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Norm Hart, John Head, Rob Menzies,
Colin Pitter, Ian Ingles, Len Glen.

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Laurie Briggs (Dec.), Bill Beaton (Dec.),
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John Roberts, John Olsen, Glen Britza, Wally Turner,
Mike Oakley, John Hilton, Lois Collins, Martin Basten,
Alma Jarvis, John (Jack) Lewis, Syd Taylor, John Bridson

CLUB MEMBERSHIP FEES FOR 2021 - 22

Nomination Fee	\$25
Single Member	\$55
Family Membership	\$60

Due and payable by September 30th of each year.

Disclaimer on Letters to the Editor

The opinions expressed in letters or articles are the authors own opinions and do not necessarily express the policy or views of the IHC (Bunbury) Inc.

Members Please Note - Monthly meetings are held on the second Tuesday of the month at BMCC clubrooms, Southwest Hwy, Bunbury at 7:30 pm.

CLASSIC VIBRATIONS

Journal of The Indian Harley Club (Bunbury) Inc.

In This Edition.....

- For Sale & Wanted
- Square Four Rebuild
- Puzzle Corner
- Events Calendar

Next Months Deadline

The Deadline for inclusion in the May edition of this magazine is the 21st of April

Can you help?

To make your magazine more interesting for our members we need your help. Please give some thought to submitting an article to Classic Vibrations to share your experiences riding, restoring or repairing your motorcycle. Any photos also 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 6231.

Busselton Mid Week Ride

Busselton Mob Mid-Week Ride : 2nd March 2022

Our “Keith Mead Special” ride was held today. And a record breaking 400plus klm marathon it turned out to be for the Busso boys. Twenty two riders gathered at Nannup for the formal start in threatening weather. But the weather held off and only a minor shower was suffered on the day. Keith, who frequently commutes from Manjimup to Busselton for mid-week rides, gets his reward by organising a ride closer to his home – hence a Nannup start. And the route he selected was absolutely fantastic. Twisty new roads, great morning tea stop at Manjimup and lunch/beer at the destination - Quinninup tavern. The ride post lunch was also interesting, especially for Keith as he lost his phone on route. He retraced; found it on the road, about 5 klms from Quinninup, only slightly damaged but working.

So a very big “thank you” to Keith; you get to keep the job for next year. Also thanks to Brian Green for acting as TEC. Only one breakdown – Shane Clarke - flat battery near Pemberton. No problems for Shane, close to his home, got it going, changed bikes and made it to lunch.

John Lewin

Acting Busselton Group Liaison Officer

For Sale & Wanted

For Sale - 1980 SD 900 DUCATI Very nice example of classic bike. Engine build by VTWO in the early 1990's. Has only travelled approx. 6000 km since.

I have restored cosmetically, upgraded some electrics, installed the front Brembo brakes and replaced complete wheels and hubs with new. Kick start only. Starter has been removed previously.

Beautiful bike and rides very well. Yes it is a genuine SD and has some modifications and is not concourse. You will love it.

I am asking \$25,000 as a discounted price to club members as I know there is a passion amongst them for old bikes and it will be looked after.

Call Steve for more photos or info on 0476138352



Wanted - hubs and or full wheel set to fit 1941 WM20

Also looking for brake shoes for in any condition.

0433730130 - Russell Hood

pennrhoodpenn@gmail.com

Thank you very much! s s s

Help Wanted - is anyone willing to share their knowledge and has worked on the Triumph sprung hub mk1 or mk2, I am currently restoring a 1950 T100.

Or if anyone has the special tool to separate sprung hub?

Gary Leigh 0438 923 562

gary.Leigh@busselton.wa.gov.au

Wanted - Triumph Grid Prix motor to fit a 1950 rigid Grid Prix frame that I have.

Gary Leigh

m: 0438 923 562

gary.Leigh@busselton.wa.gov.au

For Sale & Wanted

Wanted - I am chasing a BSA M20 rigid rear guard for a project. The bike came with a plunger guard in good condition I am willing to swap if needed.

Does not need to be perfect as the bike will be a rider not a show queen.

Thanks

Ryan Hart

0417940066

Wanted for BSA 250 C10 L - Front and rear wheel - rear number plate bracket mount - tank badges and any other parts where I could use as spares.

Can be contacted on 0417924175 or email; stevenfewster@hotmail.com

Thanks Steve.

For Sale - 1977 Honda CB 550K, has been mechanically restored & is on full rego, runs & rides just like a Honda should.

\$7,500 ONO ring **Clive Oakes** for more information on **0481061210** bike is in Huntingdale (Perth)



WANTED - HARLEY REAR WHEEL X 18" WITH BIG TWIN REAR BRAKE HUB
EX - WLA - UL - KNUCKLE -PAN WILL DO

barrumundi1@hotmail.com or phone **0427980741**

Advertise here for free. We accept any motorcycle related for sale or wanted items. Please send your ad together with a photo if you wish to editor@ihc.asn.au



YOUR BIKE PICTURE HERE

For Sale & Wanted

HI ALL ,I have been asked to sell this lovely 1951 LE –VELOCETTE the machine was restored and ridden by SYD TAYLOR and is currently on display at the geographe motor museum in Bunbury . although not the most desirable of velos this has been lovingly restored by the very capable SYD no expense spared and would make a lovely light weight ride bike for special events or just a small impromptu ride to the local coffee shop the bike is registered and comes with spares and also a nearly complete spare bike the family's request is to keep the bike local if possible(w.a.) so if you are interested in adding a very nice machine to your stable please contact me I am sure it wont last long contact **MURRAY 0477932060** .This machine is also eligible for the next side valve challenge and would be very capable of doing the challenge flying the velocette flag price is \$5k inc all spares and spare bike .



Honda CB750k parts for sale.

Bernie 0438215689

Cheers Bernie Legg



Combined Mid Week Ride

22 riders & 1 pillion made their way to the Waroona Bakery. One group, led by Graeme, setting off from Mandurah & the other from Bunbury. A short summary of the upcoming events for the next four weeks, was delivered by the Vice Capt prior to the start of the ride, as there was no Monthly Club Meeting for March, having been cancelled owing to the worsening Covid situation. Bunbury ride leader David led the group off with Michael bringing up the rear. Road works were nearly everywhere & several changes to the original course were needed in order to complete the ride. After morning tea, both groups teamed up & headed back to Yarloop, then up into the hills & on to Benger, where Bunbury & Mandurah Members headed off in their respective directions.

Vice Capt.

Glen Britza Run

Sunday April 3rd 2022

IHC members riding "Historic Motorcycles" 25 years or older, are eligible to compete in this event.

Backup will be provided.

For this year's event, we will be going via the Brookhampton Hall, which will be our morning tea stop.

Leith will be there with her helpers & she will have morning tea set up for us when we get to the hall.

Ray is in the process of putting a course together & the route sheet can be downloaded once this is finalised.

Bring along your printed route sheet, as there will be a limited number available on the day.

Oil Tank Caps

I have found a guy in Croydon, Victoria who makes oil tank caps for M23 BSA Empire Star and the like. They are \$55 plus \$15 postage.

If you're chasing one for your resto (or to replace a grotty one) contact him at: Nigel Berry notewell@optusnet.com.au

He has another

5 Empire Star Oil caps

5 as above but breather hole drilled

5 J12 oil caps with raised hex on the top

5 C10 Oil caps

Here is a YouTube video showing how they are made: <https://www.youtube.com/watch?v=aiAD7WWWhJiY>

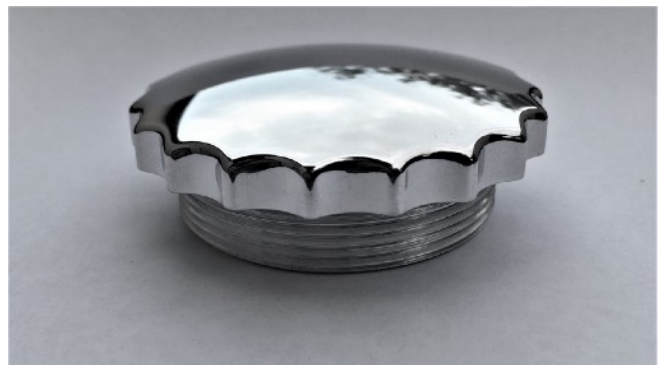
There is a photo attached as well so you can see the quality of his work. He is not a motorcyclist but is obviously a whizz on the lathe.

Maybe he can help with some hard to find cap you've been looking for.

Just thought I'd share this interesting find.

Regards

Rob Veitch



New Member 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 0416 226 508 or PO Box 317 Bunbury WA 6231

There are no new membership applications this month.



You never appreciate what you have 'till it's gone.
Toilet paper is a good example.

Classic Vibrations For Sale & Wanted

If you wish to advertise in Classic Vibrations please send your ad to editor@ihc.asn.au - or to The Editor, Indian Harley Club (Bunbury) Inc., PO Box 317, Bunbury 6231.

You can include one photo if you wish. Advertisements and photos will be included in the next edition of Classic Vibrations space permitting. Advertisements will normally run for two months unless extended.

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 12th April 2022 commencing at 7:30 pm.

General Meeting Agenda

Welcome
Confirmation of March Minutes
Correspondence
Reports
General Business
Close

Ladies Lunch

There will be no Ladies Lunch in April. The next Ladies Lunch will be held on Tuesday the 31st of May at the Hollow Beach Bar & Grill. Please contact Leith Presland on 0409 291 260 or leith49@hotmail.com for more information.



The Original Tortoise Ride

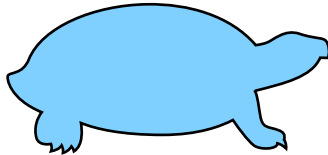
The Original Tortoise Ride March 11th

It's been a long, hot summer, and Fridays ride was no exception. Hopefully, summers last gasp. 13 solos, 3 outfits, 1 passenger and 2 pillions braved the heat for morning tea at the Brunswick Bakery via Dillon Rd, Wellington Mills, Wellington Forest Rd to Pile Rd, then Henty Rd and on to Brunswick.

A bit of re routing was required when we reached Wellington Forest Rd, which was closed due to a traffic accident. All bikes behaved well in the heat. Graham Lister would have had a warm ride back up the hill to home. Thanks to John & Jan McDermott for acting as TEC.

REMEMBER, the next Tortoise ride is on Fri April 22, NOT on the 15th which is Good Friday.

Ross Eaton



Featured Bike of the Month

Would you like your bike to be featured in our magazine? Just send your best photo and a description and we will choose one each month to feature on the back page of our magazine and at the top of our emails. We have to restrict this to IHC members only please, but other than that if you're proud of the bike please send us a photo.

Our email address is editor@ihc.asn.au

The Editor

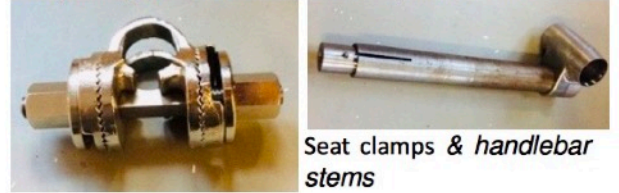
The Early Motor Bicycle

Rare parts to keep us on the road

This issue's featured supplier, Mark Baker, is a craftsman who took the trouble to learn some old fashioned skills before they became extinct and is now my 'go to' person for leatherwork such as toolboxes, saddles and the like. Recently he's expanded his offering to include a range of other useful parts for veteran and vintage machines. He aims for good quality at a reasonable price, which has been my experience.



Complete pan saddles & steel pans to finish



Seat clamps & handlebar stems



Seat pillars & stand clips



Lace-on leather knee-pads & toolboxes

The above pictures are samples of Mark Baker's offerings. His current list is too big to print here, but he can supply many rare and difficult parts including levers, pipe fittings, carburettor parts etc Contact Mark at lawnranger210@btinternet.com

**THIS FEATURE WAS PUBLISHED IN
THE EARLY MOTOR BICYCLE**

Square Four Rebuild Part Two

When we left the Square Four project last month, she was about to be reduced to hundreds of pieces. A lot of those pieces necessitated individual decisions on preservation, restoration or substitution. Preservation is good. I use the term here to simply indicate a clean and polish then set the part aside to be reunited with the motorcycle at some later point. Stainless steel, alloy and brass components come immediately to mind. Restoration is more complex. It includes machining, painting and plating. Substitution, on the other hand, is a murky swamp with quicksand just below the surface. Your fist can disappear into this mire with a wad of money, only to come out covered in regret.

Before we go any further, please note, this is not a “how-to” on motorcycle restoration, it is an informal collection of loose threads that includes some of the highs and lows of such a project. I’m happy to say the lows were kept to a minimum, due in a large part to the deft mechanical skills of the previous owner, for example, the engine was running sweet and strong so there



ARMOUR EXHAUST FOR ARIEL SQUARE FOUR

was no point in pulling it apart this time round. But it did look quite grubby so I was compelled to give it a clean-up. I thought I would use baking soda and give it a blast. That was my first mistake. My second mistake was attempting to hose it off with water.

I’m not sure where I picked up the idea to clean the engine with a soda-blast but the end result was a white compound caked into the most inaccessible parts of the machine. I’d made a hideous mess of it. Fortunately, in the back of my mind I knew the bike would be coming apart and having it covered in the dirty white discharge of Frosty the Snowman only served to hasten the pull down.

The pull down of an old British motorcycle can be a messy affair (primarily as they are known to lose a bit of oil) but, remember, grease and oil preserves metal and whilst having your arms covered in black grime is inconvenient, the motorcycle can be remarkably well preserved below the crusty exterior.

Besides this, an acid-bath and cadmium plating will have even the grimmest fasteners looking like new. Better still, you can replace them with stainless steel.

Stainless is an extravagance reserved for the rich or foolish, and I don't have a great deal of money. There is a lot of hardware at the rear of an Ariel that can be replaced by stainless steel. I was introduced to the work of Mr Clay Jones, a UK-based gentleman who owns an Ariel, as did his father before him (sounds familiar). Clay trades under the name of 'Acme' stainless steel and writes, "we strongly believe that is not our place to change history and therefore we machine our parts to the correct profile of genuine and original parts we have sourced from and customers over the years" (Acme Stainless). Once you've seen Clay's high-quality pieces fitted to an Ariel it's hard to contemplate using anything else. Cad-plated steel will not hold the same

allure. To this end, I spent an enjoyable evening some 18 months ago loading my virtual shopping cart with an assortment of Clay's finest machined Ariel parts. I'm happy to say the goods arrived safely in Australia and are now festooned around my motorcycle – it's the best \$1,000 I've ever spent on nuts and bolts.



THIS IS WHAT \$1,000 AUD LOOKS LIKE IN UK MADE STAINLESS STEEL FASTENERS. WELL WORTH THE MONEY

Speaking of securing UK hardware, there's some fine specialist manufacturers at work over there.

Armour exhaust delivered a complete four into two exhaust system, manufactured and chromed in the UK, to Australia for less than the price of having the old one re-plated here. The work is first-class and fits perfectly. Unlike a lot of the products coming out of India. Which brings me to the Indian product.

Reproduced motorcycle parts out of India is a massive industry. Recall my previous discussion about reverting to a sprung saddle? The accompaniment to that is a fuel tank from the era. The era was paint and chrome with a large brass cap at the top and an oil-pressure gauge holding court in the middle of the tank. The oil-pressure gauge is a particularly nice touch. It begins to bump up the scale with a few prods of the kick-starter. During times of recalcitrance, I can generally get 50 psi out of half a dozen swings on the kick-starter.

Ernie had fitted a Repco-style gauge to the handle bar but the modern instrument looked way out of place. However, having lived with the security of an oil-pressure gauge on a vintage motorcycle I really couldn't live without one, so I sourced a period-correct, Smiths item from Gumtree. Evidently it was out of an old Jaguar car but it looks perfectly at home on the Ariel. Now, back to the tank.

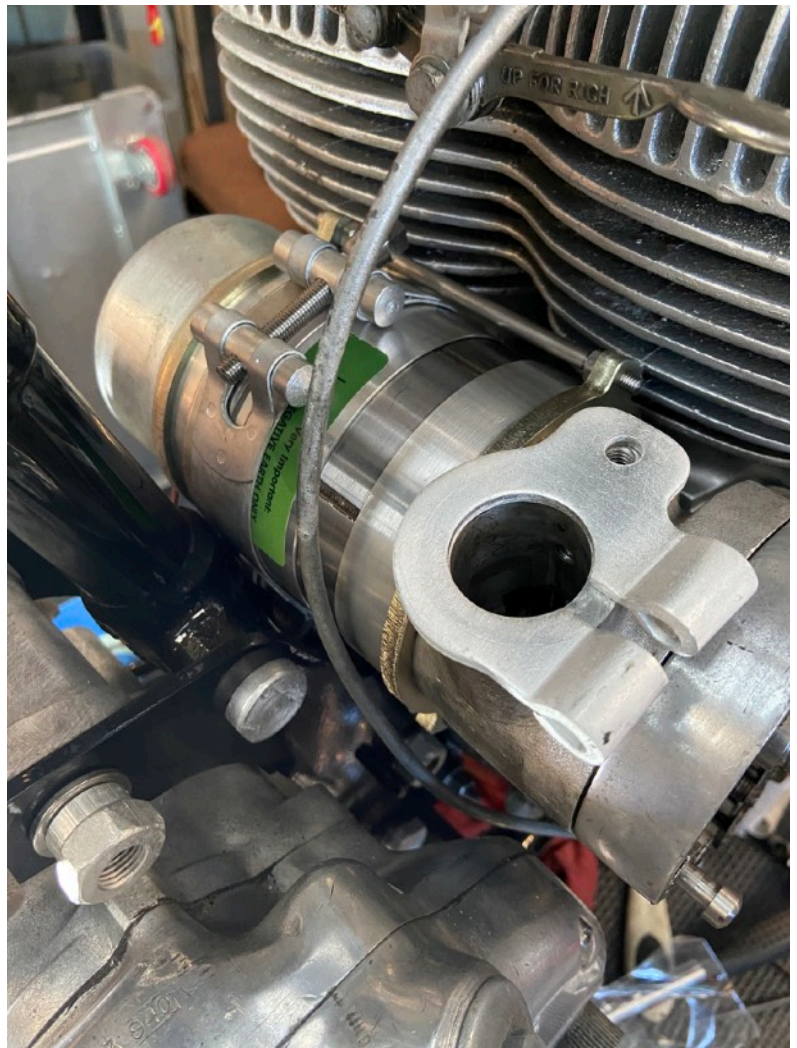


THE INDIAN TANK ARRIVED CHROMED AND PAINTED. THIS PICTURE SHOWS THE BRASS FUEL CAP RELIEVED OF CHROME AND OIL PRESSURE GAUGE LIFTED FROM A 1950'S JAGUAR

I had obtained an earlier Ariel fuel tank but it was too far gone, the swamp swallowed \$400. I then took another gamble on an Indian tank. This time it paid off and for less than \$500 Mumbai's finest manufacturing has curried favour with Turner's creation (there goes another mouthful of the purist's dark ale, all over their computer screen). The chrome and paint are first class but the tank did leak when fuel was added. An epoxy liner has plugged up the leaks and I now have a gleaming chrome tank, with black inserts and gold pinstripe. The polished brass fuel cap sets things off nicely.

By the nineteen fifties, brass was so last year. It was associated with old vehicles so manufacturers went to great lengths to cover it up, lest their product look old. These days, when I notice there is brass under rusty chrome, I do a happy dance because I know it's going to add a golden touch to my machine. Ariel fuel caps are a complicated, three-piece item that is made of brass and looks splendid when stripped of the chrome.

One of the most important things I do when rebuilding a motorcycle is to upgrade the electrical system. The Ariel was no exception. Elsewhere in my shed, Trispark electronic ignition and a modern BTH magneto reside in my Vincent and Triumph respectively. They provide healthy sparks through iridium plugs and give me great peace of mind. In the case of the Ariel, with its Lucas distributor borrowed from an Austin, I was forced to turn to car mechanics for increased reliability. This included changing my old 6-volt system to 12-volts and sending my ageing dynamo to England to have the guts changed out for a 12-volt, 300-watt Nippon Denso alternator. There was no replacement unit. One must retain one's own unit because, in their wisdom, Ariel put the distributor right through the end of the generator. Anyway, Bennet Longman of Iron Horse Restorations does a marvellous conversion and now I have enough electricity to power a small town.



ALTERNATOR UPGRADE



THE IRON HORSE 300 WATT ALTERNATOR IS SNUGGED IN AT THE LEFT OF PICTURE. NOTE ALSO THE REGULATOR COVER WAS BRASS. ANOTHER HAPPY DANCE.

Bennet asserts a lower kick speed will fire up the engine and, once running, the alternator will balance the charge of the ignition system and modern 12v headlamp bulb at around 25mph. He also bench-tests each unit before it is returned. Back home, during an early test run, and having muddled up the wiring, my kill-switch wouldn't shut the engine down so I disconnected the battery however the bike continued to idle, powered only by the alternator. I'm guessing it will balance the charge system from the get go.

Another item, which would have been novel in 1954 but not so much these days was the inclusion of an oil filter. I used one that was originally made for a Citroen 2CV. A 2CV, loosely translated to “two stream horses,” was a quirky little motorcar. It seems there’s there is a thriving business in reproducing the oil filters from the little 600cc engines (again, in India) for use in the motorcycle industry. Back in the eighties I spent some time travelling through Europe with a German in her 2CV, our lubricant of choice was pilsner (we’ll leave that right there as this is family-friendly forum after all).



THE CITROEN 2CV OIL FILTER FOUND A NICE HOME IN THE TOOL BOX.

Back to mineral oil. It is a little known-fact (read: Talbot didn’t know this) early steam engines were lubricated by lard. Around the middle of the 19th century a Doctor John Ellis, decided crude oil would likely be better at reducing friction than lard. Doctor John was an actual physician who saw a better future in automotive engineering, as opposed to working on humans. Dr John was onto something and mineral oil became the saviour of moving parts everywhere. But there was a catch, or, more specifically, a lack thereof.

During the early part of the 20th century, dumping oil onto the earth was becoming uncool so engineers started to turn their efforts towards saving and cleaning the engine oil. Oil tanks became a thing.

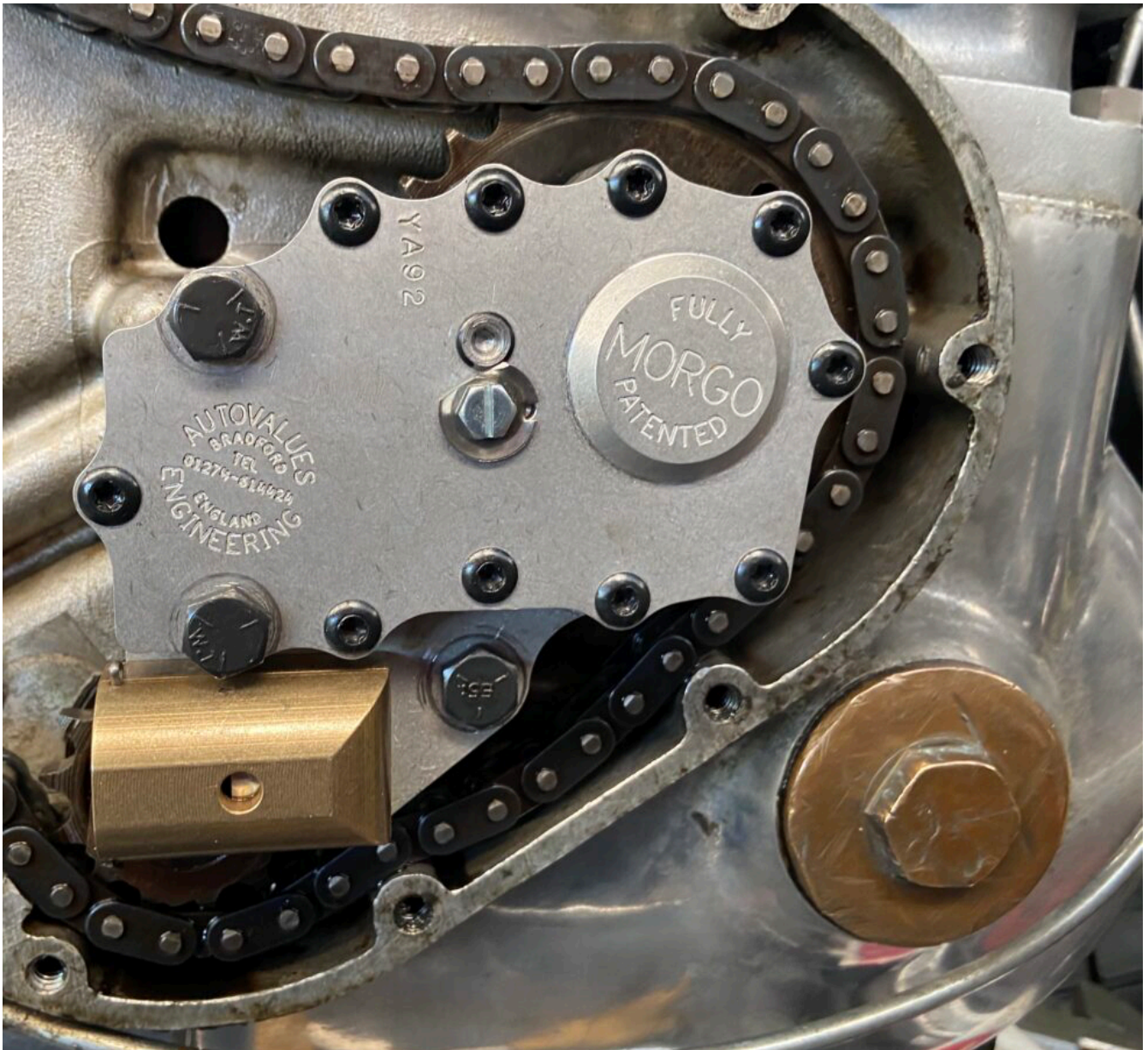
Oil was caught at the end of its journey through the engine and returned to a reservoir. Once back in the tank, gravity aided in keeping the circulatory system clean with the heavier particles sinking to the bottom. Tanks also gave the oil a chance to transfer a bit of heat before it was called up again for another tour of the engine. Fun fact: Doctor John went on to create the Valvoline Oil Company, which is credited with being the first ever motor oil.



THIS IS THE SLUDGE REMOVED FROM MY 650 TRIUMPH THUNDERBIRD. IT HAD PROBABLY NEVER BEEN DONE...

Another way of removing contaminants from oil was to centrifugally trap it. Of course, the main centrifuge in an engine is the crankshaft, so early engineers resolved to filter oil in the deepest, hardest to get at part of the engine. To assist mechanics keep these troublesome journals clean, a tube was inserted into the middle of the crankshaft, its sole purpose being to catch particles and grime. These tubes are called sludge traps and they do an excellent job of trapping circulating debris. Eventually, when they've caught enough, nothing will get through the journal, oil will cease to flow and the engine will explode, or best-case scenario, it will grind to a halt. So here's a tip: should you buy an old bike, see if you can determine the state of the sludge trap. My '56 Thunderbird looked brand new when we got it. Ten years later, I had cause to pull the engine down and a significant amount of sludge was removed from the crankshaft. Thanks to IHC stalwarts Ray Buck and Bernie McCormack, disaster was averted.

The Ariel remains an unknown but I do trust the previous owner's judgement and hope there's not too much gunk in the two cranks. In the meantime, I am hoping my neatly fitted oil filter, a powerful new Morgo oil pump and some good quality detergent oil will help clear the plaque from the arteries of the Square 4 engine.



MORGO OIL PUMP. AGAIN, CAN'T RECOMMEND THESE ITEMS HIGHLY ENOUGH.

For me, a good oil pump is de-rigueur and the best for British motorcycles is the British made Morgo. In 2019 I visited the factory to pick up one of their big-bore kits for a Triumph and I must say I was very impressed with their outfit. The downside is demand often relieves Morgo of stock, and you need to go on a wait list until they do another product run. But it is worth it, a good circulatory system is crucial to the wellbeing of multi-cylinder engines, any engine in fact.

So, there you have it. Everything old is new again. Ariel's attempt at post-modernism didn't really work for me (nor did BSA/Triumphs for that matter), so I've taken the machine back to its roots. There is another longer story out there about the Ogle-designed Triumph Trident and BSA Rocket 3 of 1969. They were fine machines but, in terms of sales, they flopped. The Americans were having none of it and BSA/Triumph were forced to revert back to the more traditional lines and classic fuel tank in what became colloquially known as 'export' models. I'm sure, had Ariel remained liquid, they would have done the same thing. In this case I've done it for them, successfully – if I may be so bold.

Dan Talbot - Vice President, Indian Harley Club

Indian Harley Club (Bunbury) Inc

Busselton Tortoise Ride

Busselton Mob : First Turtle Ride : 25th February 2022

Good things get copied, and the Busso Mob has picked up on the Bunbury's Mob Turtle ride formula. So ... the very first Busso Turtle Ride was held last Friday – seven riders (to be forever known as the Magnificent Seven) Phil Bussanich, Peter Whiteside, Peter Duncan, Tony Griffiths, Jim Fox, Daryl Warner and John Lewin.

The basic rules for Busso Turtle Rides are:-

1. Steady pace, max speed 85kph
2. No route sheets, use corner markers
3. TECharlie
4. Any bike type allowed, but eligible Club 404 bikes encouraged
5. Passing the leader will cost you a carton of beer.

Tortoise or Turtle?** For the record, a Tortoise is a species of Turtle that is unique in that it lives on the land, whereas most Turtle species live in or partly in water. They all walk slowly. **The Editor

Phil Bussanich is the brains behind these new Busso Turtle Rides. All 7 riders agreed to repeat monthly and build up the numbers. The deal being; last Friday of the month, 9.00am start leaving Puma, Causeway, Busselton.

And the GPS stats for the maiden ride:- Ride time was 1hr 58minutes, Distance covered 105klms, Maximum speed clocked 83klm, Average speed 50klms.

These Turtle Rides are real fun rides. Relaxing, scenic and very much in keeping with the core spirit of the IHC. Fantastic idea, thanks Phil for your leadership.

John Lewin

Acting Busselton Group Liaison Officer

Busselton Mid Week Ride 16th March

An excellent mid-week ride was held today, 18 members enjoyed almost perfect riding weather. The odd spot of rain fronted just as we left Busselton, and that was it. So if you chickened out due to the rain threat then you missed out badly.

Stage one of the ride to Nannup, via a detour to say hello to the chooks, was uneventful. But Helgo's bike battery failure problems persisted and we had to abandon him at the local Nannup BP garage. Stage two of the ride was on the amazing Nannup/Balingup road; never fails to get the blood pumping. As always at Balingup, good coffee, cakes and conversation. Many delightful ride home options, but the Upper Capel option was avoided by most due to roadworks.

A big thanks to Ron Pescud who managed to start Helgo's bike in Busselton – great bike size jump-start contraption. Another big thanks to Steve Smith for volunteering to be the TECharlie.

John Lewin - Acting Busselton Group Liaison Officer

Puzzle Corner

Last month's question.

Look at the following numbers and spot the pattern, then figure out the missing number. Here is a clue. Many adults struggle to figure it out, so ask your kids /grandkids if you get stuck!

8608 = 6	9313 = 1
1713 = 0	1080 = 4
6666 = 4	6788 = 5
2763 = 1	1155 = 0
3638 = 3	2022 = ?

The secret to solving this puzzle was to pay attention to the clue. Most adults would attack this as a mathematical problem and start adding, multiplying and subtracting to try and make sense of it. Most children would look at in a simpler way and look for visual patterns. When this is done it can be seen that we are looking at closed circles. An 8 has two and a 6 has one, for example. 2022 has one, and this is the answer. Three people connected with their inner child and won a Gold Star for their efforts!



Congratulations to

Phil Tyler

John Clapp

Faye Carn

Here is this months question.

Alice is looking at Bob.
and Bob is looking at Charlie.

Alice is married, Charlie is not.

Is a married person looking at an unmarried person?

- A) Yes
- B) No
- C) Cannot be determined

Please send in your answer to the editor on email editor@ihc.asn.au or send a text to 0410 088 057.

We will only publish your name if you get it right - so don't be shy!

The Editor

Club Information

President - Michael Rock	0437 999 009	president@ihc.asn.au
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Pre48 Group Liaison Officer - Murray Rudler	0477 932 060	pre48@ihc.asn.au

Club Membership Fees

- Nomination Fee \$25
- Single Membership \$55
- Family membership \$60

Postal Address

The Secretary
PO Box 317
Bunbury 6231

Events Calendar

DATE	EVENT	START TIME	START POINT
Sun 3rd April 2022	Glen Britza Run	9:00 am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Wed 6th April 2022	Busselton Mid Week Ride	9:00 am	Puma Service Station, Causeway Road, Busselton
Wed 6th April 2022	Committee Meeting	6:30 pm	BMCC Clubrooms
Sun 10th April 2022	VAA Swap Meet	6:00 am	Swan Italian Sporting Club, 9 Francis St, Middle Swan
Sun 10th April 2022	Pre 48 Ricky's Run	9:00 am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Sun 10th April 2022	York Motorcycle Festival	10:00 am	Avon Terrace, York
Tue 12th April 2022	General Meeting	7:30 pm	BMCC Clubrooms
Wed 13th April 2022	Bunbury Mid Week AM Ride	9:00 am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Fri 15th April 2022 to Mon 18th April 2022	31st All Indian Rally	12:00 pm	Beerwah Sportsground, 32 Sportsground Drive, Beerwah, Queensland
Wed 20th April 2022	Busselton Mid Week Ride	9:00 am	Puma Service Station, Causeway Road, Busselton
Wed 20th April 2022	Mandurah Mob Meeting	6:00 pm	TBA
Fri 22nd April 2022	The Original Tortoise Ride	9:00 am	Dolphin Centre Carpark, Bunbury
Sun 24th April 2022	Mandurah Mob Ride	9:00 am	Council / Cicerellos Carpark, Mandurah
Wed 27th April 2022	Bunbury Mid Week AM Ride	9:00 am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Fri 29th April 2022	Tortoise Ride Busselton	9:00 am	Puma Service Station, Causeway Road, Busselton
Sun 1st May 2022	Mick Turner's Rigid & Girder Run	9:00 am	7 Maynard Parade, Gelorup
Mon 2nd May 2022 to Fri 6th May 2022	Busselton Five Day Ride	9:00 am	Puma Service Station, Causeway Road, Busselton
Wed 4th May 2022	Busselton Mid Week Ride	9:00 am	Puma Service Station, Causeway Road, Busselton
Wed 4th May 2022	Committee Meeting	6:30 pm	BMCC Clubrooms

CLASSIC VIBRATIONS

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