

**OFFICIALS 2021 - 22**

**President - Michael Rock**  
0437 999 009 [president@ihc.asn.au](mailto:president@ihc.asn.au)

**Vice President - Dan Talbot**  
97 523 880 [vice.president@ihc.asn.au](mailto:vice.president@ihc.asn.au)

**IT Manager - George Johnson**  
0478 109 454 [it@ihc.asn.au](mailto:it@ihc.asn.au)

**Secretary - Doug Baker**  
0416 226 508 [secretary@ihc.asn.au](mailto:secretary@ihc.asn.au)

**Membership Manager - Glenda Patterson**  
0417018 225 [membership@ihc.asn.au](mailto:membership@ihc.asn.au)

**Treasurer - Faye Carn**  
0478 606714 [treasurer@ihc.asn.au](mailto:treasurer@ihc.asn.au)

**Newsletter Editor - John Presland**  
0410 088 057 [editor@ihc.asn.au](mailto:editor@ihc.asn.au)

**Club Captain - Dave Lind**  
0419 434 789 [captain@ihc.asn.au](mailto:captain@ihc.asn.au)

**Vice Captain - John De Filippo**  
0467 634 448 [vice.captain@ihc.asn.au](mailto:vice.captain@ihc.asn.au)

**Librarian - Amanda Bernhardt**  
0474 857 840 [librarian@ihc.asn.au](mailto:librarian@ihc.asn.au)

**Machine Examiners - Murray Rudler**  
0477 932 060 [examiner@ihc.asn.au](mailto:examiner@ihc.asn.au)  
Bernie McCormack, Brian Cartwright, Graeme Squires & Rodney Lang (Mandurah), Doug Craigie (Manjimup), Darryl Warner (Busselton).

**Licensing Liaison Officer - Steve Turner**  
0447 880 814 [licence@ihc.asn.au](mailto:licence@ihc.asn.au)

**Dating Officer - Michael Rock**  
0437 999 009 [dating@ihc.asn.au](mailto:dating@ihc.asn.au)

**Property Officer - Steve Armstrong**  
0438 597 290 [property@ihc.asn.au](mailto:property@ihc.asn.au)

**Merchandising Officer - Wilma Little**  
0409 696 698 [merchandise@ihc.asn.au](mailto:merchandise@ihc.asn.au)

**Liaison Officers**

**Mandurah** Tammy Lewis 0417 094 742  
**Busselton** Peter Mitchell 0427 544 202  
**Manjimup** John Rooney 0428 910 365  
**Pre 48** Murray Rudler 0477 932 060

**CLUB FOUNDED 1971****Foundation Members**

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

**Life Members**

Norm & Margaret Hart, Harold Braund (Dec.),  
Laurie Briggs (Dec.), Bill Beaton (Dec.),  
Bernie McCormack, 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 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 McCreed, 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, Martin Basten,  
Alma Jarvis, John (Jack) Lewis, Syd Taylor

**CLUB MEMBERSHIP FEES FOR 2021 - 22**

<b>Nomination Fee</b>	<b>\$25</b>
<b>Single Member</b>	<b>\$55</b>
<b>Family Membership</b>	<b>\$60</b>

**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
- The Lord's Motorcycle
- Adventure Before Dementia
- January Meeting Minutes

## Next Months Deadline

The Deadline for inclusion in the March edition of this magazine is the 17th of February

## 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](mailto:editor@ihc.asn.au) or via snail mail to The Editor, Indian Harley Club (Bunbury) Inc., PO Box 317, Bunbury 6231.

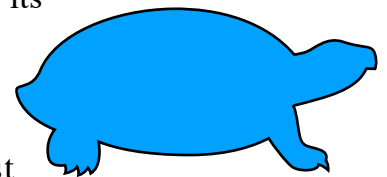
## Two Day Rally 2022

The Two Day Rally for 2022 is scheduled for the weekend of 12th & 13th of March. Registrations are now closed because all 200 places have been filled. If you wish to attend the Saturday BBQ or Sunday Presentation Lunch and you have not already registered please contact Glenda Patterson on 0417 018 225 or email [membership@ihc.asn.au](mailto:membership@ihc.asn.au).

## Tortoise Ride

### Tortoise ride Friday January 14

Great day for a ride 27 degrees and clear. Great turnout with 18 solos, 1 sidecar and 2 pillions for a ride to Collie. Traveled via Cathedral Ave, Sandalwood Rd, Mornington Mills Rd and into Collie via Patstone Rd. Long stop at the bakery with lots of stories to be told. Micheal Rock 11 rode his new 1947 Indian on its first club ride and he seemed pretty pleased with it. It was my first attempt at leading a ride, thanks John DeFilippo for organising the route and route sheet and to John Anderson when I took a wrong turn. Also JC for acting as TEC on the mighty 305 Honda Dream.



**Wayne Phillips**



## For Sale & Wanted

**For Sale** is a 1950 James auto cycle.

Complete but in need of some TLC.

Asking \$2000- negotiable.

**Contact is Brian 0417 840 306. Or Brett at Bunbury Bearings 97213522**



### **WANTED - 1940 Norton 16H Parts**

Fuel tank, headlight shell, chain case, chain guard, tool box, mudguard stays and number plate holder.

**Please ring Steve on 0438 597 290** if you have any 16H parts you wish to sell. There are many other parts required for this project.

### **For Sale - 1951 Matchless G3L**

Complete restoration back to showroom condition.

\$10,000 ono

**Colin Batley**

**0419903590**



**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**

## For Sale & Wanted

### For Sale - 2003 Kawasaki VN250 Eliminator

16,000 km only. Very good condition with near new tyres front and back. Smooth running engine with adequate performance. Cruises at highway speeds and is quite usable for longer distances as it has a very comfortable and low seat. Fitted with a custom chrome Ventura rack and removable sports bag. LAMS approved.

**\$2,900 - John 0410 088 057 or email [vk6hf@hotmail.com](mailto:vk6hf@hotmail.com)**



**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](mailto:Gary.Leigh@busselton.wa.gov.au)**

**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](mailto:stevenfewster@hotmail.com)**

Thanks Steve.

**For Sale** - 1958 Triumph TR5 in BSA duplex Frame, fuel tank . Suzuki front Forks, seat , Yamaha rear wheel, koni adjust rear shocks, Motor has been built by Frank Bevilaqua, well known competitor in WA motorcycling. It has race goodies and the parts were sussed out from Frank's trips to England. Peter Lawson manufactured the Siamese exhaust. The concept was built to compete in VMCCWA events but unfortunately the owner forgot he was no longer 18 yrs old. It has competed in the Albany Hillclimb . It cost an arm and a leg to build so I am looking for " an offer I can't refuse"

**Dennis (Woody) Ferrell 0487 308 474 Or PO box 146 Cuballing WA 6311.**



## For Sale

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**



### 2022 Two Day Rally Covid-19 Information

The Indian Harley Club provides this update to all entrants in our Two Day Rally to be held on 12th & 13th March 2022.

The Club is monitoring the Western Australian Government's latest announcements on Covid Restrictions and the potential impact of the opening up of the State on 5th February.

This will affect how we conduct the Two Day Rally this Year.

Under the Current Announcement which comes into effect on 31st January the Club, all Members, Volunteers, Entrants and members of the Public will need to comply with the following restrictions:

#### **Wearing of Masks:**

You may be required to wear a mask at the venue depending upon the Government conditions of the day.

Please bring your own masks.

#### **Proof of Vaccination:**

The Club will need to comply with the Proof of Vaccination restriction.

"People will be required to show proof of their COVID-19 vaccination, either in a digital or paper-based form, along with approved identification"



## 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

**GORDON DOUGLAS –  
BROADWATER**



## Old Iron for 2022 Postponed

### OLD IRON FOR 2022 POSTPONED

NOTICE: the Old Iron Motorcycle display and Swap meet planned for 20 Feb 2022, at the Cannington Exhibition Centre, has been postponed indefinitely due to Covid restrictions & vaccination requirements. This is very disappointing but necessary under the circumstances.

Thanks are extended to everyone who has contributed to the planning and preparation for this Show.

Murray Barnard  
for VMCCWA Management Committee

## Classic Vibrations For Sale & Wanted

If you wish to advertise in Classic Vibrations please send your ad to [editor@ihc.asn.au](mailto: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 8th February 2022 commencing at 7:30 pm.

## General Meeting Agenda

Welcome  
Confirmation of January Minutes  
Correspondence  
Reports  
General Business  
Close

## Ladies Lunch

There is no Ladies Lunch in February. The next Ladies Lunch will be held on Tuesday 29th of March at 12 noon at a venue TBA. For more information please contact Leith Presland on 0409 291 260 or [leith49@hotmail.com](mailto:leith49@hotmail.com).



# The Lord's Motorcycle

## The Lord's Motorcycle

By Dan Talbot

For many, the name Hesketh would be quite alien as a motorcycle brand. Certainly, it's hardly synonymous with motorcycling and I suspect a good many people reading this are not even aware there was such a brand. Hesketh Motorcycles was a company created by Lord Thomas Alexander Fermor-Hesketh, the 3rd Baron Hesketh, and followed his semi-successful Formula One racing team. At a time when the sun was setting on the motorcycle production in the UK, it was Lord Hesketh's intention to revitalise the industry. His progenitor for this was an audacious 1000cc V-twin sports touring cycle reminiscent of Brough Superior and Vincent.

By the late seventies, the last manufacturer of British motorcycles, Norton Villiers Triumph, was in its death throes with ageing designs and sketchy manufacturing practices. The fathers of the industrial revolution were losing the fight against an onslaught of superior machinery out of Japan and Europe. Throughout the seventies I witnessed British motorcycles winning on the race tracks and the streets. When it came time to purchase my first big road-bike it was no contest, it had to be a Triumph. In fact, by that time, if I wanted to ride a new British motorcycle it could only be Triumph or Norton. By that time many of my friends were riding Honda 750 and Kawasaki 900 machines but they didn't appeal to me as much as a 750 Triumph Bonneville. To ride a new British motorcycle I was limited to 750 and 850 parallel twins, but, unbeknown to me, plans were afoot in Northamptonshire, England, to re-introduce a British V-twin to the world and reestablish the Brits as the superpower of luxury motorcycles.

As the kernels of Hesketh Motorcycles started to take hold, some journalists were touting to the reintroduction of the Vincent twin. This excited me no end. Regular readers will be aware of my life-long love-affair with the marque and to be able to purchase a new Vincent



**THIS EXAMPLE OF A V1000 HESKETH WAS PHOTOGRAPHED IN VICTORIA IN THE EIGHTIES BY IHC MEMBER BOB FURSDON. I HAVE RECENTLY LEARNED THIS MOTORCYCLE IS STILL REGULARLY RIDDEN IN NSW.**



in 1980 had me ready to sign up. As it transpired, artist's impressions of what Hesketh might look like bore little resemblance to Vincent and nothing like the machine that was eventually released. At the end of the day, all Hesketh had in common with Vincent was exclusivity and expense, however, unlike Vincents, the Hesketh was plagued with problems.

The Hesketh was released with a stonking 90-degree V-twin engine. It needed to be substantial as the engine made up the lower part of the frame, in what's called a 'stressed member' or stressed component.' At 90 degrees, it looked more like a Ducati than a Vincent or Brough Superior. The engine was a gleaming lump of alloy (destined to devour many a tube of Autosol), part of a handsome machine but one that would not find its way into my heart. By the time the Hesketh was released to the world I had gone down the Harley route and I was firmly entrenched in the American cruiser culture. I did however keep an eye on Hesketh, more so out of curiosity than anything else. I was disappointed to learn early examples were beset with problems. We'll get to the problems - and to how they were fixed - soon. In the meantime, it is useful to review the V-twin engine.

For a long time, British twins were of the parallel variety, where cylinders are placed side by side and fire evenly at 360 degrees in each 720-degree cycle. By placing the cylinders 90 degrees apart, different firing patterns are adopted. A 90-degree v-twin engine will fire at 270 and 450 degrees within the 720-degree cycle. Where the cylinders are arranged 45-degrees apart, the engine will fire at 315 degrees and 395 degrees in 720 degrees. The odd firing patterns of V-twins suggests they run less smoothly than the evenly-spaced, 360-degree parallel twin, which is not so. In the parallel twin, both pistons are rising and falling together, creating reciprocal forces that play out as vibrations through the handle-bars, seat and foot pegs. By contrast, in the 90-degree engine, where the pistons are rising and falling independently of each other, reciprocating forces are lessened. Furthermore, when one piston is firing, the other is travelling at full-speed which tends to balance vibrations rather than create them. Hesketh was wise to employ the 90-degree layout.

Generation one of Hesketh Motorcycles ran from 1980 to 1982. Unable to raise sufficient capital for his creation, Lord Hesketh injected his own funds into the venture but the company ultimately failed. The idiom "creating a small fortune from a large one" played out and by 1982 Hesketh motorcycles fell into receivership with just 139 'V1000' motorcycles being produced. In 1983, with a little help from his friends, Lord Hesketh formed Hesleydon Ltd and had a brief return with another 40 machines, dubbed the Vampire, being produced. By this time, it was well known the motorcycles were afflicted with a variety of problems, not the least of which included; excessive piston clearance (okay 'slop'), excessively hot rear cylinder and leaky cam-drive case. The marque once again closed its doors. But the story doesn't end there.

Mick Broom was a development engineer with Hesketh and was intimately acquainted with the engine and the gremlins that lived within it. Furthermore, Mick knew what needed to be done to improve rideability, reliability and longevity of the motorcycles but he was fighting against the winds of a corporate economy that insisted on selling underdeveloped machines, at extraordinary prices, to the public. We'll let Mick take up the story.

“The obvious question arises, why did a new motorcycle fresh from a factory require all this work after being sold as a up market quality product. The short answer is lack of adequate funding which led to lack of resources and the factory being forced into decisions based on survival with very great pressure from all to deliver bikes. Added to this was the fresh problems due to the different parts and assembly method used at the factory and the ultimate inspector/

tester the customer entering the arena and the result was interesting to say the least, for those who lived though it (Broom, 2021).”



**MICK BROOM'S 1100CC VULCAN. PHOTOGRAPH SUPPLIED BY MICK BROOM.**

After the demise of both Hesketh Motorcycles and Hesleydon Ltd Mick continued to improve the motorcycles with engines being sent to his base in Easton Neston, Northamptonshire. Broom's improvements were referred to as EN10, a contraction of Easton Neston 1.0. They were, by all accounts a huge success. Writing in the Classic Bike Hub in 2012, Mike Lewis describes the EN10 improved Hesketh as a “Revelation. Gear selection is slick and precise, the meshed cogs remaining

silent even at very low revs. A big handful of midrange throttle in top gear brings up 100mph at just 6000rpm.” Lewis goes on to make a clear observation in that without Mick Broom Hesketh would merely be, “at best, a short-lived historical (motorcycle) footnote.”

Mick's company, Broom Development Engineering, acquired ownership of the Hesketh names and continued with his EN10 modifications. Broom had the capacity to produce up to 12 complete motorcycles a year, although, in his words, “I had the capacity to produce 12 a year but some years I never made one, most of my work was in (EN10) updates.” Mick's updates included taking delivery of an engine, removed from the host machine and fixing items such as oil regulation, engine breathing, cam chain-case re-engineering, re-machining the bearing mounts within the crankcases. Obviously this is quite an extensive list. In correspondence with the author, Mick said, “One thing you learn very quickly in the development game is that when you have solved ' the problem ' another will take its place. This chain will only end due to an unrelated, in engineering terms, factor. Very simply our job is to make a mechanical assembly perform better by removing the weakest link, this then exposes the next one and off we go again, usually until the money runs out or we achieve our goal.”

Mick Broom achieved his goal. He has taken just about every early Hesketh and improved the engines to the point they are now reliable, rideable and collectable motorcycles. Mick sold his stake in the company in 2010 and since then Paul Sleeman has built a very limited number of large-capacity V-twin motorcycles carrying a 1920cc S&S engine. That is a story for another time. *Dan is the Vice President of the Indian Harley Club*

## Syd Taylor

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It is my sad duty to inform you of the passing of one of our Members.

Life Member Syd Taylor, a popular and active Bunbury member of over 35 years succumbed to illness and passed away at about 4pm on the 3rd of January.

The Indian Harley Club mourns the loss of a respected long term club member.

Michael Rock  
President

The Indian Harley Club (Bunbury) Inc.

## Bunbury Mid Week Rides

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Bunbury Mid Weeks follow the pattern of past years with both monthly mid week events being 9.00am starts. This will occur for Jan-April inclusive, being the hottest part of the year.

Thereupon in May to December inclusive, the first Bunbury Mid Week Ride of the month will revert back to a 1.30pm start.

**John De Filippo - Vice Captain**

## Featured Bike of the Month

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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](mailto:editor@ihc.asn.au)

**The Editor**

## Bunbury Mid Week AM

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### Bunbury Mid Week AM 12th Jan 2022

A good attendance with 22 riders plus 1 pillion. A short ride up to The Preston Valley Store via Wellington Mills. Pile Road had some resurfacing going on, so we detoured back to Ferguson Road to continue the journey. The store has a shady garden along side with outdoor seating, so it was a pleasant place to have a coffee & share some conversation.

Afterwards, the members split into two groups, the first group travelling back to Bunbury through Donnybrook. The rest went back to Wellington Mills & on to The Dardanup Bakery for lunch & further socialising.

**John De Filippo Vice Capt.**

## Meeting Start Time Changed

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A motion was passed at last months General Meeting to move the General Meeting start times from 8:00PM to 7:30PM. This is effective immediately so the next General Meeting on 8 February 2022 will start at 7:30PM.





## Adventure Before Dementia

### Adventure before dementia, riding in the Indian Himalayans. By Helgo Huebner

As with so many of us, I rekindled my love with motorbikes. Doing so, after retiring from a demanding 24/7 job a while ago. I'm glad I did, because it's great. I bought a second hand machine and rode 5000 km in 4 months. First mainly on my own, to re-familiarise myself with the basics, then later riding together with others to polish and refine those skills.

Once I went on a ride with a friend, he has been riding all over southern Africa for 25 years while he lived there. After our trip we had a beer and I asked him: what do you think about riding in the South west of WA? Oh, it's great, he said. "The roads are good, little traffic, the speed limit is a pain, there's usually sunshine, but honestly it's just pussy footing around!"

I couldn't quite comprehend what he meant, I had always thought this is a biker's paradise. What else was out there? Having plenty of time and some money on hand, I spread my wings to do some riding somewhere else. I had written the words: "do something extraordinary" on my bucket list earlier on and set about researching a real motorcycling adventure.

Inspiration came via the Riding On magazine and the internet, where I found a travel company in New Delhi in India who specialised in adventure motorbike tours. Found out there was only two vacancies left on 2009s last Himalayan tour.

My current boss (dear wife) agreed, it was a great idea, so I booked two places, one for me and another one for my fellow biker son Greg. We found cheap flights on the net and off we went.

I was a bit sceptical on the flight over; was this seemingly friendly company with the nice website actually legit? What would the traffic be like? Luckily I had prior experience in India, more than 30 years ago, as we travelled overland through the country, along the hippie trail. I have very fond memories of warm people with genuine smiles, very easy to get along with and always eager to make a buck.



**CAMEL TRANSPORT**

Many things have improved since then, but not the basics. Its still typical India and extremely crowded, dirty, undisciplined, sometimes even horrible, but always incredibly fascinating.

On the roads however, things step up a whole extra level. The traffic is absolutely disastrous, most roads are pretty bad, constant potholes, clouds of black diesel smoke pouring out of trucks, livestock like cows, goats, dogs, sheep, donkeys, horses, camels, monkeys, you name it. The main traffic rule is simple, just don't obey any and keep yourself alive. The biggest car/truck/bus or military convoy simply demands the right of way. Flexibility is a must, constant horn blowing is vital communication and swearing inside your helmet can be a useful stress management tool.



We had our first riding practise in New Dehli, on unfamiliar Royal Enfield Bullets. Much has been written about these ancient bikes. Some 60 years ago the factory was located in the UK, after they went bankrupt, the whole operation was shipped to India. It has been operating there ever since and the bike specifications have had, until recently no changes, except for the front disc brake and double horn upgrade, the most important things on Indian roads.

To add to the confusion the gear lever is on the right, and you push the level down to go up a gear, pull it up to go down a gear. The foot brake is on the left hand side where you'd expect the gear lever to be. There is no electric starter, only a kick-start, to operate it you have to use the decompression lever to clear the cylinder. If you forget to do this, it will kick you in a way you won't forget for the rest of your life. If you don't constantly rev it, especially at low speed, the bastard will stall. It is terrifying when your bike stalls, while you



are negotiating potholes and suddenly finding yourself face to face with speeding two trucks on their overtaking manoeuvres around one of the endless blind corners on those tiny gravel roads up in the Himalayas. Especially with an unsecured 100 m vertical drop straight down from the road edge, emergency stops in such situations as this occurred very often on some days.



But the bikes are very agile, manoeuvrable and ultimately tough machines. They continued chugging on through dust, rain, mud and endless deadly mountain obstacles. Being on an organised tour, we were lucky that we did not have to worry about bike reliability because there was a mechanic travelling in the escort bus behind us. After a 10 hour day of riding through bumpy roads in the magic 3rd gear, doing 15 to 60 km/h, the last thing anyone has nerves for is maintenance or repairs. On the rare occasions something needed doing, such as my son's bike's accelerator cable broke, our mechanic Shiraz jumped immediately into action, popped off the fuel tank and had the cable replaced within 5 minutes.



The trip started with a blessing of the bikes, riders and pillions in Lord Ganesha's name (the Hindu Elephant headed god) by the Indian organisers, it was quite a touching ceremony. We were a small group of, riders from Australia, UK, India, Germany, Muscat and NZ, including two couples with their wives as pillions. So the adventure had started.

Our first Leg of the journey was via train from Delhi to Chandrigar where the actual riding began. We all struggled at the beginning, adjusting to death

wish-riding by Australian standards. Luckily on the first stretch of road there was slightly less traffic, so we all had a chance to familiarise ourselves with the roads and these glorious Enfield's. The leader of our entourage, was an Indian tour guide named Sayed. His bike was always in front and the rest followed suit, learning on the fly how to stay alive and adjust to the organised chaos by weaving in and out of all directions of traffic.





Generally we more or less had sight to the bike in front of ours, but this often changed due to unpredictable conditions and sometimes the gaps opened up to a few km. Somehow we always managed to regroup and didn't miss any turns on chaotic highways.



First, we went through the tunnel of death. This is a 2.7 km long cavity cut through a mountain, the lights are so dim a moth would get lost and there are 2 lanes with no dividers for oncoming traffic. Now add to this mix an unkept road surface, cutting edge 1950s headlight technology and an onslaught of speeding cars, tractors, bikes and Indian truck drivers who all constantly overtake each other through the deafening roar of the darkness. They have learned to actively apply the same skills bats use at night to fly through

dark spaces by beeping their horns and listening for a response as a type of vehicle echo location system. Life is cheap on Indian roads, but somehow we made it through unscathed, to Shimla that night, where the old English colonial past is still very present.

Next day we went on to Manali, a nice town where we had the first day of rest. Roads and traffic were still reasonable but it became slightly more demanding to ride. I took the opportunity to have my boots polished and bargained the price down from 400 Rupees to 30 Rupees, probably still too much, but the kid was nice.



Off to Keylong, it was a hard ride due to the heavy rain the day before. The mountains had begun to melt and the road was littered with big washouts, landslides, water and rock falls. Sometimes we had to wait for a bulldozer to arrive and clear a path. It took us 7 hours of hard riding to cover just 110 km. In addition everyone started to feel the dizzying effects of altitude, getting up to 3978 m on top of the pass. The sophistication of things like food and accommodation were becoming more basic now, there were few luxuries.

The trip to Sarchu went through a 60 km desert like flat plateau, with no road or any marking, only sand and some of it was very loose. Sometimes one would see a truck, followed by a cloud of dust somewhere off the in the distance, but staying on course in the riding direction was just



guesswork and luck. It's also very scary to get bogged in what seemed to be quicksand, especially with all the riders disappearing unknowingly onto the horizon. Somehow we all managed to make it to the tent camp in Sarchu, which is 4408 m above sea level. Being not acclimatised to this altitude, made it very hard to breathe normally, any fast movements would slow me down, feeling unease. Woke up at 3 am gasping for breathe, the mind instinctively searching for answers, "Is this normal, or am I

having a heart attack?" So here at Sarchu, I spent one of the worst night's of my life, surpassed only during my national service in the sixties in the mid winter out side in the Bavarian Alps.

During breakfast next morning, one of the fellow riders came into the mess tent and said , we are all mad, all nutters, paying money to go through this hell, I never thought I would survive this night.

The following day we were having a break at a roadside stall. Here we met a film crew of the European TV station Arte. They where shooting a documentary, about the five most dangerous roads in the world. Will go on air next year over there and hopefully we can watch it on SBS one day.

Soon we all made it to Leh, the capital of Ladakh, to enjoy a day of rest, sightseeing, Internet and shopping. The Dalai Lama has a residence in Leh and my son even managed to get a brief encounter with him.





Here we were in the thick of the Himalayas. These unforgettable days were spent riding awe as the scenery was absolutely spectacular. Our tiny motorbikes were dwarfed by timeless giants, rocky formations which have stood in serene peace as long as humanity has been on this planet. One could clearly see the beauty of geological formations caused by tectonic plates as their

massive yet graceful forces had shaped the landscape and pushed it towards the sky at a glacial pace.

So we rode up to the mighty Khardung La, at an altitude of 5603 m, this is the highest motorable pass in the world. The air is pretty thin up there, the previous day a tourist had collapsed and died due to breathing difficulties. Anything other than slow walking has the potential to wind you and even riding a motor bike up was exhausting, so you can imagine our absolute amazement to see a small group of

professional cyclists who had ridden their bicycles to the top! The views up there were unbelievable, an unending pattern majestic mountains rising up through the clouds. We only stayed at this altitude for 30 minutes, or so, any more would have been unsafe, so we headed back down the windy mountain road into Leh.

Blessings were with us on our next days trip as some of the main roads had improved greatly, due to mobility requirements of the Indian Army. They have a high military presence close to the Chinese and Pakistani border and out of 1.2 Million + people in the forces the majority are deployed in this region. It took France and Germany 3 wars and more than 100 years, till they became friends, pulled down the border posts and use a common currency, they have a long way to go.



The following days we continued to Zori La Mountain pass, roads with a 500 m sheer down on the left and 500 m straight up towards the sky on the right. Unsurprisingly at the bottom of



these drops we saw a few shells of trucks which had come to a tragic end. The track continued on and in the middle of nowhere we arrived at the famous 1000 year old Monastery, tucked away in the mountains.

Onwards down the terrible roads, littered with army convoys, reaching Kargill after 12 hours on the road. We were totally buggered but the lower altitude meant easier breathing and sleeping. Being in Kashmir now, the majority of the population are Muslims. No beer available.

Off to Srinagar, where we stayed 2 nights on a beautiful houseboat on Dal Lake. Despite the warning of our guide of ongoing terrorist activity, we went to town. In front of the post office were many soldiers, barbed wire, a metal detector checkpoint and a machine gun behind sandbags. Wouldn't let us take pictures, afraid we may sell them to the Pakistanis. Met lovely people, they all would like to live in peace.



Then, diarrhoea hit me, can happen in India. No visitor is spared, despite all precautions. It is no fun when one is riding a bike in a highly populated foreign country. As my belly started again in the middle of a small town, I stopped to look for an opportunity to relieve myself, when I saw a cop. Indians are always eager to show off their English. When I asked for a public toilet, he pointed all around and said: "Open system in India, beside road".

By now we were past the Himalayan foothills and onto the plains. The danger had reverted back from falling off cliffs on blind corners, to sheer mass volume of vehicles. We completed a long ride to Amritsar, the capital of Punjab and homeland off the Sikhs and their unique golden temple. Where an army of volunteers is serving 100,000 meals a day, on public holidays twice as many, free to every one who is hungry. Beautiful atmosphere and a touching expression of humanity at its best.

On our final riding day we were treated to the border ceremony in Wagah, the only open border post between India and Pakistan. It is closed at night and every evening there is a “Closing the Gates” ceremony, where thousands of spectators on both sides of the border watch soldiers performing the show. These soldiers are ferocious looking as they march, parade and stamp in a display of strength during this war game. Hysterical masses on both sides are shouting: “Hindustan” or “Pakistan”. Some of the fanatics take this very seriously, until finally they slam shut the big iron gate closing the border.



**GREG & HELGO**

Back to town and the war on the road starts. All these agitated Indian drivers, it was an absolute nightmare. The road was full with all sorts, cars with no lights, high beam, one light, push bikes, rickshaws, busses, trucks, taxis, cows, the whole lot came to our last ride. I still wonder how we made it, but somehow we did. On the last days we did a bit of relaxed touring to Agra and the Taj Mahal

by train and then came our Indian trip came to an end.

It was simply unforgettable, father and son became great mates, we made many good friends, had countless near misses and even though we tragically underestimated how difficult it would be, we proved we rise up to the challenge.

So probably, instead of buying another bike, a bigger one of course, for pussy footing around the Southwest, I will put another bike trip, on the bucket list.

*Helgo is a member of the Indian Harley Club*



## Puzzle Corner

We had a good response to last months question where we asked how much profit or loss Murray made wheeling and dealing motorcycles.

The good news is that most of the answers submitted were correct. Murray would have made \$2000 profit on the deals. If you sell a motorcycle for \$1000 more than you paid for it then you make \$1000 profit. It makes no difference if it was the same motorcycle or a different one.

So the following readers are awarded a GOLD STAR for giving the correct answer.



**John Clapp**

**Jen Bojanjac**

**Rodney Lang**

**Phil Tyler**

**Bill Pike**

**Sue West (Mandurah)**

**Rex Dubois**

**Frank Barron**

Special mention must be made of an email I received from Sharon Rudler. I have included it below.

*Hi John,*

*It really depends which Murray. If this is my husband Murray, it is only a dream or a fairy story – he doesn't like selling bikes...lol...*

*Shaz*

### Here is this month's question.

Wayne & Glenda decide to have a race to see who can run the fastest over 100 meters. When Glenda crosses the finish line, Wayne is 10 meters behind at the 90 meter mark.

Wayne is not happy about this, so they decide to race again the following week. But this time Glenda has agreed to start 10 meters behind the start line to give Wayne a chance. Assuming they run at the same speed as the previous week, who will win this time? Or will it be a dead heat?

Please send in your answers to the editor on email [editor@ihc.asn.au](mailto: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	<a href="mailto:president@ihc.asn.au">president@ihc.asn.au</a>
Vice President - Dan Talbot	0897 523 880	<a href="mailto:vice.president@ihc.asn.au">vice.president@ihc.asn.au</a>
Secretary - Doug Baker	0416 226 508	<a href="mailto:secretary@ihc.asn.au">secretary@ihc.asn.au</a>
Treasurer - Fay Carn	0478 606 714	<a href="mailto:treasurer@ihc.asn.au">treasurer@ihc.asn.au</a>
IT Manager - George Johnson	0478 109 454	<a href="mailto:it@ihc.asn.au">it@ihc.asn.au</a>
Membership Manager - Glenda Patterson	0417 018 225	<a href="mailto:membership@ihc.asn.au">membership@ihc.asn.au</a>
Newsletter Editor - John Presland	0410 088 057	<a href="mailto:editor@ihc.asn.au">editor@ihc.asn.au</a>
Club Captain - Dave Lind	0419 434 789	<a href="mailto:captain@ihc.asn.au">captain@ihc.asn.au</a>
Vice Captain - John De Filippo	0467 634 448	<a href="mailto:vice.captain@ihc.asn.au">vice.captain@ihc.asn.au</a>
Librarian - Amanda Bernhardt	0474 857 840	<a href="mailto:librarian@ihc.asn.au">librarian@ihc.asn.au</a>
Machine Examiner - Murray Rudler	0477 932 060	<a href="mailto:examiner@ihc.asn.au">examiner@ihc.asn.au</a>
Licensing Liaison Officer - Steve Turner	0447 880 814	<a href="mailto:licence@ihc.asn.au">licence@ihc.asn.au</a>
Dating Officer - Michael Rock	0437 999 009	<a href="mailto:dating@ihc.asn.au">dating@ihc.asn.au</a>
Property Officer - Steve Armstrong	0438 597 290	<a href="mailto:property@ihc.asn.au">property@ihc.asn.au</a>
Merchandise Officer - Wilma Little	0409 696 698	<a href="mailto:merchandise@ihc.asn.au">merchandise@ihc.asn.au</a>
Busselton Liaison Officer - Peter Mitchell	0427 544 202	<a href="mailto:busselton@ihc.asn.au">busselton@ihc.asn.au</a>
Mandurah Liaison Officer - Tammy Lewis	0417 094 742	<a href="mailto:mandurah@ihc.asn.au">mandurah@ihc.asn.au</a>
Manjimup Liaison Officer - John Rooney	0428 910 365	<a href="mailto:manjimup@ihc.asn.au">manjimup@ihc.asn.au</a>
Pre48 Group Liaison Officer - Murray Rudler	0477 932 060	<a href="mailto:pre48@ihc.asn.au">pre48@ihc.asn.au</a>

### Club Membership Fees

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

### Postal Address

The Secretary  
PO Box 317  
Bunbury 6231

## **Minutes of General Meeting January 2022**

### **MINUTES OF GENERAL MEETING HELD - 11th JANUARY 2022**

**MEETING DECLARED OPENED** at 8:00 pm.

**ONE MINUTE SILENCE** was held in acknowledgement of the passing of long term and Life Member Syd Taylor.

#### **ATTENDANCE BOOK**

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

**PRESENT:** 43

**APOLOGIES:** 12

**VISITORS:** 1,

Gordon DOUGLAS was welcomed to the floor and spoke in general about his common interest in motorcycles, along with declaring that he unfortunately doesn't have a motorcycle – Mr President expressed that whilst riding is big part of the club there were other things within the club that welcomes the active participation of its members and encouraged all members to get involved.

Helgo HUEBNER who has been a member since 2015 – was warmly welcomed to his FIRST General Meeting of the Indian Harley Club.

### **MINUTES OF THE PREVIOUS GENERAL MEETING - Tuesday December 14th 2021**

As printed in the January Edition of Classic Vibrations – were tabled.

#### **No Business Arising from The Previous Minutes.**

**Motion:** That the minutes of the previous meeting be accepted as a true and accurate record. Moved – **Bill PIKE** Seconded – **Ray BUCK** Carried by the Floor

**NEW MEMBERS** - Announced by Club President

John MENEHINI - Leschenault & Rob HESFORD – Balingup

**SECRETARY'S REPORT** - Doug BAKER (via proxy – Glenda PATTERSON).

**Correspondence - In** - As tabled

CMC Classic Car Show 2022

CMC Concessional Licencing X 3

Mandurah Mob Christmas Drinks

Pre 48 Christmas Ride

CMC General Meeting Minutes 20/12/21

Cancellation Northam Vintage Swap Meet 2022.

Online Calendar Events Coding System John Defilippo  
OLD IRON Motorcycle Display & Swap Meet For 2022 Postponed  
Notification of the Passing of Syd Taylor  
Funeral Details for Syd Taylor Sat 15/1/22 12pm William Barrett and Sons 9 Spencer Street, Bunbury.  
Fuel Money Back up Drivers John Coleman

**Correspondence – Out - As tabled**

Honorary Member Letters Huf, Glen, Andrew, Robins & Reeve  
Condolence Card A/C Gelmi  
Get Well Card A/C Robins  
Thinking of You Card A/C Mc Cormack  
Condolence Card to Jocelyn Taylor.

**Magazines - As tabled**

Flat Chat EAMC  
Wimmera Mallee Historical Vehicle Society January Newsletter

**Motion:** That the Secretary's Report be accepted. Moved - **Bert SYKES** Seconded - **Neville GREEN** Carried - By the Floor.

**TREASURERS REPORT - Faye CARN**

As per handout (refer to Faye Carn for copy of Report).

**Opening Balance as at 01/12/2021 \$51,078.00**

**Income \$2,203.00**

**Expenditure \$9,417.97**

**Closing Balance \$4,3863.03**

**Term Deposit. \$60,000.00** Term Deposit Matures 19/04/2022 .05%

**PayPal \$5260.29**

**Motion:** That the Treasurer's Report be accepted. Moved - **Ross CARN** Seconded - **Bill PIKE** Carried - By the Floor.

**PRESIDENT'S REPORT - Michael ROCK**

**Membership Automated Cancellations of Membership.**

Mr. President notified the attending Membership of a glitch at the change of year as our automated email system sent notice of cancelled membership to about half a dozen Members. It was due to minor input variations which have now been rectified and those who were affected by the error have been thanked for their understanding.

Mr. President also drew the Memberships attention to the necessity of noting the correct information when making Electronic Bank Transfers – example: invoice



number or name of Member. Otherwise, the credited funds will be assigned to Club Donations if we don't know where it came from

### **WELFARE OFFICER**

Mr. President, informed the attending Membership of success in his search for a wise member who displayed empathy, tact and sensitivity in dealing with the welfare of others. He was pleased to welcome Rob HARROLD into the newly appointed position of the Club Welfare Officer. Rob's appointment was widely applauded.

### **CAPTAINS REPORT - No Report presented**

both Captain (David Lind) & Vice-Captain (John De Filippo) absent.

It was mentioned in general conversation of ways and means of supporting our Club Captain and Vice-Captain to enhance club activities and improve communications

Ryan LOVEROCK - from the Floor suggested that from a business perspective, implementing RUN GUIDELINES could help with the daunting aspect of future transitions for Members thinking of trying their hand at organising a club ride.

Leith PRESLAND - from the Floor, stated that a folder containing information on the running/organising of Club rides was compiled and handed over by herself when she withdrew from her position of Club Captain - currently this file may not be in use.

Mr. President invited the attending Membership to think about injecting their ideas for Club events, building camaraderie and sharing the responsibilities of the runs with our Club Captain and Vice-Captain.

Phil BUSSANICH - from the Floor mentioned that John LEWIN (Busselton) would use TomTom on his bike during the mapping and planning of his Club rides. Quite often an old run would be selected from a file of 30 or so previously conducted rides and were also made available for anyone intending to ride on the advertised run.

Mr. President reported that the Captain/Vice Captain also had a collection of route sheets and once again encouraged the Membership to get involved in the run planning to support their Captains.

Leith went onto say that everyone on the New Year Run, had an enjoyable ride with the added comments, that some of those in attendance remarked favourably on the distance travelled on the day, being not too long in distance.

### **WELFARE OFFICER - Rob HARROLD**

Rob gave his first report as the Clubs Welfare Officer – informing the Membership of the following.

Bill ROBINS – Long-time supportive member of the Club, currently an Honorary Member, has been in the Bunbury Regional Hospital for around 6 weeks and visitors were most welcomed to engage with Bill in helping pass those tedious hours. Visiting hours from 3pm

Bernie McCORMACK - Currently back in the Mount Hospital in Perth for re-work.

Syd TAYLOR - The late esteemed Life Member's Funeral will be held on Saturday January 15th, 2022, commencing 12 noon at William Barrett and Son's Chapel. It was agreed to assemble after the service at 2:45pm at the BGMM carpark for a group ride to Syd's home arriving at 3PM. Further details on the Clubs Website.

Dick TAYLOR - (Syd's brother) conveyed that further parking was available next door to Syd's house for those attending Syd's Wake at 3pm at the Family home.

**LIBRARIANS REPORT** - Amanda BERNHARDT – nothing to report.

**PROPERTY OFFICER** - Steve ARMSTRONG

Steve advises the membership that the termite treatment at the clubs' shed had now been completed and requested a letter of sincere thanks and gratitude be forwarded forthwith to Kim RUSSELL - White Ant Jack - 2 Crowd Road, Gelorup WA 6230. [kimpestcontrol@yahoo.com.au](mailto:kimpestcontrol@yahoo.com.au) Kim performed this service FREE of charge, and as a favour to the Late Syd Taylor.

Steve went on to mention that the pile of tin/timber should be reviewed or removed. The consensus of the attending membership was for the stockpile to be advertised for FREE to anyone wanting to collect. Dimensions were to be followed up and given.

**LICENSING LIAISON OFFICER** - Steve TURNER – (nothing reported).

However Murray RUDLER made mention that the club currently has 475 motorcycles registered and the Code 404 concession scheme remains the same. He also mentioned that when embarking on impromptu rides, all conditions MUST BE adhered to and the relevant form completed - otherwise you will be placing the club and its members in jeopardy of losing the advantages of Concessional Licensing (Code 404).

**IT MANAGER REPORT** - George JOHNSON – (nothing reported).

**BUSSELTON SECTION** - Peter WHITESIDE

Peter advised the membership that the 8:00 am START TIME will be reverting to 9:00 am from the first Wednesday in March – namely March 2nd, 2022.

Peter also spoke with regards to plans for organising a FIVE-DAY EVENT around late April, early May. Event distance around 2,000 klms – estimating 400 – 420 max

klms per day – traveling the direction of Esperance / Coolgardie – Back up will be provided for this event. Peter asked for a show of hands, with more than a dozen interested members acknowledging their interest in the proposed FIVE-DAY EVENT.

## **GENERAL BUSINESS**

Mr. President reported that he had met with the President and Bar Manager at the Boyanup Bowling Club. They offered an evening of bowling including a BBQ Burger and salad for \$10. It has a licensed bar offering cheap drinks (eg: \$4.50 beers). He invited a show of hands of those members who might like to enjoy a night of Bowls, Beer and Bulls%@t at the Boyanup Bowling Club. There was a terrific response from the Floor – it was also agreed that the preferred night should be a Friday.

Bert SYKES – addressed the membership with regards to the Clubs TDR 2022 noting work in progress, with the everchanging restrictions, including possible requirements for proof of double vaccination. Covid developments and Border Opening February 5th warranted a letter of update and current expectation to be sent soon to all Two-Day Rally entrants.

Phil BUSSANICH – addressed the Floor with his idea of having Club Fluro Vests, sporting the Clubs Emblem – Phil suggested that the vests could be made available and purchased through Wilma the Clubs Merchandising Officer.

No Motion was put forward, Mr President would raise it with the committee.

David GAUNT – addressed the Floor. Informing the attending membership that he and Michael ROCK II will be undertaking the organising of the Wheatbelt Run in 2022. Normally this event is held late September coinciding with School Holidays. David and Michael are proposing a mid-week rally around August early September – travelling around 350 klms per day.

Peter WHITESIDE – asked for some separation of dates with the Busselton Boys Three Day Wheatbelt Ride – Peter's request was noted, both organizers are to liaise with each other to deconflict.

Murray RUDLER – addressed the Floor. Stating there has been a change of Venue for Australia Day Run 2022. This year this event will be held at Memorial Park, near Boyanup Bowling Club, followed by the Australian Citizenship Ceremony.

7:00 am - The event kicks off with Breakfast for a GOLD COIN DONATION.

9:00 am – Motorcycle ride will commence.

NOTING: Only Vintage CARS and BIKES will be accommodated in the PARK. All other vehicles should park elsewhere as normal.

Amanda BERNHARDT - addressed the Membership. Proposed that future Club Meetings commence at 7:00 pm, to enable those who travel from out of



town and those with early work commitments, enabling them to return home at an earlier time. Some discussion was had for and against. Phil BUSSANICH suggested that this change in time would be more favourable at 7:30 pm.

**Amended Motion** - General and AGM Meetings to commence at 7:30 pm - commencing February 2022. Moved - Phil BUSSANICH - Seconded - Bill PIKE - Carried - By the Floor.

**Midweek Rides** (Busselton) NEW START time 8:00 am.

Leith PRESLAND - addressed the Membership.

Presenting prizes for the winners of the New Year Run 2022

Overall Winner – George LOVEROCK

2nd – Ross CARN

3rd - John & Tracey

Consistently Overall Last - Dan & Kaye LOCK - set to change in 2023 - Watch this space! Results of New Year Run 2022 tabled by Leith Presland for all to view.

John PRESLAND - addressed the Membership. Drawing Members attention to the puzzle corner contained for their entertainment in Classic Vibration. Everyone was encouraged to have a go – the successful participants would be highly decorated with a much sought after Gold Star. GOOD LUCK !!!

Mr. President - addressed the Membership. Encouraging anyone having a hip or knee replacement soon – FEAR NOT! Michael was in awe of his wife – Sabina's current determination of being up, walking and discharged from Busselton Hospital within 24 hrs of having a full knee replacement. Well Done Sabina !!!

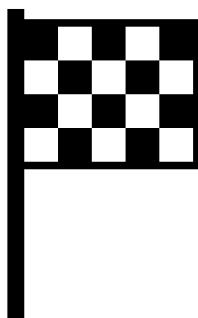
**AUCTION** - No Auction conducted at this meeting

There being no further business, the President invited everyone present to stay for supper prepared by Leith Presland – Thank you Leith.

Mr. President declared the Meeting closed at -- 9.10 pm.

Minutes Prepared by Glenda Patterson

Reviewed by Michael Rock



## Events Calendar

DATE	EVENT	START TIME	START POINT
Wed 2nd February 2022	Busselton Mid Week Ride	8:00 am	Puma Service Station, Causeway Road, Busselton
Wed 2nd February 2022	Mandurah Mid Week Ride	9:00 am	Ampol Foodary, Oakleigh Drive, Erskine
Wed 2nd February 2022	Committee Meeting	6:30 pm	BMCC Clubrooms
Sun 6th February 2022	Coastal Run	9:00 am	Capel Tavern Carpark, Capel
Tue 8th February 2022	General Meeting	7:30 pm	BMCC Clubrooms
Wed 9th February 2022	Bunbury Mid Week AM Ride	9:00 am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Wed 9th February 2022	Mandurah Mid Week Ride	9:00 am	Ampol Foodary, Oakleigh Drive, Erskine
Fri 11th February 2022	The Tortoise Ride	9:00 am	Dolphin Discovery Centre Carpark, Bunbury
Fri 11th February 2022	President's Sundowner	6:00 pm	54 South West Highway, Boyanup
Wed 16th February 2022	Busselton Mid Week AM Ride	8:00 am	Puma Service Station, Causeway Road, Busselton
Wed 16th February 2022	Mandurah Mid Week Ride	9:00 am	Ampol Foodary, Oakleigh Drive, Erskine
Wed 16th February 2022	Mandurah Mob Meeting	6:00 pm	TBA
Sat 19th February 2022 to Sun 20th February 2022	Mandurah Meander	9:00 am	TBA
Sun 20th February 2022	Mandurah Mob Ride	9:00 am	Council / Cicerellos Carpark, Mandurah
Wed 23rd February 2022	Bunbury Mid Week AM Ride	9:00 am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Wed 23rd February 2022	Mandurah Mid Week Ride	9:00 am	Ampol Foodary, Oakleigh Drive, Erskine
Sat 26th February 2022 to Sun 27th February 2022	Norton Single Cylinder Two Day Run	10:00 am	Donnybrook
Wed 2nd March 2022	Busselton Mid Week Ride	9:00 am	Puma Service Station, Causeway Road, Busselton
Wed 2nd March 2022	Committee Meeting	6:30 pm	BMCC Clubrooms
Sat 5th March 2022	Two Day Rally Busy Bee	8:00 am	BMCC Clubrooms
Tue 8th March 2022	General Meeting	7:30 pm	BMCC Clubrooms
Wed 9th March 2022	Bunbury Mid Week AM Ride	9:00 am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Fri 11th March 2022	The Tortoise Ride	9:00 am	Dolphin Discovery Centre Carpark, Bunbury

CLASSIC VIBRATIONS

SURFACE  
MAIL

POSTAGE  
PAID  
AUSTRALIA

Registered by Australia Post  
Print Post Approved  
PP631 937/016  
If undelivered return to  
Indian Harley Club  
(Bunbury) Inc.  
PO Box 317  
Bunbury 6231

