 914 096 or PO Box 317 Bunbury WA 6231. Bruce **LARSEN**-Erskine, David "JACK" **MOSEDALE**-Erskine & Phil **HEARNDEN**-Glen Iris.

NOTICE OF GENERAL MEETING

The next monthly General Meeting of the Indian Harley Club (Bunbury) Inc. will be held at the BMCC clubrooms, Shrubland Park, South Western Highway, Bunbury on Tuesday the **9th of April, 2024** commencing at 7:30 pm.

AGENDA

Welcome
Confirmation of Previous months, Minutes
Correspondence
Reports
General Business
Close

LADIES LUNCHEON

The next ladies luncheon, will be held at 12midday on Tuesday the 28/05/2024 at the The Lord Forrest Hotel. Please contact Leith Presland on 0409 291 260 or leith49@hotmail.com for more information on this event.

Tortoise Ride Friday Feb 23, 2024

Another hot day forecast for today's ride which was to Capel. The morning tea stop was meant to be the Capel Bakery. However, I was informed at the start that it had closed, yet again. Probably for good this time.

As it turned out half the riders ended up at the Capel servo and half at the cafe. Despite the forecast, a good turnout of 14 riders and 2 pillions, as well as 2 in the backup. We welcomed back on old club member, Gino, along for the ride on his Ducati. A short ride through the lower Fergusson Valley and Hurst Rd to Donnybrook for a short stop then on to Capel along Goodwood Rd. Starting to heat up by the time we reached Capel.

Thanks to Huw and Richard for acting as ride leader and T.E.C, and to Charles for backup.

As the weather cools down I will plan some longer rides.

Ross Eaton

TALES FROM THE SHED – WHAT’S IN A NAME?

By Dan Talbot

Last month I had promised to introduce member’s stories to Classic Vibrations. Well, another month is upon us and despite having a couple of members lined up, I have not a jot to entertain nor inform you. I do however have another tale and, fear not, I will not be rambling on about BSA triples, I’ll talk about Triumph triples instead.

With the BSA finished, registered, and yowling around the roads of the Southwest, I have turned to other machines in the shed. The Ariel Perko special is waiting on machining so work has recommenced on my Egli Trident project.

When talking motorcycles, Egli is synonymous with Vincent. Egli Vincent motorcycles were created by Swiss engineer and motorcycle racer Fritz Egli. “Egli is best known for his custom-built motorcycles. He gained prominence in the sixties and seventies for his Egli-Vincent motorcycles, which were modified versions of Vincent motorcycles using his own frame designs. These bikes were renowned for their performance and handling characteristics. Egli's work has had a lasting impact on motorcycle customization and engineering, and he is considered a legend in the motorcycle community (CGTP, 2024).”

Egli used Vincent twin-cylinder 1000cc engines in his own frame. He eventually churned out around 100 machines. The defining feature of the Egli frame is the huge 100mm tubular spine that is the centrepiece of the design. Aside from being the backbone of the frame, the tube conveniently houses the engine oil. Below the backbone hang straight tubes that secure the engine to the frame. The result is a powerful, stable, and agile motorcycle that first hit the European race circuits in 1967.

I first heard of the Egli Vincent about ten years after their introduction. Although I longed for a Vincent motorcycle, it was obvious I would never be able to afford one, but an Egli was a different story. All I needed was an engine, however, it should come as no surprise that engines once fitted to the fastest, most expensive, most exclusive motorcycles on offer throughout the fifties are not exactly lying around gathering dust waiting for Egli Vincent fans to stub their toe on. Not in the seventies and not now.

History dictates that I did eventually secure my dream Vincent. I purchased my bike from well-known Vincent aficionado Terry Prince. Terry has lived in Australia for about thirty years, but he once worked with Egli re-building engines for Fritz’ creations. Terry’s role included driving a van from Zurich to the UK, sourcing and filling it with Vincent engines and attempting to get them into Switzerland without falling foul of their Federal Tax Administration service. Anyway, I digress, back to Triumphs.

Triumph motorcycles are another passion that extends back to my teenage years because those same adolescent hormones that were bouncing about at the thought of a Vincent Black Shadow also had to compete against the Triumph Bonneville. I remember the first time I saw a gleaming gold Triumph Bonneville as clearly as if it was yesterday. It was 1974 and I knew one day I would own one. A Bonneville was an achievable goal, owning a Black Shadow – not so much.

By the time I purchased my Bonneville, a mere three years after my 15-year-old self-first fell in love with them, the venerable British twin had grown to 750 cc.

It had disc brakes front and rear but essentially, the bike carried the same engine developed by Edward Turner some 40 years earlier. Unbeknown to me, during that 40 years Triumph had also built a 3-cylinder motorcycle. Such was my lust and determination to own a Bonneville, I was blind to the rest of the range, which is just as well because the Triumph Trident was way above my teenage, apprentice budget.

Like most motorcyclists, my bike-radar goes off in all sorts of directions and the Egli Vincent has always been there. Six or seven years ago I came very close to paying \$5,000 to two pieces of Vincent crankcase from a 1955 1000cc V-twin. I was outbid at the last minute and immediately felt a wave of relief. Such is the value classic Vincent machinery, I could have bought brand-new, freshly cast reproduced Vincent cases for about the same price, but they would be from this century, which kind of defeats the purpose. Then, in a rush of blood to the head, I decided to build an Egli Trident. In the recent two or three decades Egli frames have been fitted with all manner of engines – even Triumph triples, although they are rare. In truth, a Trident engine would be faster, more reliable and arguably sound better than a Vincent.

I started my research and a couple of frame makers started to emerge from the cyber jungle. They were Patrick Godet and Colin Taylor. Godet and Taylor were building frames loosely based on the Egli concept, in fact Godet was building complete, fully assembled Egli Vincents. Egli himself had endorsed the Godet machine that was made up completely from new parts. It is a modern motorcycle using a frame based upon a 50-year-old design and an engine designed almost 80 years ago. It is a thing of beauty. I wrote to both Patrick and Colin with my idea to build an Egli Trident. Colin wrote back. He was enthusiastic and helpful.

Colin Taylor's bread and butter is, of course, Egli Vincents but he's willing to tackle anything. His enthusiasm was infectious and after receiving my deposit from across the equator, Colin got to work, and the Egli Trident project swung into production. There was just one problem – I didn't have an engine.

In the search for a suitable triple cylinder engine, I uncovered the Rocket. It was sharing a shed with a few old Triumph Tridents, all gathering dust. One of the Tridents was purchased by me and has been tagged as a donor to the Egli Trident Project, but I couldn't pass by the Rocket – so I bought that too.

So, with a frame commissioned by Colin Taylor I was met with the problem of naming my creation. Would it be rude to call it an Egli Trident? I resolved to ask Egli himself. I did have a line of communication with Fritz as we shared a similar interest in trying to make the modern incarnation of the Norton Commando a functional machine. Suffice to say Fritz is not a fan of the new Norton however I enjoyed tapping into his knowledge base, even if he did insist on telling me how bad he thought the Norton was. Anyway, after I figured we had developed a comfortable rapport, I clumsily steered the conversation towards my "Egli" build. Fritz immediately left the conversation.

Sometime later I sent Fritz a draft of a story I wrote about my Egli Trident project. Fritz fired back at me, "I had never the money to protect them legally, over a dozen people copied my designs. Even jigs I had sent to Italy for less expense [than] production there, where [they were] stolen. Would you feel happy about other people copying and marketing your design?"

Suitably chastised by one of the greatest frame-makers in the world, I sat back in surprise.

The surprise because, when asked by Phillip Guyony about unauthorized copies of his famous frame design, Fritz is quoted, "There were more than six workshops manufacturing and selling unauthorized copies of my frames all over Europe as the genuine 'Egli-Vincent.' Of course, at first I was upset, but soon I regarded it as a compliment to my design and then I moved on (Guyony, 2016, p.6)."

I resolved to move to plan B, the machine would become known as the Triple T (Taylor, Talbot, Triumph). Then I notice incoming. Another volley was making its way from Switzerland to the Southern hemisphere. As it turned out, fortune does favour the bold. Fritz wrote, "I agree, you use the brand name Egli – Triumph, BSA (or whatever). You pay me a royalty: that is one bottle of a nice red wine (whenever we shall meet). Kind regards Fritz (sic)."

Cripes! I wasn't expecting that! I hurriedly sent a bottle of Margaret River wine off to Switzerland in time for Christmas.

On 20 December 2019, Fritz wrote, "Wowww, Dear Dan, thank you so much for the fine wine! All the best, health, luck, happiness for the festivities, for the new year. Fritz and Paty." Fritz Egli and I remain friends, but I think I'll stick to calling my motorcycle the Triple T.



Trying one on for size., fits like a glove



The bare bones of the project.

Indian Harley Club (Bunbury) Inc. Two Day Rally Timing System: How does it work?

There is a lot of history associated with how we have come up with this method of timing for the Two-Day Rally.

Up until 2017 we had been running the event by giving every entrant a nominated average speed - this was shown on the Rally Pack label that you are all issued before the start of the event. Each entrant then had to try and maintain their nominated average speed around the course.

We then calculated whoever maintained a speed that was closest to the speed they had been given and they became the winner.

It was discovered in 2017, during a review of our insurances, that this method did not comply with the conditions of our Club Insurance Policy. This method was considered a “Timed Event” – where entrants were instructed by the Club to maintain a given speed.

The Club then reviewed how we could still award trophies and prizes in the categories that we had been doing for many years – so we came up with the current way of timing and producing results.

We call this the Group Average Speed Method, where we still time each entrant across three timed legs over the two days. There are 2 timed legs on the Saturday, per course and 1 timed leg on the Sunday. We then calculate the average speeds of all entrants for each timed leg.

There is no instruction from the Club as to what speed needs to be maintained – we encourage all entrants to obey the road rules and ride their bikes safely and at a speed that suits the age of their machines.

Each Entrant’s average speed is calculated for each leg and then an Average of all the entrants’ average speeds is calculated for each leg – this shows up in the online results as "Group Average Speed 71.61 km/h” – this was the Group Average Speed for the Saturday Long Course – for example. The entrant whose average speed is closest to the Group Average Speed is the winner for that Leg.

Hopefully the above helps clarify how the system works.

Frequently asked Questions:

What average Speed should we be travelling at to win?

There is no answer - because the Group Average Speed for each course depends upon a number of variables – how fast / slow the entire list of entrants travel, the layout of the course – long open roads or tighter, shorter roads with lots of cornering etc. etc.

In the case of the Saturday Long Course – the Group Average Speed was 71.61km/h – so if you averaged that speed, you would have won the Saturday Long Course – but there is no way of predicting what the Group Average Speed will be until everybody has finished.

How do you know if you were too fast or too slow?

If you compare your average speed on each day to the Group Average Speed shown on the Race Result webpage you can see if you were faster or slower.

However, each day's variance from the Group Average Speed is added together to give the overall result – regardless of whether the variance was faster or slower. For Example: Saturday - 0.15 variance and Sunday + 3.12 variance would give an overall variance of 3.27 km/h (not 2.97 km/h - which is 3.12 minus 0.15).

Where do I find the Results?

Go to wasetiming.com.au - look for Indian Harley Club Event in the “Calendar/Results” page and use the drop-down pages to view each day's results and the various category/class results.

2024 Two Day Rally Results

Class	Trophy or Award	No	Winner	Club	Bike
Veteran Class: Pre 1919	Harold Braund Trophy	8	Peter Hume	Indian Harley Club	1918 Indian
Vintage Class: 1919 -1930	Margaret & Norm Hart Trophy	17	Ron Morrison	VMCC	1929 Brough Superior
Post Vintage Class: 1931 - 1945	Norm Hart Settlements Trophy	14	Phil White	Early American Club	1941 Indian
Post War Class: 1946 - 1964	Sharon & Brian Shand Trophy	151	William Turnbull	British M/C Enthusiasts Club	1960 Triumph Bonneville
Classic Class: 1965 - 1980	Bruce Lenegan Trophy	215	Mark Robertson	Early American Club	1980 Harley Davidson
Post Classic Class: 1980 onwards	Bernie McCormack Memorial Trophy	77	Andrew Liley	Indian Harley Club	1982 Kawasaki Z1100
Day One Long Course Winner	Harold Braund Memorial Trophy	103	Wayne Walton	Early American Club	1940 Harley Davidson
Day One Short Course Winner	Max Sharp Memorial Trophy	8	Peter Hume	Indian Harley Club	1918 Indian
Best Performance by a Velocette	Syd Taylor Memorial Trophy	154	Dick Yates	Velocette Owners Club	1963 Velocette Venom
Best Performance by a Lady	Indian Harley Club Award	41	Stacey Hart	Indian Harley Club	1947 Royal Enfield
Hard Luck Award	Indian Harley Club	137	Bill Pike	Indian Harley Club	1955 AJS
Oldest Solo to Complete Course	Peter Groucott Memorial Trophy	No 1	Michael Rock	Indian Harley Club	1910 Triumph S/Speed
Oldest European Machine in Long Course to complete both Days	Diesel Force Award	126	Bob O'Leary	VMCC	1950 BMW
Oldest Combined Entrant and Machine to Complete Course	Indian Harley Club Award	4	Dave Summers	Indian Harley Club	1915 BSA
Best Performance by a Sidecar Outfit	Glen Britza Memorial Trophy	111	Ryan DeMol	Early American Club	1944 Indian
Best Presented British Machine	Early American Club Trophy	173	Stuart Elvidge	Classic Motorcycle Riders Club	1973 Triumph Trident
Best Presented European Machine	Early American Club Trophy	184	Chrispy Pearce	Ducati Owners Club	1974 Ducati
Best Presented Japanese Machine	Early American Club Trophy	161	Kevin Sallis	Indian Harley Club	1971 Honda CB750
Best Presented American Machine	Early American Club Trophy	109	Travis Fairweather	EAMCC	1942 Harley Davidson
Overall Two Day Rally Winner	Indian Harley Club Trophy	131	Greg Revell	Indian Harley Club	1951 Norton ES2

FOR SALE

For the uninitiated this is a barn find 1930 Rudge Ulster, confirmed by Colin Chappel. Imported into Aus November 1929, with correct 1930 Ulster tank, guards, alloy primary and chain guard the only year of this model.

Oil tight engine and riders' choice winner of 2020 Tassie Tour. Rego's back to 1953. Someone will jump on this so don't dilly dally.

Give Muzza a tingle on 0477 932 060 and Rudge It



FOR SALE

2012 Kawasaki KLR650 - 20,000ks - Licensed, New knob-by front tyre, full off-road kit, front, and rear crash bars, bark busters, top box, saddle bags, phone, and GPS connection, serviced regularly, All plastics as new. \$4,500 (Redbook Valuation \$4,600 to \$5,450)

John McDermott - 0429 977 531

(Image of the bike is similar to the For Sale item, image only posted for advertising purposes.)

FOR SALE

Brand new Torque leather jacket with armour, never been used and in as new condition.

Purchased from Aldi 2022 Size XXL chest 110-114 cm waist 100-104 cm 100% genuine leather

Price \$180.00 phone 0439 197 450 Neville



FOR SALE

Matchless, 1955, 500cc Solo Compy. Concessionally licensed, Less than 100miles since full restoration. Nothing to spend, many new parts, swingarm, rebuilt forks front and rear, rebuilt engine, with many new parts, chains, rebuilt magneto and generator, wiring, gearbox rebuilt, new battery, both wheels rebuilt using stainless steel spokes and new tires, etc.
Asking \$13,000.

Contact Brian Cartwright on Ph 0407323748 or email briancar@tpg.com.au



LADIES LUNCH 2024 (12 noon)

These are the proposed dates and venues for the upcoming Ladies Luncheon for 2024.

May 28th 2024. The Lord Forrest

July 30th 2024. Eaton Tavern

September 24th 2024 Bunbury Chinese

November 26th 2024 Rose Hotel (630pm)

FOR SALE

1956 Matchless G3LS350cc Single.
Fully restored and on club 404 Rego.
Ring Robert Edmonson on 0428351180 \$9K ono.



FOR SALE

2018 Triumph Street Twin . One owner, Original condition, Less than 5000 kms, Ventura rack and bag, Genuine screen, Asking \$12850

(The image posted is not of the bike advertised for sale, but is being used for advertising purposes.)
0427423774



FOR SALE

Triumph/BSA Frames. We have some frame and swing arm combo`s for sale. Perfect for the specials builders, got a bit of time before the next Albany Hillelimb.

A BSA 1959 A7-A10 frame, small repair needed 480 bucks.

A Triumph 1956 5T, 6T, T100 and T110 480 bucks.

Some one must have a spare JAP kicking around to whack in.

Give Darryl a hoy on 0419 048 923

FOR SALE

1982 Yamaha SR 500 cafe racer build. Regretfully selling my SR 500 which I've owned for about 10 years. Bike starts well (once you get the hang of it!), sounds great and turns heads wherever she goes.

Engine has had some work done to it including: Wossner 10:1 piston, Head ported and polished, New valves and rockers hard faced, Mikuni VM36 carb kit, Megacycle 240 cam and HD valve springs, K&N filters, ETC, with many other custom parts. Still have some original parts which I will include as well.

The bike is currently on a club Rego so if you are a member of a historic club we should be able to transfer it straight over otherwise I'm happy to put it back onto a full rego. Based in Perth at the moment but can organise inspection in Bunbury if preferred.
\$8,000.00 Vince - 0411445073



FOR SALE:
1926 AJS OHV

Any enquiries please contact: Jim Robertson of Albany mob: 0418200992 asking price \$12,000



WANTED

BSA Rear Wheel M22.

Whilst travelling at a fairly low speed, my BSA M22 1939 detachable rear wheel decided to cease its intended functionality and locked up.

Upon inspection, it seems all but one driving studs which attached to the inner brake drum was holding the wheel on. I have attached a couple of pictures of the bike, on our web-site, wheel, hub and drum damage.

I am trying to obtain replacement parts for the repair. I thought I would reach out to fellow members if they had spare parts, or to point me in the right direction as I am inexperienced. I don't particularly like the prospect of pulling those spokes off the wheel, but if that's what is required then I will do it. Should I replace the spokes as well? Or a replacement wheel? I understand the parts required are: 33-5520 Hub Shell. 33-5530 Brake Drum Bolts x3 15-7119 Brake Drum with Drive Studs. Any assistance would be greatly appreciated.

Ben Romeril
0400136922
Halls Head



FOR SALE

1912 Triumph, originally from Harold Braun's Collection. A wipe with a wet flannel and some air in the tires and your on the road. Veterans this complete do not come around too often, someone will jump straight on to it.

\$18K if your keen give Muzza a tingle on 0477 932 060



FOR SALE

Skewsys having a shed cleanout, he has some Blue Star engine bits, C10/C11 Tinware in good/reasonable condition, M20 Engine parts and cases (start of a raid bike)

Ring or Text Dan on 0488 271 868



Acme 125cc Australia

FOR SALE

Modern Indian Royal Enfield Bullet 500 parts. Brand new seat with brackets, nuts, bolts and springs, New indicators. Bags of bearings, nuts, bolts and switchgear. Box other stuff. Haynes service manual. Complete rear wheel with good Tyre. \$100 for the lot.
Contact Wayne 0417189624 oldsaltyfish@gmail.com



FOR SALE

2012 VN Kawasaki Vulcan Immaculate condition very low Kilometers full service history
Genuine Vulcan Windscreen and Panniers \$7000 ono Phone Kevin 0458363463





HURTLE GEAR

Members' Offer

Ten Percent Discount

Members of the Indian Harley Club are invited to attend Hurtle Gear to inspect the range of Rev'it, RST, Motorgirl and Bering apparel and collect a 10% discount on your purchase.

Revitt offers particularly versatile riding gear that would be equally suitable to both your classic and modern motorcycle applications. RST is a quality British brand that is well suited to classic and road machines.

Hurtle Gear 3/14 Rose Street, Bunbury. (08) 9721 1326.

Tortoise Ride Friday March 15, 2024.

To Evedon Park for Morning tea

A nice relaxing ride today after the hectic 2-day rally weekend. A good turnout of 14 bikes, 3 pillions plus Ross and Sandy in Peppermint and Charles driving the backup. The course took us through the Fergy Valley via Dillon Rd, Crooked Brook Rd, Ironstone Rd, then on to Gnomesville before turning left at the roundabout. Through to Pile Rd along Wellington Forest Rd, then on to the popular destination of Evedon Park for morning tea.

An enjoyable morning with no breakdowns. Thanks to Kevin for acting as T.E.C. And to Charles as backup. Weather permitting, next months ride will probably be to Balingup.

Ross Eaton

CALENDAR OF EVENTS 2024

The Calendar of Events is correct at the time of publication but maybe subject to change

Wed 03/04	Busselton Mid-week Ride	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 03/04	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine
Wed 03/04	IHC Committee Meeting	6.30pm	Bunbury Motorcycle Clubrooms
Sun 07/04	Glen Britza Run	9.00am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Tue 09/04	IHC Club Meeting	7.30pm	Bunbury Motorcycle Clubrooms
Wed 10/04	Bunbury Mid-week Ride	9.00am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Wed 10/04	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine
Fri 12/04	Tortoise Ride Bunbury	9.00am	Dolphin Centre Carpark Bunbury
Fri 12/04	Tortoise Ride Busselton	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 17/04	Busselton Mid-week Ride	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 17/04	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine
Wed 17/04	Mandurah Mob Meeting	6.00pm	Dudley Park Bowling and Rec Club, Comet St Mandurah
Sun 21/04	Don Collins Run	9.00am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Sun 21/04	Mandurah Mob Ride	9.00am	Council/Cicerellos Carpark, Mandurah
Wed 24/04	Bunbury Mid-week Ride	9.00am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Wed 24/04	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine
Fri 26/04	Tortoise Ride Busselton	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 01/05	Busselton Mid-week Ride	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 01/05	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine

CALENDAR OF EVENTS 2024

The Calendar of Events is correct at the time of publication but maybe subject to change

Wed 01/05	IHC Committee Meeting	6.30pm	Bunbury Motorcycle Clubrooms
Sun 05/05	Rigid & Girder Run	9.00am	1 Ray Court, Gelorup
Wed 08/05	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine
Fri 10/05	Tortoise Ride Busselton	9.00am	Caltex Service Station Causeway Road, Busselton
Tue 14/05	IHC Club Meeting	7.30pm	Bunbury Motorcycle Clubrooms
Wed 15/05	Bunbury Mid-week Ride	9.00am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Wed 15/05	Busselton Mid-week Ride	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 15/05	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine
Wed 15/05	Mandurah Mob Meeting	6.00pm	Dudley Park Bowling and Rec Club, Comet St Mandurah
Fri 17/05	Tortoise Ride Bunbury	9.00am	Dolphin Centre Carpark Bunbury
Sat 18/05	Norton Single Cylinder Two Day Ride	10.00am	Drakesbrook Hotel Motel, S/West Hwy, Waroona.
Sun 19/05	Mandurah Mob Ride	9.00am	Council/Cicerellos Carpark, Mandurah
Wed 22/05	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine
Fri 24/05	Tortoise Ride Busselton	9.00am	Caltex Service Station Causeway Road, Busselton
Tue 28/05	Ladies Luncheon	12 Midday	The Lord Forrest Hotel Bunbury
Wed 29/05	Bunbury Mid-week Ride	9.00am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Wed 29/05	Busselton Mid-week Ride	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 29/05	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine

TWO DAY RALLY 2024

This is such an empowering snapshot that I would like to share with the general membership. It was taken at our recent IHC Two Day Rally 2024.

This image was taken on the Saturday, by Graeme Hosken, of his son Josh and his Grandson Banks, all of whom travelled from Geraldton for the rally.

This image captures the love, adoration, and the hope of three generations, passing on their skills and knowledge to a younger generation.

Glenda

