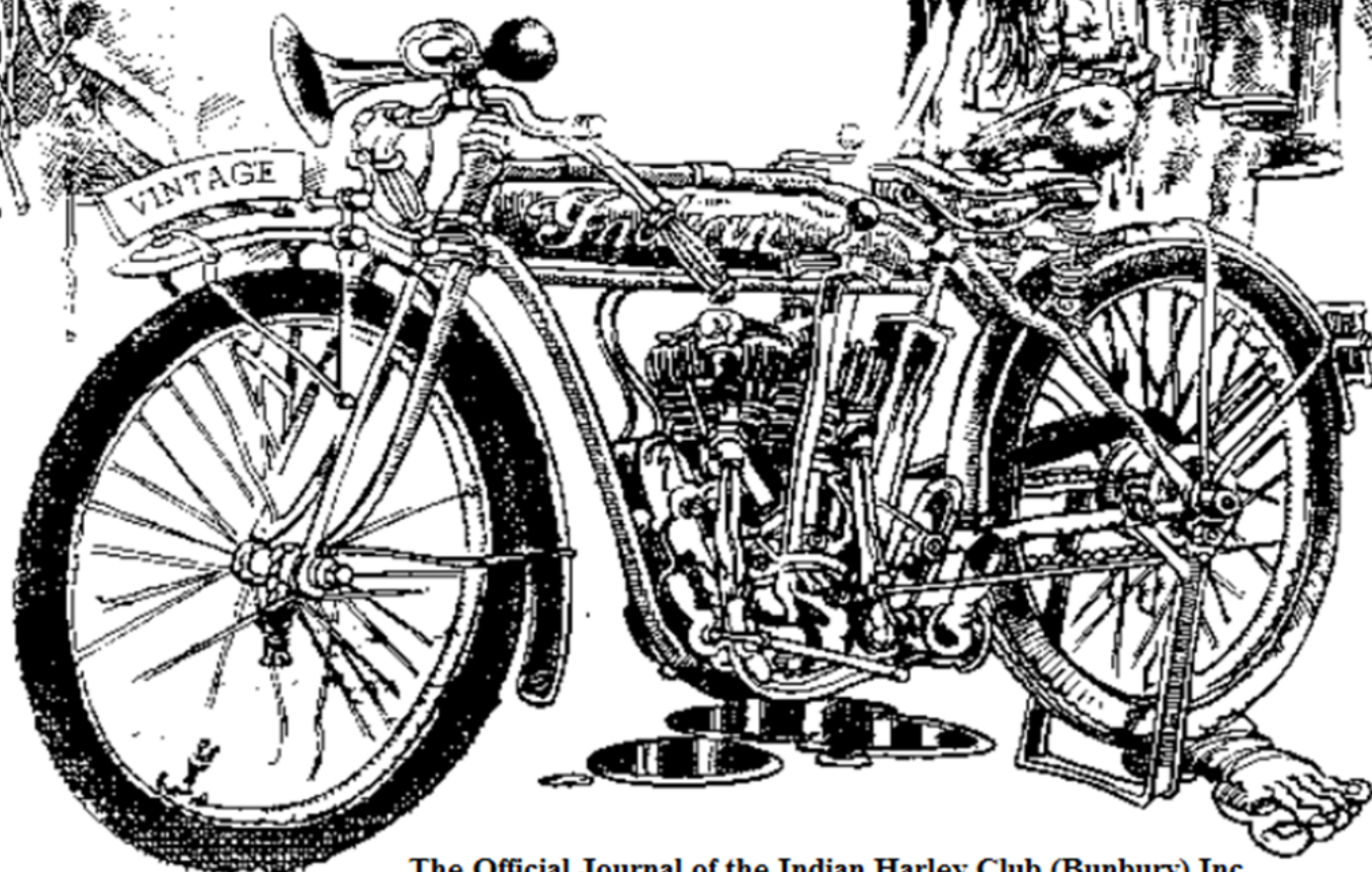


INDIAN  
HARLEY CLUB  
(Bunbury)  
INC.

Established 1971

# Classic Vibrations



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

## **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.

### **Deceased Members**

Fred Pitter, George Hall, Doug Brittain, Merv Curgenven, 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.

### **CLUB MEMBERSHIP FEES FOR 2022-2023**

**Nomination Fee.....\$25.00**

**Single Member.....\$55.00**

**Family Member.....\$60.00**

**Due and payable by SEPTEMBER 30<sup>th</sup> 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](mailto: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 2022-23 (\*Denotes Committee Position)**

- \*President**–Dan **Talbot** 0897523880 president@ihc.asn.au
- \*Vice President**–Jeremy **Connor** 0439305772 vice.president@ihc.asn.au
- \*IT Manager** –Position Vacant it@ihc.asn.au Web Site ihc.wildapricot.org
- \*Secretary**–George **Loverock** 0417914096 secretary@ihc.asn.au
- \*Membership Manager**–Glenda **Patterson** 0417018225 membership@ihc.asn.au
- \*Treasurer**–Faye **Carn** 0478606714 treasurer@ihc.asn.au
- \*Newsletter Editor**–Doug **Baker** 0416226508 editor@ihc.asn.au
- \*Ordinary Committee Member** Huw **Jones** 0439930368 huwjones@ihc.asn.au
- \*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

### **Machine Examiners**

**Murray Rudler** (DOT) 0477932060- 97315406 examiner@ihc.asn.au. (Boyanup)

**Brian Cartwright** 97219495 (Bunbury)

**Graeme Squires** 95354461 (Mandurah)

**Rodney Lang** 0416266098 (Mandurah)

**Darryl Warner** 0419048923 (Busselton)

**Licensing Liaison Officer** Steve **Turner** 0447880814 licence@ihc.asn.au

**Dating Officer**–Michael **Rock** 0437999009 dating@ihc.asn.au

**Property Officer**–Steve **Armstrong** 0432973837 property@ihc.asn.au

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

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

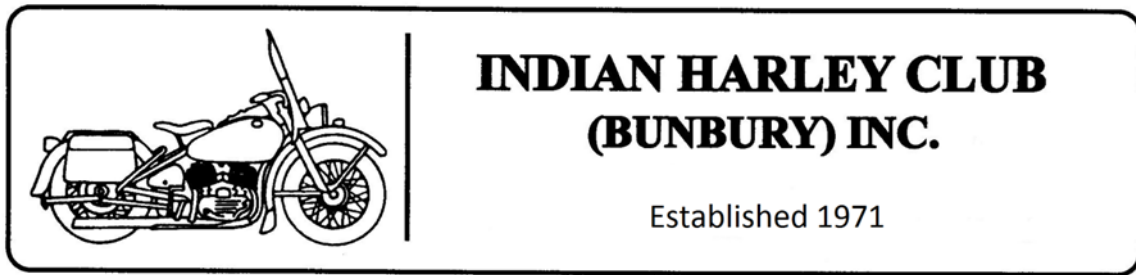
### **Liaison Officers**

**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



## GENERAL MEETING MINUTES

Tuesday July 11th, 2023

Declared open at 7.30 pm.

As the president, Dan, was an apology for this month's meeting, the secretary, George, chaired the meeting.

Members present, apologies and visitors were recorded in the attendance book. The attendance book is available for members to read at each General Meeting.

### **Presentation by Guest.**

Prior to the meeting commencing proper, Mr Gary Timms, President of the Blue Knights Motorcycle Club, extended an invitation to all our members to join the Blue Knights in a motorcycle ride from the Bunbury Police Station to the Western Australian Police Academy. The ride is an annual event to raise money for Police Legacy.

There has been an application made to the Commissioner of Police and family of fallen officer, Anthony Woods, to have this year's ride recorded as a Memorial ride in his name.

The ride will commence at 10.00 hours on Saturday October 15, 2023. Prior to the ride all participants are encouraged to join other riders for coffee or breakfast.

Gary was thanked for his presentation and invitation. He was advised that the invitation would be advertised through our club to all members for their consideration.

### **Minutes of the previous General Meeting held on Tuesday June 13, 2023.**

As printed in the Classic Vibrations July Issue

There was no business arising from the previous minutes.

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

**Moved:** - Amanda Bernhardt, **Seconded:** -Ross Carn, **Carried.**

### **NEW MEMBERS**

Introduced by George.

Nicola and Paul Ferrari – Not present.

William (Bill) Sims – Not present.

Liam Fleay – Not present.

## **SECRETARYS REPORT: -**

### **Electronic Correspondence In.**

1. Early American Motorcycle Club Newsletter Flat Chat. June edition. Correspondence. Posted to the Website.
2. Veteran and Vintage Motorcycle Club of South Australia is holding a Motorcycle only swap meet on Sunday 1<sup>st</sup> October 2023 at Balhannah in the Adelaide hills.
3. Heavenly ride recently bought out "Rider last ride" so they now have a dedicated bike with a hearse trailer as well.

### **Electronic Correspondences Out.**

1. Email to Ludlow Tuart Forrest Restoration Group advising we will not be holding a static display at their event on Sunday 8 October 2023.
2. Updated CMC club membership records form was forwarded to CMC.
3. Email sent to Heavenly ride advising them that will advise all members via our monthly newsletter.

**Magazines** Nil.

**Motion:** That the Secretary's Report be accepted. **Moved:** - Doug Baker, **Seconded:** - Richard Clark. **Carried**

## **TREASURERS REPORT: -**

Opening Balance: - **\$18,701.13**

Income: - **\$2,156.02**

Operating Expense: - **\$6,747.48**

Closing Balance: - **\$14,09.67**

Term Deposit:- **\$70,000.00**

**Motion:** That the Treasurers Report be accepted. **Moved:-** Doug Baker, **Seconded:-** Frank Barron, **Carried.**

## **PRESIDENTS REPORT:-**

There was no formal President's report however George advised members of the resignation of Dennis Ferrell.

Glenda and Kathy were both formally recognised for their volunteer commitment to our club during the Volunteer Week Run. Neither were present at that function due to other commitments. George presented to them both, certificates of recognition for their volunteer work to the club.



## **CAPTAINS REPORT: -**

Report June/July 2023

### **Bunbury Mid-Week 14th June 2023.**

Dave Gaunt organised and conducted this ride on behalf of the club. Well done and thank you. A cool morning, as you would expect from this time of the year, but thankfully no rain. Although the roads were still wet from the previous evening's rainfall.

Our destination today was, the Dajah Brew Cafe in Mullalyup. Following the riders briefing, 10 hardy souls set off on an assortment of mostly modern bikes, to pick up any of the "Busso Boys" at the rendezvous point in Boyanup. There, five more riders were waiting, so 15 riders and one pillion in total.

The course followed along some old favourites, including Ironstone Rd, Crooked Brook Rd, Hurst Rd, Upper Capel Rd, to name a few. At the cafe, pies and coffees were a popular order and the conversation soon turned to some new prospective future events that members had been considering.

The cafe has new owners and a new name (Dajah Brew). I must add that the pie I had, being a pepper steak, was one of the best ever. All homemade and the coffee was good. Well worth a visit if anyone is passing by. There was an organised route home, for those needing it, but I chose the short cut back along the highway. Club Captain.

### **Brass Monkey Run 25th June 2023.**

Frank once again for this year, organised and conducted this event. The weather did not disappoint, a clear sky and around 5 degrees at the start. Even colder on the ride, as the course took riders up behind Wellington Mill and beyond, which is heavily forested country.

Following the rider's briefing, 18 brave souls, plus 3 pillions/passenger, set off into the sunrise. The oldest bike being a 1937 BSA and the youngest a 1995 BMW. A hearty hot breakfast awaited riders on their return.

Altogether, around 40 members enjoyed breakfast at the BMCC Clubrooms. Thanks to Frank, "JC" backup, John, and Ross timekeepers, on the ride side of the event.

On the breakfast side of things, Faye and Leith and their team of helpers, did an outstanding job, as the meal was thoroughly enjoyed by all. Well done and thank you to all those involved in making this event such a success. Club Captain.

### **Bunbury Mid-Week 28th June 2023.**

Dave Gaunt stepped up again to organise and conduct this ride, filling in for Michael Rock II, who had a hand injury and could not ride. The ride destination was to the Waroona Bakery, where we had arranged to meet the "Mandurah Mob", as they too had made Waroona their ride destination.

Eight riders left the Eaton Hall, plus "JC" and Ross Eaton in the car. Not too cold (8 degrees) and a clear sky. Dave led us on the usual back roads to Waroona, Govt Rd, River Rd, etc, plus a

loop on the Sandlewood, Martin, Mornington Rds. Eventually, arriving at the bakery, which is always busy at this time of the day, but we all managed to be seated in the undercover outdoors area and had our orders taken.

The “Mandurah Mob” arrived shortly afterwards. Another 10 riders to add to the total, led by Graeme. A very noisy group in a small area, so people must have had a lot to talk about. Thanks Dave, for an enjoyable day out. **Club Captain.**

## **Two Months’ Upcoming Events**

### **“Ladies’ Lunch” 25th July 2023**

This month at 12.00pm and the venue will be the Hollow Beach Bar, Ocean Drive, Bunbury. Further details contact: Leith mob: 0409 291 260.

### **Bunbury Mid-Week and Narrogin Lunch Ride 23rd August 2023**

**NOTE: 8.00AM DEPARTURE EATON HALL.**

Narrogin ride to Frank's place for lunch at 7 May Street, Narrogin. Stopping at McDonald's Collie for morning tea around 8.45am. Busselton members can leave from the Eaton Hall or meet up in Collie, as can the Mandurah members.

Ride distance 350-380 kms. Bunbury members will depart Eaton Hall at 8.00am arriving at Narrogin about 11.00 to 11:30 am, so if you could adjust your time from Mandurah to coincide.

Lunch will be provided at Frank's place for a nominal cost of \$10.00.

**REGISTRATION IS ESSENTIAL.** Please register your intention to attend this event by activating the blue registration portal, on the left side of the event page on the Club Website and follow the prompts to complete registration. We need to know numbers for catering purposes.

Registrations are now open and close on the 21st of August 2023. Alternatively: Please ring Frank mob: 0437201601 or tel: 98811830 or email: [frankbarron@wn.com.au](mailto:frankbarron@wn.com.au)

### **Spring Rally 10th September 2023**

Departs from the Eaton Hall at 9.00am. Registration required on the website Event’s Page. Numbers required for catering purposes.

### **Addition**

Frank presented to Richard the prize for being the winner of the Brass Monkey Run. He also announced that Mal was the winner of the Glen Britza run. As Mal was not present the prize would be hand to him later.

Frank also gave a verbal overview of the Brass Monkey Run; two mid-week runs and outlined the route for the up-and-coming mid-year ride to the Crooked Carrot and return. The weather will be a determining factor.

He advised the Pemberton overnigher is now on 2<sup>nd</sup> of December.

Anyone anticipating going on the Wheatbelt run be advised that the Beverly hotel is fully booked. There is accommodation available that the caravan park.

He requested those going on the Narrogin ride to register for the ride.

Murray reminded members that there is to be a static display at the Bull and Barrel on Saturday October 7, 2023.

**LIBRARIANS REPORT: -**

Nothing to report.

**PROPERTY OFFICER REPORT: -**

Shed door has been fixed.

**LICENSING LIASON OFFICERS REPORT: -**

Nothing to report.

**IT MANAGER REPORT: -**

No report.

**WELFARE OFFICER REPORT: -**

Nothing to report.

**GENERAL BUSINESS:-**

Doug advised members that there were copies of the bylaws and Information booklets for those who desire them, re: proposed updating of them.

John wished to formally recognise the ladies who consistently provide the supper at the conclusion of each meeting. Members present showed their appreciation.

**AUCTION:-**

¼" Drive sockets.	\$3
Toolbox and tools.	\$20
50cc engine and bits and pieces.	\$30

**There being no further business, the stand in President declared the meeting closed at 8.15pm**

**Minutes compiled by George Loverock dated 11<sup>th</sup> July 2023. Reviewed by Faye Carn.**

**FOR SALE**

Ariel 550cc S/V Pindar Special  
Motor for Sale

AJS 350cc S/V 1930 R5. Mo-  
tor For Sale.

Contact Don Collins.  
0409939646





## **TALES FROM THE SHED: THE PINDAN SPECIAL**

### **BY DAN TALBOT**

In the October and November editions of Classic Vibrations, last year, I reported on the Red Dust Revival which took place at Lake Perkolilli. Lake Perkolilli is roughly 40 kilometres Northeast of Kalgoorlie in, what the international press refer to as: the Australian Outback. The Red Dust Revival is a commemorative event for pre-World War II cars and motorcycles. For those that missed my reports, I have again touched on the history of motor-racing at Perko below.

Lake Perkolilli is a flat, vast area some four or five kilometres in circumference, where vegetation has given way to hard-packed salt and clay. It has a colourful racing history dating back to dawn of the automobile. By 1914 there were evidently enough cars and motorcycles in the Eastern Goldfields to form some loose-knit motor racing and Lake Perkolilli was adopted as Western Australia's first motor racing circuit.

In the following few years Perko moved from an isolated, desolate, wasteland to become known as the "Brooklands of the West." Eventually, tiered grandstands would be built on the location to accommodate the large crowds that would gather to watch the motor racing spectacle. These days there is no hint of the grandstands save for the odd rusty nail that has to be dug from flat tyres (ask me how I know).

Motor racing at Perko was brought to a halt with the outbreak of WWII and didn't quite return, even with the end of hostilities. This is probably due in part to Caversham airfield being opened to motor racing immediately after the war.

Once Caversham became the premier motor racing circuit in Western Australia, Perko became the proclivity of Goldfields revheads and daredevils, hosting both official and unofficial races and speed trials but its status as a racetrack was lost, until 2014. With the centenary of the first motor races at Perkolilli, veteran and classic race cars and motorcycles returned to Perkolilli for the first Red Dust Revival in September 2014.

Not sure exactly what to expect, I resolved to take my 1914 Ford Model T Roadster to Kalgoorlie for a look and see. The event was rained-out but not before I got a good taste of red dust during practice. I have previously been a long-term resident of Kalgoorlie (twice) and a member of the Kalgoorlie Motorcycle Club during the late eighties when I used to suffer the punishment of 500cc, 2-stroke motocrossers we campaigned through the 'Outback.' I still have a great affinity for area and the motor sports it generated so it wasn't long before I was hooked.

In 2019 my wife and I returned to the Perko with our Roadster and again in 2022 with a dedicated Ford T racing car. The problem with veteran racing cars is they are made for drivers from 100 years ago who evidently were of smaller stature than my 6' 3". I did manage to squeeze myself into the little race car, dubbed Green T, and I managed many hot laps during race week but when I received an offer for the car that I couldn't refuse I moved it on with the intention to return to Perko with a larger, V-eight car.

Building a V-eight race car that could be registered and remain faithful to the pre-WW2 requirements of the Red Dust Revival was proving too hard and I quit the project. I have previously documented my troubles with the Department of Transport licensing a slightly modified 1966 Mustang and simply don't have the energy to take them on all over again - the experience still leaves a bitter taste in my mouth.

I sold off the old Flathead V8 that I had retained for the build. I have decided instead to go back to Perko on two wheels.

Red Dust Revival 2022 included 38 motorcycles with over a dozen from the Indian Harley Club. Our members were simply having too much fun and, interestingly, Michael Rock was recording the fastest times of all the bikes on his '35 BSA 500. Rocky was actually lapping at faster times than the V-twin 1000cc machines out there, and a good deal faster than my Model T.

I have secured a 1939 Ariel 500. All competition machines, bikes and cars, at Perko need to be pre-war so, those with a modicum of history will be aware, this just scrapes in to pre-war so it's Perko-eligible.

It's a long road to Perko, both literally and metaphorically and my Pindan\* Special is far from finished. In fact, it's barely started, so this seems like an ideal time to chronicle the build.

Although the motorcycle I obtained looked a bit shabby, it bears all the evidence of having been through a sympathetic restoration that was never quite finished. I'm guessing the bike was pushed around various sheds, copping a knock here and there, parked up long enough for rust and corrosion to take hold and paint to begin to flake but the beauty of this machine was below the skin.

Popping the head of the bike shows the engine hasn't been started since it was last rebuilt there is no carbon in the combustion chamber. Down below, there is no sludge, just new, clean oil preserving the freshly turned surfaces.

The person I purchased the bike and spares from is unable to say when or who was in there last but a tell-tale sign under the dash panel of the fuel tank hints at it being painted in 1989. The frame, tins and other painted parts are straight and rust-free but have a few scratches compatible more with storage than use. All in all, it's a small win.

The plan from here is to build a road-going Ariel single that conforms with both IHC and 404 tenets of road-going originality, but, with a stock of bits and pieces that can be swapped out when we go racing – just as they did back in the day at Perko.

\*Pindan is a Yamatji word for red-dirt.



## NEXT MONTHS DEADLINE

The Deadline for inclusion in the **SEPTEMBER** edition of this magazine is the **17th of AUGUST 2023**.

### 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 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

Ben & Sam **ROMERIL**, Mandurah & **GARY DELLACQUA** from PEMBERTON.

## NOTICE OF AGM & GENERAL MEETING

The annual AGM and 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 **8th of August 2023** commencing at 7:30 pm.

Welcome

Confirmation of March Minutes

Correspondence

Reports

General Business

Close

## LADIES LUNCHEON

The next Ladies Luncheon will be held on the last Tuesday of a month and it will be held at a venue TBA . Please contact Leith Presland on 0409 291 260 or leith49@hotmail.com for more information on this event.

## RIDE WANTED

If anyone is taking their car on this years' Wheatbelt Run 5-7/10/23 and has a share seat, my wife Kate is looking for a ride. She will share the fuel costs.  
Please contact John Coleman on 0417567059

## FOR SALE

1972 BMW R60/5, 32,000 original miles. Immaculately restored by life member Ross Eaton. 404 Club concession licenced. Paid until July 2023.

Includes paniers, spare bevel drive, spare original gear box (23k original miles). Log-book since restoration. Located in Bunbury \$15,000 ono Contact: Stuart Eaton 04 7777 9383



## FOR SALE

Suzuki Burgman, It is a 2015, 650 with 13000km on the clock. It has MC Cruise control, GPS, front and rear security cameras, PUIG screen, heated grips and all the other Burgman frills.

I have been asking \$9750 on bikesales, but for a member I would accept \$9000. Contact details are Eric Ilett Mob 0418950755



## IHC BY-LAWS AND INFORMATION BOOKLET AMENDMENTS

Recently the above updated documents were posted under News Items on our website.

These documents are in need of modernising and to keep up with current processes. These whole of document amendments can be voted on at a general meeting at a suitable date to be set after consultation.

**Note-** the IHC Information Booklet can be corrected at any time and does not need general meeting approval. If wishing hard copies of either of these documents.

Please contact the editor.

Doug Baker  
0416226508

### HEAVENLY RIDE

We are a motorcycle sidecar hearse business and we recently bought out "Rider last ride" so we have a dedicated bike with a hearse trailer as well.

If ever in need of our services, or want us to attend bike shows or events, please don't hesitate to contact us. We are happy to drop off cards as well.



Please take a look at our website: [www.heavenlyride.com.au](http://www.heavenlyride.com.au) and we also have a Facebook page, please like, follow, and share.

Thank you for your time.

Heavenly Ride Pty Ltd

Western Australia

0407 712 904 Email: [letsride@heavenlyride.com.au](mailto:letsride@heavenlyride.com.au)

### TORTOISE RIDE FRIDAY JUNE 16.

Dismal weather forecast for today's ride and for a change the actual weather matched the forecast. Two hardy Tortoises turned up on two wheels but the other dozen or so made it on four. We all managed the short walk over to the Dolphin Centre coffee shop without getting too wet and spent a very pleasant hour or so enjoying the coffee, cakes and companionship. A good decision. Let's hope for better weather next month.

**Ross Eaton**



The Cannonball was an all-bike event in Australia which started in Busselton WA on the 14th of October & finished at Merimbula NSW on the 27th of October. The Run was open to pre 1948 motorcycles with approximately 80 starting the event. Originally scheduled for 2021.

### ***The start line at Busselton Day 1***

There were many months of prior preparation spent on sorting the 1928 Indian Scout for this run of just under 5000 kms, then due to COVID the previous dates were postponed, and the event was deferred to the new dates in October 2022. Time seemed to fly and now only 3 weeks to go before the Cannonball Classic, I had also entered the Red Dust Revival out of Kalgoorlie where I raced my other 1928 flat track special.

### ***In the dirt at Lake Perkolilli in the lead up to Cannonball Classic***

With the setup of the bike for the Cannonball Classic, I needed as many spares as possible to take with me, a good friend lent me his whole 1928 bike for any spares I needed. The 1928 Indian Scout has a total loss oil system, meaning there is a small oil tank which holds the engine oil feeding a oil pump which meters oil into the camshaft gears then drawn through the big end shaft & through to the crank case which then either exits through the breather or out the exhaust.

I calculated that the bike would need 30 to 35 litres of a straight 50 weight oil for which these engine clearances were designed to use. I rang our WA Morris Oils distribution agent and was lucky enough to receive the oil for sponsorship for use on the event.

I know this might not sound, very environmentally friendly but this is as good as it got in 1928. These Indian Scouts had a reputation of being a bullet proof, the 750 cc Scout earned the reputation of “You can't wear out an Indian Scout”, but you can have fun trying.

Over some 13 years of riding, I have covered close to 30,000 kms on this bike, prior to this event, I pulled the engine down and fit new pistons & rings, checked the gear box and helical drive primary gear set. All was ok so I put it all back together with fresh Morris Golden Film SAE 50.

We all lined up the bikes for the photos the day before the event then had a short ride to a winery near Busselton, a bit of a shake down ride they call it. Day 1, we left Busselton Hotel for the first leg of this adventure for Albany.

This event was stressed as not a race, but a ride of endurance between rider and bike, man and machine.

All riders received a full set of points for the day if you left the start line at your designated time and finished before the end time set for the day. Loss of points would be given if you arrived over the set time or help from your back up crew was given on the route or help from any of the other backup crews. Help from other riders or a service station or a farmer along the route for repairs to get your bike to the finish line we're all allowed.

On the way to Albany, we rode into some heavy rain during this I was flagged over by a rider named Cole ridding an early Harley, he had missed the service station at Manjimup and kept going thinking he could get fuel later. I got him fuelled up with my spare fuel and we were on our way again. The rain got heavier, and my bike started to run rough which turned out to be one of my exhaust valves loosing clearance. Cole helped with valve adjustment on the side of the road, we made it through to Albany after another fuel stop.

Day 2. Started early as we had a long day on the road to Esperance, the overnight stop here gave time for all the crews to undertake valve adjustments and servicing, after 2 long days the bikes were starting show early strain.

Day 3-4. Long days as we headed for Fraser Range and then onto Border Village

Day 5-6 The rain across the Long Paddock (the Eyre Highway/ Nullarbor) was heavy to say the least. With oncoming trucks throwing a constant sheet of water at the bikes as we road past, along with dodging the wheel ruts full of standing water.

Day 7-8. Ceduna, Port Lincoln. The next day we rode through to the Royal Flying Doctors base at Port Lincoln, here we had a BBQ, by the end of the Event we all had contributed and managed to raise over \$150,000 for the Flying Doctor Service

Day 9-10 We then road through Crystal Brook and onto Morgan on the river, caught the ferry over the river and headed to a winery for lunch. The river Murray was well on its way to flooding at this point. This was our first ever lunch stop & we were not allowed to leave until a set time otherwise you lost points.

We set out following the Murray River finishing at Mildura for the night. The next day we were meant to be finishing at Moama on the Murray but they were flooded out, so a detour was made and we made our way to Pretty Pine a little pub just outside of Deniliquin. I grew up here as a kid on a station running cattle and cropping, I don't ever remember seeing this much feed on the plains. We ran onto what is called a long paddock were a droving team had cattle grazing on the side of the road something else you don't see much of in the West of Australia.

We hit the finish line at Pretty Pine travelled to Deni (Deniliquin) set up & returned to Pretty Pine for tea. After tea we learned one of our riders had fallen off lost his life. I only meet Ken on the first day at Busselton and would see him everyday ride past me in the afternoon. He was riding a Vincent and all that new him well said he rode that old bike better than most could ever dream of riding a bike.



## ***Vale: Ken Phelps on the 1948 Vincent HRD***

Day 11-12 It rained as hard as it had the whole trip, we made our way to Albury & a motorcycle dealership for the finish of that day. The rain had stopped, and the sun was thinking about shining. The next day was the best ride day of the trip we headed along the Lake Hume Dam and up to Corryong, if you are ever in this part of the country then don't miss this road it doesn't get much better, at least an hour of the best views and scenery all in one run. You felt like turning around & doing it all again in reverse. But my arse was so sore that was not going to happen.

Day 13 The last day we would line up and look up to the Snowy Mountains, you could see a fair way up then it was just a big black cloud. It was a big climb for the little Indian Scout, she never had to go back to first gear (only has 3 speeds), in second she was over taking bikes that had earlier overtaken me. The Scout seemed to be really under powered then it hit me we were nearly 1.5 kms above sea level according to the signs. Not as much air up here and raining like there was no tomorrow, I adjusted the fuel mixture on the carburettor to richen her up, she ran a whole lot better.

We ran down the other side of the mountain, just like we rode into the wet weather clouds. We rode out the other side straight out of rain and into sunshine. What a contrast but it was at least another hour before I stated to dry out.

We finished at Merimbula in NSW just up from the Victorian boarder, we were all happy to finish the event the bike got me through with a little night-time servicing and repairs.

Would I do it again, not on that day in Merimbula. Now as I write this article a month later, bring it on, my butt has recovered now.

The little Indian Scout ran 3rd through the whole event not losing any points, it was in order of oldest to newest with the cut of date being pre-1948.

## ***The finish line and the survivors of the Cannonball Classic. Pacific Ocean in the background***

Some 20 bikes and their riders never lost any points through the event. The bike took out best performing bike in the 500cc to 750cc Class.

Special thanks to my back-up driver, my wife Shendel and her driving buddy Daisy the Red Kelpie dog.

***WA the trophy hunters, 3 riders from WA that won trophies.***

***Daisy keeps the fly's away from my beer while I was working on the bike.***

***Big thanks to Morris WA for their generous support with the good oil. Morris Golden Film SAE 50***

## **DISTINGUISHED GENTLEMAN'S RIDE 2023**

Fellow IHC members, firstly let me apologise for this late ride report on the 2023 DGR held on the 21st of May.

There were to my recollection at least 4 or 5 other members who did the ride which commenced at the Dolphin Centre, then had a police escort bog lap of Bunbury before heading to Ferguson Valley and finishing at the Dardy Bakery or pub, depending on your preference.

The ride was led and organised by Al McNevin, a well-intentioned all-round good guy and Johnny Hopper mate of our pres., Dan Talbot.

As we entered Victoria Street all resplendent in our jackets and ties on shiny old bikes (some new), Al's 70's Honda 4 blew some fuses and shit the tin, bringing proceedings briefly to a halt with an embarrassed, sidelined ride leader. Talbot and I were next in-line and quickly decided to keep the show on the road as we were half listening at the briefing and knew the route. No more dramas from there on and we stopped for a break and photo shoot at Gnomesville.

I didn't see Brendan Doggett there, but he would have been getting ready for the Ashes 1st test.

The ride to Dardanup Pub was fun and spirited and towards the end the R100 wanted to gallop away past the Vinnie. DT wasn't having any of that (it's not a race remember), but unfortunately spat a bolt from the rear brake linkage. Of course, my bag full of metric bolts absolutely useless to a Britt. A great lunch and a few laughs followed, some at Al's expense and the brave laddy who wore a kilt riding his Guzzi Cali'.

Awards were handed out and I received a plaque for being Bunbury's highest fundraiser. Now come's a bit of a Coop's grizzle: While accepting the award graciously, I'm thinking, "I only raised \$1300 and was highest out of 42 registered riders.

The Bunbury group overall raised \$6708 for prostate cancer research and suicide prevention, both very worthwhile causes. But I kept thinking, 42 riders? A town and surrounds the size of Bunbury. Surely, we could have done better. So, I looked on the website to see what my fellow riders had raised, and to my horror I see where 14 riders raised 0, nada, zilch \$\$, 1 raised a \$1, and 2 raised \$5... Stirling effort chaps (not).

Now I'm not one to blow my own trumpet here, in fact the reverse, I was embarrassed at being the highest fundraiser with such a low total. Over several decades I've been involved in other charity rides with Variety WA, The Black Dog Ride and RFDS, and the support for these groups vastly eclipses the Bunbury DGR.





The Distinguished Gentleman's Ride is a great cause, hence my participation. But I don't want to ride with a group that includes a bunch of posers who just want to play dress-ups and ponce around town (look at me, look at me). They can stay home and take more selfies for FB.

Now don't be put off by my rant, we'll weed out the tight arsed fake riders next year. This is a well organised world-wide event and will happen again next year on Sunday May 19th, 2024.

This year on May 21st 107,201 riders took part on 893 rides, in 107 countries raising a total of \$7.43M USD... this is serious professional fundraising. So, I hope we pencil in this event for next year and show the world our pockets are not padlocked.

Cheers, Clive 'Coops' Cooper

Member# 147



### **Tortoise Ride, Friday July 14**

The forecast for today was not good with a major frontal system due to provide wet and windy weather today. This unfortunately helped to keep numbers down as the weather turned out fine and sunny, but somewhat chilly up in the Ferguson Valley where we were headed enroute to the Boyanup Bakery for morning tea.

Just made the coffee and pies taste that much better. Kevin Sallis was on his newly acquired Honda 750/4 which was absolutely immaculate. Doug Baker fronted on his Triumph with the newly fitted Tilbrook sidecar. Doug and Huw have done a very professional job with the fitting, and it looks magnificent. Thanks to Charles Smalley for providing trailer backup which was fortunately not used.

**Ross Eaton**

### **FOR SALE**

1964 Ariel leader 250 in very good condition it starts and rides very well it's on SA club registration. I have some history and the UK number plate it has matching numbers it owes me \$12000 I'm hoping to get \$11000 but I will listen to offers the registration is S58BKZ

Peter Friend

pete28@internode.on.net

0400088830



### **FOR SALE:**

1 x BSA A10 & B33 – Full Resto with Kicker & Gear Lever  
\$650.00

1 X BSA C11 Late model, not restored – Good condition.  
\$350.00

2 X BSA A7 Bolt Up Type- both fully restored \$550.00 each.

Ring Terry Germain 0419 554 735 or

Email: tgermain@bigpond.net.au





# THE RUSTIC OFF-ROAD RALLY

.....a rally for pre-1975 motorbikes



**Saturday, 14 October 2023**

1688 Goodwood Rd, Capel River

Bring your rustic bike and a few mates for a great  
ride through the roads and tracks within the  
Capel River forest!

Presented by the Indian Harley Club (Inc), Bunbury

Details at: [www.ihc.wildapricot.org](http://www.ihc.wildapricot.org) or call 0439 305 772

## CALENDAR OF EVENTS

<b>Date</b>	<b>Calendar of Events</b>	<b>Start Time</b>	<b>Start Point</b>
Wed 02/08	Busselton Mid-week Ride	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 02/08	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine
Wed 02/08	Committee Meeting	6.30pm	Bunbury Motorcycle Clubrooms
Tue 08/08	IHC AGM & General Club Meeting	7.30pm	Bunbury Motorcycle Clubrooms
Wed 09/08	Bunbury Mid-week Ride	9.00am	Theatre Carpark Pratt Road Eaton
Wed 09/08	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine
Fri 11/08	Tortoise Ride Busselton	9.00am	Caltex Service Station Causeway Road, Busselton
Fri 11/08	Tortoise Ride Bunbury	9.00am	Dolphin Centre Carpark Bunbury
Wed 16/08	Busselton Mid-week Ride	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 16/08	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine
Wed 16/08	Mandurah Mob Meeting	6.00pm	TBA
Sun 20/08	Mandurah Mob Ride	9.00am	Council/Cicerellos Carpark, Mandurah
Wed 23/08	Bunbury Mid-week & Narrogin Lunch Ride	8.00am	Theatre Carpark Pratt Road Eaton
Wed 23/08	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine
Fri 25/08	Tortoise Ride Busselton	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 30/08	Busselton Mid-week Ride	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 30/08	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine

<b>Date</b>	<b>Calendar of Events</b>	<b>Start Time</b>	<b>Start Point</b>
Wed 06/09	Busselton Mid-week Ride	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 06/09	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine
Wed 06/09	Committee Meeting	6.30pm	Bunbury Motorcycle Clubrooms
Fri 08/09	Tortoise Ride Busselton	9.00am	Caltex Service Station Causeway Road, Busselton
Sun 10/09	Spring Rally	9.00am	Theatre Carpark Pratt Road Eaton
Tue 12/09	IHC Club Meeting	7.30pm	Bunbury Motorcycle Clubrooms
Wed 13/09	Bunbury Mid-week Ride	9.00am	Theatre Carpark Pratt Road Eaton
Wed 13/09	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine
Fri 15/09	Tortoise Ride Bunbury	9.00am	Dolphin Centre Carpark Bunbury
Sun 17/09	Richard's Run	9.00am	Theatre Carpark Pratt Road Eaton
Wed 20/09	Busselton Mid-week Ride	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 20/09	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine
Wed 20/09	Mandurah Mob Meeting	6.00pm	TBA
Fri 22/09	Tortoise Ride Busselton	9.00am	Caltex Service Station Causeway Road, Busselton
Sun 24/09	Mandurah Mob Ride	9.00am	Council/Cicerellos Carpark, Mandurah
Wed 27/09	Bunbury Mid-week Ride	9.00am	Theatre Carpark Pratt Road Eaton
Wed 27/09	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary, Oakleigh Drive, Erskine



## **BMW R60/2 and Tillbrook Sidecar**

