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**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,  
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

**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 8 pm.

# CLASSIC VIBRATIONS

Journal of The Indian Harley Club (Bunbury) Inc.

## In This Edition.....

- Vincent Owners Review
- New Member Nominations
- For Sale & Wanted
- January Calendar
- December Meeting Minutes

## Next Months Deadline

The Deadline for inclusion in the February edition of this magazine is the 19th of January

## 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

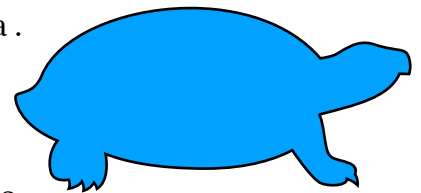
The Two Day Rally for 2022 is scheduled for the weekend of 12th & 13th of March. Registrations are now closed because all 200 places have been filled. If you wish to attend the Saturday BBQ or Sunday Presentation Lunch and you have not already registered please contact Glenda Patterson on 0417 018 225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

## The Tortoise Ride

### The Tortoise ride Friday December 17.

Thought we might have some summer weather for the first anniversary of the Tortoise rides. Not so. Cool, cloudy, windy weather with just a spit of rain greeted a good turnout of 16 solos, 3 sidecars and 2 pillions for a ride to the Boyanup Bakery for a well earned morning tea.

Travelled via Boyanup, Donnybrook, Goodwood Rd to



Capel and Railway Rd back to Boyanup. Good to see Dennis Herrick back in the saddle on his BMW K75 outfit. Thanks go to John McDermott for acting as T.E.C.

The Tortoises ride on Dec 9, 2020 attracted 2 riders, so it has grown somewhat in popularity. Thanks to all the riders who have supported the rides during the year.

**Ross Eaton**



## 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.

**WANTED:** Yamaha XS400 frame. Late 70's early 80's. Would also consider XS250 or XS360 frame as they are almost the same.

**Ring Phil on 0400 860 755**

### 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 - 1965 Royal Enfield 250cc Continental GT Rego 1HC 72

Currently in Bunbury Motor Museum

Only one in WA, only 4 others in Australia

Complete with genuine Speedflow fairing; wired in Roadhawk dash cam; completely rebuilt motor with latest alloy barrel; converted to 12 volt electrics; indicators fitted; new valves, guides, springs; new oil seals and bearings throughout; new clutch; new battery; alloy rims; stainless steel spokes.

Also includes licenced 1 or 2 bike trailer.

Lots more - ask for details.

Asking price \$10,000 firm

**Phone Barry Ray 97641181**

### 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.

**\$3,000 - John 0410 088 057 or email vk6hf@hotmail.com**



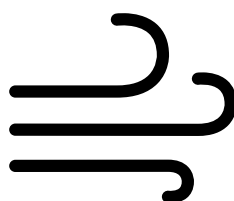
**Wanted - Triumph Grid Prix motor** to fit a 1950 rigid Grid Prix frame that I have.

Kind Regards

**Gary Leigh**

**m: 0438 923 562**

**Gary.Leigh@busselton.wa.gov.au**





## Is This Your Badge

Is this your badge? It was found at the Pinjarra Maxx car show earlier in the year. If it is yours please contact Josh Lawson on email [tigers35@bigpond.net.au](mailto:tigers35@bigpond.net.au)



BUSSELTON MID WEEK RIDE 1ST DECEMBER

## Ladies Lunch November 2021



## Vincent HRD Owners Review

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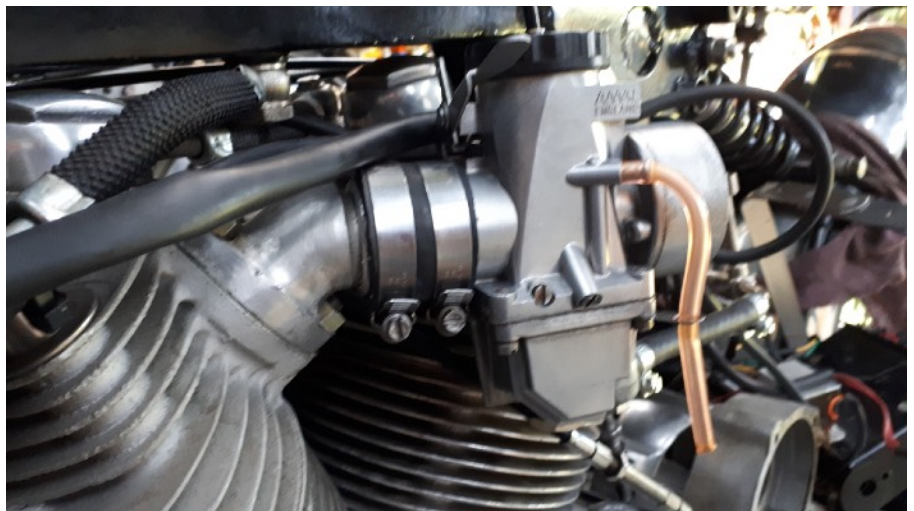
### 10,000 Kilometres By Dan Talbot

Over two years and some 6,000 miles (10,000 km) down the track of Vincent ownership, I figured it was about time to write an update on where I am at with my 1948 Vincent HRD Rapide. There has been a few trials and tribulations associated with my machine but this was perhaps to be expected due in a large part to me purchasing a motorcycle that had covered only a few miles since it was restored.

When I took delivery of my Vincent I (foolishly) expected I would be able to get it registered and ride off into the sunset. Naturally this never happens with a new restoration and it has taken quite a lot of fettling to get things right. Aside from the obvious frustrations that will unfold below, bringing my motorcycle into a rideable state has been a tremendous learning curve, that I am only beginning to climb. I'm not a mechanic by any stretch of imagination but after a lifetime of mucking around with motorcycles, old and new, I've learnt my way around the internal combustion engine and have enough skills to keep a few British classic motorcycles on the road. That said, the Vincent is an entirely different beast and I have no intention to delve too far into the inner workings of the machine.

My Rapide arrived with Mikuni carburettors. Mikunis are a very good hardware and I've

used them to great effect on other British motorcycles I've owned, such as my 1956 Triumph Triton. The Triton has a massive Mikuni pumper carb and she flies. Again, there was lots of trial and error in getting that machine running correctly and some of the lessons I learned in tuning the Triton's old pre-unit Triumph engine would later be applied to the Vincent. I had dreamed of owning a Vincent for over 40 years and during that time had devoured countless books, magazines and, more recently, online resources. I could close my eyes and vision the machine I would one day own and never once did it have Mikuni carbs. On my Rapide they hung there like transplanted dog's bollocks and I just couldn't get my head around them. I needn't have worried too much, the Mikuni's had a built in obsolescence in that the bike was not running very well under their stewardship. It was an easy decision to dispense with them.



**AMAL MK2 CARBURETTOR**

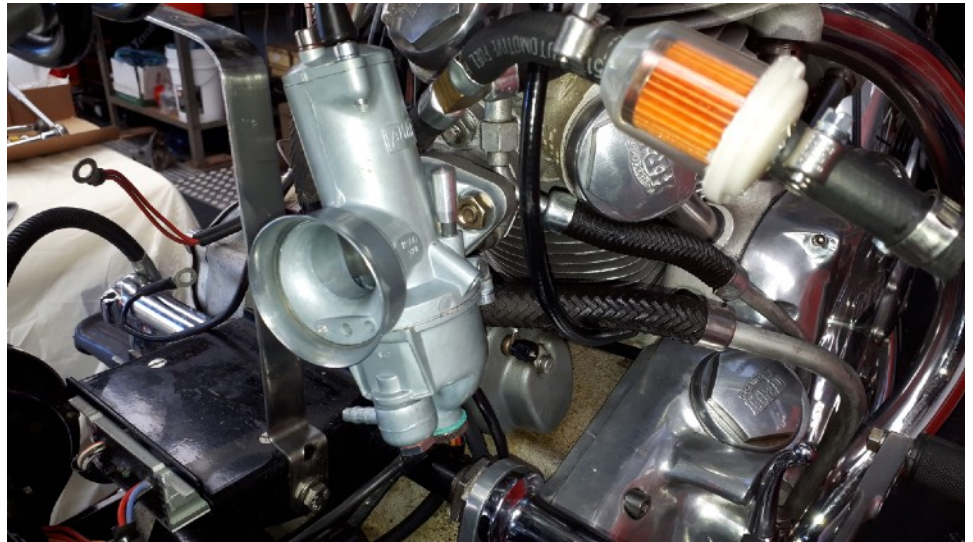
A friend in Perth sent me a pair of Amal Mk2 carbs he had removed from his Vincent when he bombed it out to 1200cc. At one litre, Holger's Vincent ran well with the Amals but when he went for the big-bore kit he opted for a pair of larger, pumper carbs



which left the Amals looking for a new gig, enter the awakening. The rub here is that Amal Mk2 carbs were made under licence to Mikuni. So here I was, removing perhaps the world's most reliable carburettors from my motorcycle to replace them with a dodgy British imitation. Mad, I know. It didn't work either. I persevered with the Mk2's for far too long but could not get the machine running right (nor could some experts well versed in the art of motorcycle tuning). I even changed the ignition from Pazon to Trispark, but that didn't help either. Eventually, fellow club member, Brian Cartwright, offered me a pair of brand-new, unused Amal Premier carbs apparently jetted for a Vincent twin. They worked a treat but not without some radical changes to the manifolds.

The Mikunis and Amal Mk2 use rubber sleeves to hold the carbies to the manifold stub. The carbs held in place by worm drive clamps. The Amal Premiers, on the other hand bolt up to manifolds, which in turn bolt to the heads. Such is the design of the Vincent engine, the two manifolds have subtle differences to accommodate the correct angle for the carb to sit at. That is, each manifold has a different angle. In fact, the manifolds had enough angles to confuse Pythagoras. Now, I am no mathematician, but two manifolds, each with two surfaces, equals eight possible combinations, there may as well have been 800, there was no way I could get the rear carb to sit correctly.

Eventually, I went off on a ride, a long ride, with my wonky carb. I had been looking forward to doing the pre-48, Quindanning ride for some months and my vision included doing it on my Vincent. It was a 500-kilometre ride that I shouldn't have joined with the bike running like it was. But I did. Fortunately, we were joined along the ride by a couple of Vincent owners from the city and I was able to tap into their knowledge.



#### THE WONKY CARBURETTOR

Sitting at the Dwellingup pub having a lunchtime beer, a fellow enthusiast voiced what I knew to be true, "that doesn't look right." "No, it doesn't. Hold my beer." Off came the carbs again and more moving and swapping of the manifolds took place, this time with about six very experienced classic motorcycle enthusiasts present, two of whom owned Vincents and they too were stumped. With the help of the assembled cast, some tweaking of the carbs we did get the engine running much better and I made it home but I still had my wonky carb projecting from the rear cylinder. In the end, out of sheer frustration, I cut the manifold in half, reset and marked where I wanted the flange to sit and trotted off to a welder. The result was



infinitely better, but still not quite right. I still needed balance.



#### MODIFYING THE MANIFOLD

Aside from Zen, what I needed was for the carbs to open and close at the same time. I decided I needed a pair of mercury gauges, which seems appropriate given the pride of place Mercury has in the middle of every Vincent fuel tank, riding his famed motorcycle wheel. Whilst waiting for the delivery of my mercury gauges, in a nod to Heath Robinson, I used a makeshift setup that involved placing a long meat skewer under the slide of each carb (I can hear the moans, but stay with me). I set the Amals to raise and lower the skewers in unison. Then I had it – a perfectly running 1000cc V-twin engine! Off I went.

About 20 kilometres from home I lost second gear. There was no grinding or crashing coming from the gearbox so I headed off home. Gear selection was hit and miss but I made it. Having arrived home, I hit the computer and found out what the problem was. I set about rectifying the wayward gear selector according to the brightest and best mechanics google turned up and promptly lost all my gears. Long story short – I turned

to the Paul Richardson's 1955 book Vincent Motor Cycle Maintenance. There is a four-stage process that takes one through the correct setup that, on this occasion, was lost because of a loose bolt on an internal adjustment device called a 'pawl,' but mostly referred to by the Vincent Illuminati simply as 'G59.' I was beginning to understand everything in Vincent nomenclature was defined by part numbers. To this new owner, it's equal parts

civilised and alien.

With my gears sorted, I ventured out again, but not before having a crack on a forum about Vincent letting the work-experience kid engineer the gear selection mechanism. I was rigorously chastised by the Illuminati putting me firmly back in my newby box. The mere act of turning up on a forum signals one's vintage along the road of Vincent ownership and I was called out as inexperienced (true), incompetent (in my defence, my engine was in fact running and I was mobile) and inorganic. I'm not sure where that last one came from, maybe someone thought I was a cyborg, or, maybe spell checker jumped from 'ignorant' under the furiously tapping, albeit arthritic, thumbs of a Vincent enthusiast. In any event, 6,000 miles later and there's been no more troubles from the gear selection, save the occasional jumping out of third gear, so my crack at the work-experience kid was probably not warranted.

The next big thing was the clutch. My Vincent was fitted with a late-model, replacement clutch manufactured under the banner of V3. The V3 clutch is a gem. It simplifies what was a complicated servo unit that the faithful will defend to their last breath but those of us who actually want to put miles on their Vincents invariably turn to an after-market clutch. Soon after I got out and about on my Vincent the V3 began slipping. The problem was eventually found to be the lockring, hang-on, the G45, that holds the gearbox main-shaft bearing in place. This allowed the main-shaft to gradually drift to the left against continual adjustments by me to the clutch in a futile attempt to lessen the slipping. When the lockring finally came all the way out I lost any semblance of a clutch and the bike had to be trailered home. That the gearbox suffered no lasting damage seems to confirm Richardson's 1955 assertion they are 'unusually robust.'

I've touched on the ignition above. The changeover from Pazon to Trispark was driven by equal parts experimentation and frustration during early ownership of the Vincent. In hindsight, it probably wasn't needed. Pazon is a perfectly good product, and so too is Trispark, but they rely on a power source. My ignition preference is the magneto. A magneto generates its own spark



**"MERCURY RISING" - PHOTO BY DAN TALBOT**

so the engine does not rely on a battery. Back in 1948, when it was new, my Vincent had a magneto and I would like to revert back to one, albeit a brand-new, modernised unit. However, the bike is running beautifully at the moment and in the back of my mind there's a voice saying 'don't dick around with things that are functioning as they should.' I'll probably stick with the Trispark and enjoy continued reliable ignition. With the Trispark being dependent a charged battery I ditched the original, dodgy generator in favour of a new Alton unit. If any of the Vincent Illuminati are still with us, they've just spat their Cognac out – all over their computer screen.

The Alton 12-volt generator uses permanent magnets, like the old dynamo on my



pushbike when I was a kid. In an automotive application it works a treat, maybe even too good. After a particularly spirited ride with a couple of chaps on modern sports tourers a few months ago, the battery gave out. It was suggested to me the Podtronics regulator could have been faulty (as they are apparently known to be) and at continued high speed riding, with the generator pumping a full 150 watts into the battery for over an hour, may have cooked the battery. That ride brings me to another topic – speed.

Once the bike was fully sorted, the next problem I found was the speedo to be faulty. As it turns out, the after-market, twin-leading shoe brakes were fouling the speedo drive. Repositioning the drive gear corrected the intermittent nature of the reading but the speed was extraordinarily high and I needed to recalibrate the speedo. To do that, I fitted a small GPS speedo. The GPS revealed: when the speedo was showing 70 mph, the GPS was showing 112 kph. And when the speedo was showing 90 mph, the GPS was showing 145 kph. I won't go on out of fear of incriminating myself but you get the picture. The speedo was accurate, I was actually traveling at the speeds indicated by the 72 year-old speedo! On the 72 year-old motorcycle.

On a final note, the bike has a great hunger for rear tyres. It may be the modern compounds are too soft, or combine bike and rider is on the heavy side but, on average, I have been getting about 2,000 km per tyre, which is not very good.

So, there we have it, up to today. The major gripe I have now is oil leaks. The Vincent is like a recalcitrant puppy leaving puddles wherever it goes. There is a fix at hand but I

won't go into that just yet in case any of the Vincent Illuminati are still reading.

I'll have that beer now.



**AUTHOR'S 1948 VINCENT RAPIDE - PHOTO BY  
JEREMY HAMMER**

\*\* The Vincent HRD explanation. Phillip Vincent was undoubtedly a very talented individual. Some folk may have noticed the cantilever rear suspension fitted to my motorcycle. Vincent first came up with this design whilst still in school, no doubt sketching his future motorcycle design when he should have been paying attention to his teacher. By the time Vincent was 20 he had convinced his father to buy him a motorcycle company. Howard Raymond Davies was both a motorcycle builder and racer who could boast Isle of Man Senior and Junior TT race wins on his own machines. Vincent Snr purchased HRD in 1928 and, in a nod to the famous origins of the HRD marque, Vincent retained HRD on the motorcycles up until 1949 when they dropped the three-letter moniker for fear of being confused with that other famous V-twin: Harley Davidson aka HD.

**Dan Talbot**

## 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

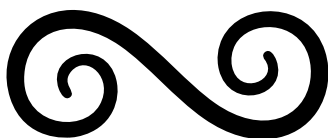
**JOHN MENEGHINI -  
LESCHENAULT**

**ROB HESFORD – BALINGUP**



## Jack Lewis

It is with sadness that The Indian Harley Club must announce the death of John (Jack) Lewis of Falcon. Jack had been a club member for many years and also a member of the Mandurah group. Jack died on the 28th of November. The Club sends condolences to all family and friends.



## 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

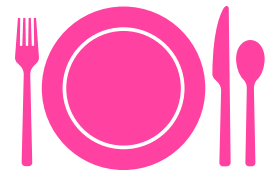
The next monthly General Meeting of the Indian Harley Club (Bunbury) Inc. will be held at the BMCC clubrooms, Shrubland Park, South Western Highway, Bunbury on Tuesday 10th January 2022 commencing at 8:00 pm.

## General Meeting Agenda

Welcome  
Confirmation of December Minutes  
Correspondence  
Reports  
General Business  
Close

## Ladies Lunch

The Ladies Lunch will be held Tuesday 25th January at 12 noon at the Happy Dim Sim House in Marlston. If you would like to attend please contact Leith Presland on 0409 291 260 so she can book enough places.





## What a Great Club!

Wow what a busy period it has been lately for historic motor cycle enthusiasts and more particularly us Indian Harley Club members.

Along with the regular well attended Mid Week and Tortoise Rides, we have also been pleasantly spoiled with a large variety of different events some of which were quite significant for our club.

From Sunday 17th to Friday 22nd of October, an IHC Sub Committee ably led by Rally Director Sharon Rudler with a large bunch of hard working volunteers conducted a very successful (although slightly damp) West Australian Veteran Motorcycle Rally down in Manjimup. Five and a half days of riding in and around our beautiful tall timbered southern forests was followed in the evenings with a lot

mob attended, apparently a good time was had by all. Our popular trophy hunter Bob Mitchell with his very talented sidecar passenger Wilma Little won the Sheep Station at Sundays Hill Climb for the sidecar category.



**WILMA WINNING THE SIDECAR DIVISION AT ALBANY**



**WA VETERAN MOTORCYCLE RALLY**

of frivolity and fund raising activities at the Tigers' Football Club.

Then on the 6th & 7th of November Albany hosted their annual Vintage and Classic Motorcycle weekend which many of our

Glenda Patterson and her busy IHC Sub Committee group organising our club's 50th Anniversary did an outstanding job. After the Patterson Gang handed out the 135 or so rally entrant show bags full of goodies on Saturday morning, we went on a nice morning meander through the Ferguson Valley popping in at Peter and Pauline Hume's farm for some guess work, another stop at Wellington Weir had us having to balance our bike with both feet up on foot pegs (easy on a sidecar). Others just checked out murals on the dam wall then off to Dardanup Hall to attempt more near impossible tasks and into Bunbury to park at the Motor Museum and answer a couple of final questions. Many riders wandered off into the CBD to give their

brains a rest and contribute to the local economy, others had a quiet stroll through the Museum.



**BIKES AT THE MOTOR MUSEUM CARPARK DISPLAY**

Saturday evening at the Bunbury Trotting Club turned out to be a cracker of a night that was attended by more than 170 people, including many visitors. What a wonderful job was done by those decorating the venue so appropriately for our 50th Anniversary Bash. During the night there was laughter in abundance, fabulous 50's music from live band Whiskey Dogs that had many of our girls dancing & prancing (along with an occasional Dave Lind). Lovely food, short speeches, a little alcohol, heaps of excellent prizes, and a very interesting guest speaker local Ducati guru Brook Henry (who donated for auction 1 of only 11 copies

made of the book about Ducati he has recently written) spoke candidly with Wayne Patterson about some of his life's adventures and achievements. Later some "must have" memorabilia was auctioned off with humour by Frank Barron for a nice tidy sum. And for the many other things I have failed to mention or remember, I sincerely apologise.

On a very overcast Wednesday November 17th a conglomerate of members ranging from Busselton, Bunbury & Mandurah struck out on Frank Barron's Mid Week 3 Day Wheatbelt Ride. At the end of a nice day 1 ride to Cunderdin all arrived nice and dry at the Ettamogah Hotel where we wine and dined away the evening. Next day involved straighter roads and some precipitation, but was still a pleasant but cool ride over to Narrogin where we became



**RIDERS AT THE ETTAMOGAH PUB CUNDERDIN**



scattered around town a little with our accommodation choices. Day 3 began cloudy but after a few "stops and look see's" it improved and stayed that way until the remainder of us still traveling south, were forced to stop at Dardanup's Bakery and have a pie for lunch. And thus ended our enjoyable 3 day ride.

Sharon and Murray Rudler organised a pre 48 Sundowner for Saturday November 20th at their lovely home in Boyanup. I did not attend but knowing what great hosts they both are, I'll bet everyone that went along had a very good time.

The following day being Sunday November 21st, Stacey Hart had her first crack at running an event which was the Tiddlers Run, another event unfortunately I could not attend. Good on you Stacey. Unfortunately for one certain rider he turned up on his little Honda 90cc "monkey bike" 1 week too late.

Leithal Leith's ride over to Woop Woop was conducted a week later with about 20 bikes coming out (many were two up), for a nice long run in the overdue sunshine. After cruising through the Ferguson Valley and into Collie for a wee fuel stop, we then headed way out Macalindin way and almost to Boyup Brook when we turned right at Wilga Rd. This took us past some nice old machinery and down to the recently renovated Wilga Hall which is apparently adjacent to the location of Woop

Woop. Here we enjoyed a pleasant lunch of chicken & salad rolls, cake, tea or coffee and cold soft drinks. Then in dribs & drabs remounted our bikes and headed off. Kate had arranged to collect a West Australian "Covid Challenge" Veteran Motorcycle Rally polo shirt from Sharon Rudler at the Bunbury Motor Museum, so into town we & sidecar went. Upon arrival we saw the museum carpark was half full of motorcycles, cars with trailers and numerous IHC members. Motorcycles were going on trailers & motorcycles were coming off trailers, it was motorcycle change over time at the museum again being arranged by Shaz, Muzza & team IHC.

And it goes without saying that our hard working IHC Committee is constantly out and about keeping all club affairs running smoothly.

What a great club we have !

**John Coleman**



**RIDERS ENJOY LUNCH AT THE WILGA HALL**

## Letter from Avon Valley Vintage Vehicle Association of WA

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The Avon Valley Vintage Vehicle Association of WA, after much discussion, has decided to postpone the Northam Vintage Swap Meet on 20th February 2022 to a date early in 2023.

We understand this will be disappointing to many who have supported us for over 10 years, but the WA public's safety is an issue we take very seriously.

The Northam Vintage Swap Meet will return in early 2023 bigger and better than before

Enquiries to AVVVA Secretary **Fred Singleton** on email:-

**[fsi93402@bigpond.net.au](mailto:fsi93402@bigpond.net.au)**

## The Tortoise Ride December

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## Doug Brittain & Memorial Ride

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**INDIAN HARLEY CLUB (BUNBURY) Inc.****Presents the 48th Annual Two-Day Rally****12th & 13th March 2022****GENERAL INFORMATION**

The 2-Day Rally is the gala event of the Indian Harley Club of Bunbury and will be based at the clubhouse of the Bunbury Motorcycle Club, located on the South Western Highway, adjacent to the Bunbury Airport. Each day's run will commence and conclude at this location. Entrants will be eligible to win awards and trophies.

The Saturday run consists of a long and short course.  
**Please note start time 9.30 am.**

The course distance for the long course will be between 200 - 240 km and the short course distance will be between 110 -140kms.

The Sunday run is just one course to be completed by all riders. 110 – 140kms.

**Free tea/coffee will be available self-serve from Saturday morning. NO POWERED CAMP SITES. Strictly No Smoking in the Pit Area.**

Motorcycles may be stored at the Club premises at your own risk. The area will be floodlit. (Toilets and hot showers are available on site.)

**TIMETABLE****Day 1      Saturday 12th March 2022**

7.30am      Issue of Rally Packs. (From)

9.00am      Riders briefing

**9.30am      Rally starts**

12 Noon      Bar opens

6.00pm - late      Band, BBQ, Day 1 presentations

**Day 2      Sunday 13th March 2022**

8.00am      Riders briefing

8.30am      Rally starts

12 noon      Lunch, Day 2 presentations and overall winner, Bar open

**ENTRY AND ENTRY FEES**

Entries will be capped at 200 and **entries and payment must be received before 12<sup>th</sup> February 2022. Definitely no entries accepted after this date or on the day of the rally.**

An entry fee of \$55 is due by the closing date and should be included with your rally entry form. Payment can be by cash, cheque, or direct debit through CBA Bank BSB 066507 Account Number 00904209. You can enter and pay online via our website **ihc.asn.au** and go to the events page. A memento badge is included in the entry fee, extra badges (for pillion etc.) \$10 each. The cost for the Saturday BBQ is \$25 and the Sunday lunch is \$20 per person, per meal.

**FUEL**

Fuel in some areas may only be available via card operated self-serve facilities. The IHC recommends you carry a credit card or eftpos card whilst on the rally.

**CATERING**

Saturday lunch stops will be in locations where there are nil or limited food outlets. The IHC has engaged local organisations to supply a "sausage in a bun" style lunch together with a soft drink and tea and coffee. Catering will also be provided for morning tea stops on both days. There will be no extra charge for this catering as the cost is included in the entry and passenger fees.

Catering at the Clubhouse is planned for Saturday evening and again for the Sunday lunch at the cost nominated in the application form. You will be issued a meal ticket in your rally pack. It is essential to order these at the time of completing your entry form.

Saturday evening is planned to have "live" music from a local band and the meal will be a casual BBQ with salads etc. and dessert. You can cook your own BBQ pack (vegetarian option available) anytime from 6.00pm onwards and enjoy the fellowship and a drink with the accompanying music. It should be a great night, please make the effort to stay and enjoy the evening.

Sunday lunch will be a hot beef or pork and apple sauce roll and salads etc. and dessert – those wanting to "eat & go" can grab a hot beef or pork roll and hit the road for the trip home.

A bar will operate Saturday afternoon and evening and again at Sunday lunchtime.

**No BYO Alcohol is allowed in the Licensed Area.**

## Mid Week Ride 25th November



**RIDERS PREPARE TO SAMPLE THE PIES AT BOYANUP BAKERY - PHOTO BY RICHARD**

There was no formal ride organised for this event, so this gave Richard an opportunity to lead the ride. He used the route he was going to use for his Richard's Ride which was cancelled twice due to bad weather. This time the weather was good and so were the pies at Boyanup Bakery.

**The Editor**

### 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**

### New Year Run

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The New Year Run will be held on Sunday 9th January 2022 starting from the Eaton Hall, Pratt Road, Eaton at 9 am.

### Australia Day Breakfast & Ride

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The Australia Day Breakfast & Ride will be held at Fettle's Park Boyanup (opposite Hotel) on Wednesday 26th January at 7:00 am for Breakfast and bike display followed by the ride which will start around 9:00am. Please attend early for the bike display and breakfast if you can.



## Puzzle Corner

Here is this month's question.

Murray buys a motorcycle for \$6,000.

He manages to sell it for \$7,000.

He then regrets selling it, so buys it back again for \$8,000.

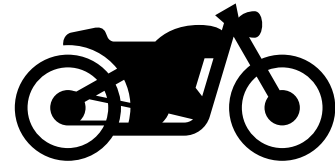
Then he sells the bike again for \$9,000.

In the end, how much money did Murray make or lose? Or did he break even?

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**



**FOR SALE \$6,000**



**RIDERS AT THE ETTAMOGAH PUB CUNDERDIN 17TH NOVEMBER - BUSO BOYS THREE DAY RIDE**

## 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 December 2021

## GENERAL MEETING MINUTES 14/12/2021

Declared open at 8pm                      **I Minute silence Jack Lewis**

**Present forty-three**

**Apologies nineteen**

**Visitors 1** John Pastega

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

## MINUTES OF THE PREVIOUS GENERAL MEETING

As printed in the Classic Vibrations

**Nil business arising from the previous minutes.**

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

**Moved, Richard Clark, Seconded, Phil Bussanich, Carried.**

## NEW MEMBERS

Rob Veitch – Burswood,

Tony Warren - Capel

Gerry Bennett - Dalyellup

Clive Oakes - Huntingdale

Toni Wass - Huntingdale

Glen McAdam - Nollamara

Geoff Mollington- Donnybrook

Charley Mollington- Donnybrook

Walter Roehner-Busselton

Mark Staniford-Smith- Gelorup

Sharon Staniford-Smith- Gelorup

Craig Wilson – Capel (Present)

Introduced by Dan Talbot

## SECRETARYS REPORT

### Correspondence In

Ian Brashaw WAVMR Thankyou

50<sup>th</sup> Anniversary Thank you Letter Morrison

Code 404 Impromptu Rides Process ST

BMCC Request of grounds for 2 Day Rally 2022

Collie Charity Ride 11/12/2021 John Coleman

Club Online Store JD

Membership Fees Outstanding GP

CMC General Meeting 20/12/2021- Steve Turner has notes for GM

Passing of Jack Lewis, Des Lewis.

Pop (Jack) Lewis Funeral Notice

Draft Budget IHC

Thank you. Promocolour

Lost/Found Christmas Toy Run 2011 Badge.

Busselton Mob Christmas Ride  
Mandurah Mob Mid-week Ride 15/12/2021

### **Magazines**

EAMC Flat Chat Magazine  
VMCC UK Magazine X 2  
VMCC Vintage Chatter  
Wimmera Mallee Historical Vehicle Society December Newsletter  
Albany Vintage & Classic Motorcycle Club Magazine  
Mandurah Mob Minutes (Nov)

### **Correspondence Out**

Allan Szymaskowski WAVMR  
PolyLink Piping Systems WAVMR  
Jeff Bromilow WAVMR  
Albany Rifle Club (Hill climb)  
AVCMC (Hill climb)  
Bridgetown Show Acknowledge Email MR  
Thank you, Letter Bunbury Trotting-Club-50th Anniversary,  
Thinking of you card, Syd Taylor  
Sympathy Card Jack Lewis Family  
Sympathy Card Elaine Revell Family

**Motion:** That the Secretary's Report be accepted. **Moved** John Lewin, **Seconded**, Dan Talbot, **Carried**.

### **TREASURERS REPORT**

**Opening Balance** 01/11/2021 \$40,461.86

**Income** \$13,131.00 (2 Day Rally \$9,080.00 Club \$4051.00)

**Expenditure** \$2,514.86

**Closing Balance** 30/11/2021 \$51,078.00

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

**PayPal** \$5,260.29

Faye Carn stated that \$5000.00 had been set aside for the 50<sup>th</sup> Anniversary Celebrations, where \$3004.00 had been spent.

Faye Carn also stated that she and Bill Pike had been working on a 6-month budget, prepping for the upcoming 12-month budget.

**Motion:** That the Treasurers Report be accepted. **Moved**, Neville Green, **Seconded** Bill Pike, **Carried**

### **PRESIDENTS REPORT**

I can report the following news from your committee:

**Honorary Memberships** for 2022 have been reviewed and will be presented by the Secretary in General Business.



**Christmas Drinks** will be shared at the December general meeting.

**Department of Transport Audits** of vehicle inspection stations occur regularly and as you know Murray Rudler maintains this facility at his home. His facility hand procedures have been audited on 29 Nov 21 and feedback is good.

**On-Line Merchandise Sales** have yet to be set-up, so John Defilippo volunteered to work with Wilma to get this set up on our website.

**C4C.** The introduction of the Concessions for Classics scheme (C4C) has highlighted some slight changes needed in our club calendar of events and the recording of impromptu rides. The changes will make it clearer which events are:

- Club Run Events.
- Club Sanctioned events run by other Historic Vehicle Clubs.
- Advertised Events which may interest members but not run by an historic vehicle club (therefore requiring an Impromptu Ride Application); and
- Impromptu Rides.

**The Welfare Officer** role is being established carefully and the email address is already available. The next step is to start a regular Welfare Report at these General Meetings. Members are invited to report on the welfare of any of our members who may appreciate some support or a visit when they are not travelling so well. I urge you to treat with respect, the privacy of anyone you are reporting and seek their advice on how much you can say about their predicament. It may just suffice to let fellow members know that they are unwell or that they are in xyz hospital and whether or not they would appreciate visitors.

Michael Rock (President)

## **CAPTAINS REPORT**

### **November 2021**

#### **10<sup>th</sup> November**

**Mandurah Mid-week Run** top day for a ride even though six riders turned up, but sometimes a small group is good. This run went to Harvey on a scouting mission to find places of interest for the Mandurah weekend. We went along the Old Coast Road cut across to the Forrest Highway where Graeme turned off too early, with everybody enjoying the sunshine jumped on the brakes and went through a picnic area. Got his bearing and found our turn off. On the way to Harvey found some road works, so we got dusted. In Harvey had a pie & coffee and started to tell stories. A good day out.

#### **10<sup>th</sup> November**

**Bunbury PM Ride** this ride went to Drakes Brook Weir, still warm weather, and a good turn up. We went through Australind on the Old Coast Road then proceeded to Marriot Rd and took some back roads to Yarloop. Then turned onto the Southwest Hwy got to Waroona and went to the weir where Leith had her curried egg sandwiches. All up a good afternoon out.

#### **12<sup>th</sup> November**

**Tortoise Run with Ross**

Beautiful morning at Koombana Bay and a good turn up, this run is to Donnybrook via Ferguson Road, just a magic day and the countryside is still green. We all got to Donnybrook and proceeded to tell stories. All up a good morning out. Thanks to Ross for the run.

### **13<sup>th</sup> November**

#### **50<sup>th</sup> IHC Anniversary**

What a day after months of being rained out, today was perfect sunny and cool, walking around the car park looking at people's bikes and some preparation on your bike. People getting their show bags then John giving some instructions on the PA, then we are off on the course.

We got to Wellington Dam where Michael Rock caught up to Michael Rock thought what is he doing here. With all stops doing some tasks and questions you do not think much about. All playful fun. Most made it to Bunbury where the bike display was on, and people went for a drink and something to eat and tell stories for a change.

The celebrations for the night started at 5.30pm but everybody went to the wrong door and a search party was sent to find us. All good found a seat grab some finger food. Next minute was the picture of the IHC members a far cry of the early days. Dinner next followed with music and speeches given by Wayne Patterson & Brook Henry about Ducati's. Next was the run down by Norm Hart with a show bag of IHC relics extensive collection.

Michael Rock announcing the winners of the days ride. Telling a few stories along the way. All up a good day out and a big thank you for people organising this even and pulling it off.

### **Busso Boys Wheatbelt Ride 2021**

Wednesday morning nice and cool waiting at Brunswick for the Busso Boys & Manjimup representative, they arrived then onto Pinjarra to pick up the Mandurah Boys. All good as we headed off to Kingsbury Drive nice road but the speed limit too slow to enjoy, Through Jarrahdale then onto Beverly for a lunch stop, from there we went to Cunderdin the Ettamogah Pub. That night lots of stories to be told.

Next Morning even cooler as we headed out of Cunderdin and stop at Dumbleyung all was going fine until 35Kms out of Dumbleyung the rain came, people putting on their wet pants. We all made it to Dumbleyung where we went to the local Cafe all good as the lady did well at serving everybody.

From there we headed to Narrogin on the wet roads. Got to Narrogin no drama just easy riding the way we like it. Friday morning start time of 8 O clock cool but no rain fare well to Rod who had darts that afternoon. We all headed out of Narrogin some people made a bee line to Busso where most took the scenic road to Lake Toverninning twisty roads all for us hardly any traffic. Had a stop to take in the views and look around the lake.

From here we went to Collie to top up our bikes then change of plan went to Dardanup to the bakery, where we parted and went home. Another fun 3 days away good to hear people want to do another run somewhere else. All up time well spent.

**Leithal Run 28<sup>th</sup> November**

Amazing what 1 week does with the weather getting warmer and no rain, the ride to Whoop Whoop goes through some good roads with hardly any traffic. Not a bad turn up easy to manage with the route sheets on we are off to Whoop Whoop. We got to Collie for a BM stop and top up are fuel from there we went through McAlinden which the road has been upgraded to wider road and beautiful scenery. Poor Dick did not have time to put his route sheet on (too busy talking) so Bert became the pied piper.

All good at Wilga Hall where Leith had some food waiting for us, good to see the hall is getting some repairs done cannot beat a bush hall. Just wonder around and look at the old plant that was left behind from the sawmill. After lunch we headed home thanks to Leith and helpers to get this run going.

**1<sup>st</sup> December Busso Mid-week Run**

This run is to Balingup via Nannup and Greenbushes. To days run was cool not bad for first day of summer but the ride is still good going through some countryside. We got to Nannup where some of the Bunbury Boys met up with the main group. From there we went to Greenbushes via Maranup-Ford still a good road through the lithium mine back out to the highway then into Balingup where pies & coffee was the standard order. From here I parted the Busso Boys and headed back to Bunbury all up a good day out.

**Doug Brittain & Memorial Ride**

Good to get a cool summers day always get a good turn up as this run is always short so time to get the old bikes out. A nice meander down the back beach to see the belly buttons are out. Then onto Boyanup Fettle's Park where Burnie & Norm gave a remembrance of past members and their habits and funny stories. Next leg was to Liz & Anthony's house for a feed and of course tell some stories. All up a good day out. Thanks, Leith, for organising the day.

**Tortoise Rides**

Ross Eaton the last run was to Donnybrook, it was a short ride, due to the 50<sup>th</sup> Anniversary Ride on the upcoming weekend. A well-deserved pie and coffee were had at the local bakery.

The next ride is on the 17/12/2021, we will ride to Boyanup, via Donnybrook and Capel, with once again a well-deserved pie and coffee will be consumed.

**50<sup>th</sup> Anniversary Celebrations**

Michael Rock spoke on the recent 50<sup>th</sup> Anniversary Celebrations, which entered a lot of bikes in a small area, well organised. I received great feed back especially from the Perth participants.

**Busso Boys Events**

Peter Mitchell spoke on the Busso Boys Christmas Run on the 15/12/2021, if not going on the run to be at the venue early to obtain a seat.

He also spoke on the recent Busso Boys Three Day Wheatbelt Ride, where a few riders were caught by a Multinova Camera, a few more are expected.



A few the Busso Boys were riding to Nannup on the 24/12/2021 to meet the riders on the Manji Christmas Eve Ride. He also spoke on the VMCC Orabandon Run in and around Kalgoorlie, it was a well organised run, a similar run will be conducted in 2022 in conjunction with the Lake Perkolilli event, where participants will be bussed to the racing.

### **VMCC Old Iron Show & Swap Meet**

Frank Barron spoke on the VMCC Old Iron Show & Swap Meet to be held on the 20/02/2022, he was asked that if any IHC Member would like to display any of their bikes, to register with the show organisers.

### **Collie Toy Run 11/12/2021**

John Coleman was the run leader and tail end Charlie for this event as he was the only rider leaving the Eaton Hall Pratt Road. There looked like there were less bikes this year, but there was plenty of gifts and sundries for charity. Len Hauf was in attendance looking frail, but now has a three wheeled gopher that resembles a motorcycle.

The usual Santa had a fall, but the replacement Santa was his son, just goes to show, somethings run in the family.

### **LIBRARIANS REPORT**

Rob Harrold has a framed photograph of Glen Britza for display.

### **PROPERTY OFFICER REPORT**

Steve Armstrong. The property shed has an extensive white ant infestation that requires removal of sheeting and equipment. The property must be removed for 2 days after treatment before the property can be restored in the shed. The treatment will be sometime after the Christmas- New Year period, requiring 2-3 volunteers to help move equipment, several members indicated they could assist. The treatment is being provided free of charge, due to the efforts of Syd Taylor.

### **LICENSING LIASSON OFFICERS REPORT**

Steve Turner, DOT Impromptu Rides, we are complying to the regulations, we currently need to include the registered numbers of the machines being used on the rides, the forms are to be or have been modified. (MR)

CMC Correspondence seems to be combining Code 404, C4C references together. The C404 subcommittee has been renamed the Technical Committee. John Presland stated that rides lodged through the website, records the events.

### **IT MANAGER REPORT**

Nil

### **WELFARE REPORT**

Michael Rock addressed the general membership seeking information on any members requiring the assistance of the club. Syd Taylor is in and out of palliative care at St John Hospital, Bunbury (Grenada Ward) always looking forward to visitors.

Bernie McCormack is unwell and was in Perth having tests and then awaiting the results.

Bill Robins, not currently very well, he is in the Bunbury Regional Hospital

## **GENERAL BUSSINESS**

### **Honorary Memberships**

Frank Andrew, Len Glen, Len Huf, Mike Reeve, Bill Robins It was agreed Honorary Membership for 2022 would be offered to all existing Honorary Members. The above members to be advised of their memberships.

Richard Clark **Moved** a motion that the following people, been made Honorary Members of the IHC for the calendar year 2022, **Seconded by** Norm Hart. **Carried.**

### **WAVMR**

Norm Hart acknowledged the demanding work and dedication of Murray and Sharon Rudler in organising this event. He stated he had friends in the U.S.A who had seen the event televised on their local TV.

### **Two Day Rally 2022**

Bert Sykes spoke on the above event, that entries opened on the 14/09/21 and closed on the 17/11/21 with having obtained two hundred entries, with thirty on the wait list. There was a 50% split between the long and short courses on the Saturday. The committee is working hard to make this event an enormous success, Bill Pike stated the cost were rising due to the increase cost of hiring equipment. There is a form currently circulating through the room, seeking the assistance of volunteers.

### **Mid-week Rides**

Frank Barron asked when the Bunbury PM Mid-week rides were going to be moved to an AM start time. He was advised they would be starting in January 2022.

### **Clashing of Events**

Bill Mitchell stated that the upcoming Mandurah Mob 2 Day Rally, VMCC Old Iron Show and Swap Meet and the Northam Swap Meet were all on the same weekend. (20/02/2022)

### **Merchandising Officer**

Wilma Little has several 50<sup>th</sup> Anniversary Shirts for sale assorted sizes, \$35.00

### **BGMM**

Michael Rock stated the motor museum had a dozen Indian motorcycles on display. The entry fee of \$10 was excellent value to see such rare machines on display, for at least 3 months. Volunteers mostly run the museum, so go along and support the museum.

### **AUCTION**

Frank Barron auctioned the following items,

- 1 X Open Faced helmet, ladies small, sold \$12 to Murray Rudler,
- 1 X jacket \$5, Michael Rock,
- 1 X Raincoat, Med \$6 Ray Buck,
- 1 X Nolan 2XL Full Face Flip Helmet \$12 Craig Wilson.

**There being no further business, the President declared the meeting closed at 9.10pm**

**Minutes complied by Doug Baker dated 19/12/2021. Reviewed by Michael Rock.**

#### **NEW MEMBER**

Mr Craig Wilson and local Southwest Area Development Officer for Shannon's Insurance, spoke on his role and the various insurances that Shannon's can provide. Craig can be contacted on 0459105894 for further information and assistance. Ross Eaton stated he was incredibly happy with Shannon's Insurance cover and break down service, never having to make a claim on either.

## **Manjimup Group Christmas Eve Breakfast Ride to Nannup**





## Events Calendar

DATE	EVENT	START TIME	START POINT
Wed 5th January 2022	Busselton Mid Week Ride	9:00 am	Puma Service Station, Causeway Road, Busselton
Wed 5th January 2022	Mandurah Mid Week Ride	9:00 am	Ampol Foodary, Oakley Drive, Erskine
Wed 5th January 2022	Committee Meeting	6:30 pm	BMCC Clubrooms
Sun 9th January 2022	New Year Run	9:00 am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Tue 11th January 2022	General Meeting	8:00 pm	BMCC Clubrooms
Wed 12th January 2022	Bunbury Mid Week AM Ride	9:00 am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Wed 12th January 2022	Mandurah Mid Week Ride	9:00 am	Ampol Foodary, Oakley Drive, Erskine
Fri 14th January 2022	The Tortoise Ride	9:00 am	Dolphin Discovery Centre Carpark, Bunbury
Wed 19th January 2022	Busselton Mid Week Ride	9:00 am	Puma Service Station, Causeway Road, Busselton
Wed 19th January 2022	Mandurah Mid Week Ride	9:00 am	Ampol Foodary, Oakley Drive, Erskine
Wed 19th January 2022	Mandurah Mob Meeting	6:00 pm	TBA
Sun 23rd January 2022	Mandurah Mob Ride	9:00 am	Council/Cicerellos Carpark, Mandurah
Tue 25th January 2022	Ladies Lunch	12:00 pm	Happy Dim Sim House, Marlston, Bunbury
Wed 26th January 2022	Australia Day Breakfast & Ride	7:00 am	Fettlers Park, Bridge Street, Boyanup
Wed 2nd February 2022	Busselton Mid Week Ride	9:00 am	Puma Service Station, Causeway Road, Busselton
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	8:00 pm	BMCC Clubrooms
Wed 9th February 2022	Bunbury Mid Week AM Ride	9:00 am	Little Theatre (Eaton Hall), Pratt Road, Eaton
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

CLASSIC VIBRATIONS

SURFACE  
MAIL

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AUSTRALIA

Registered by Australia Post  
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