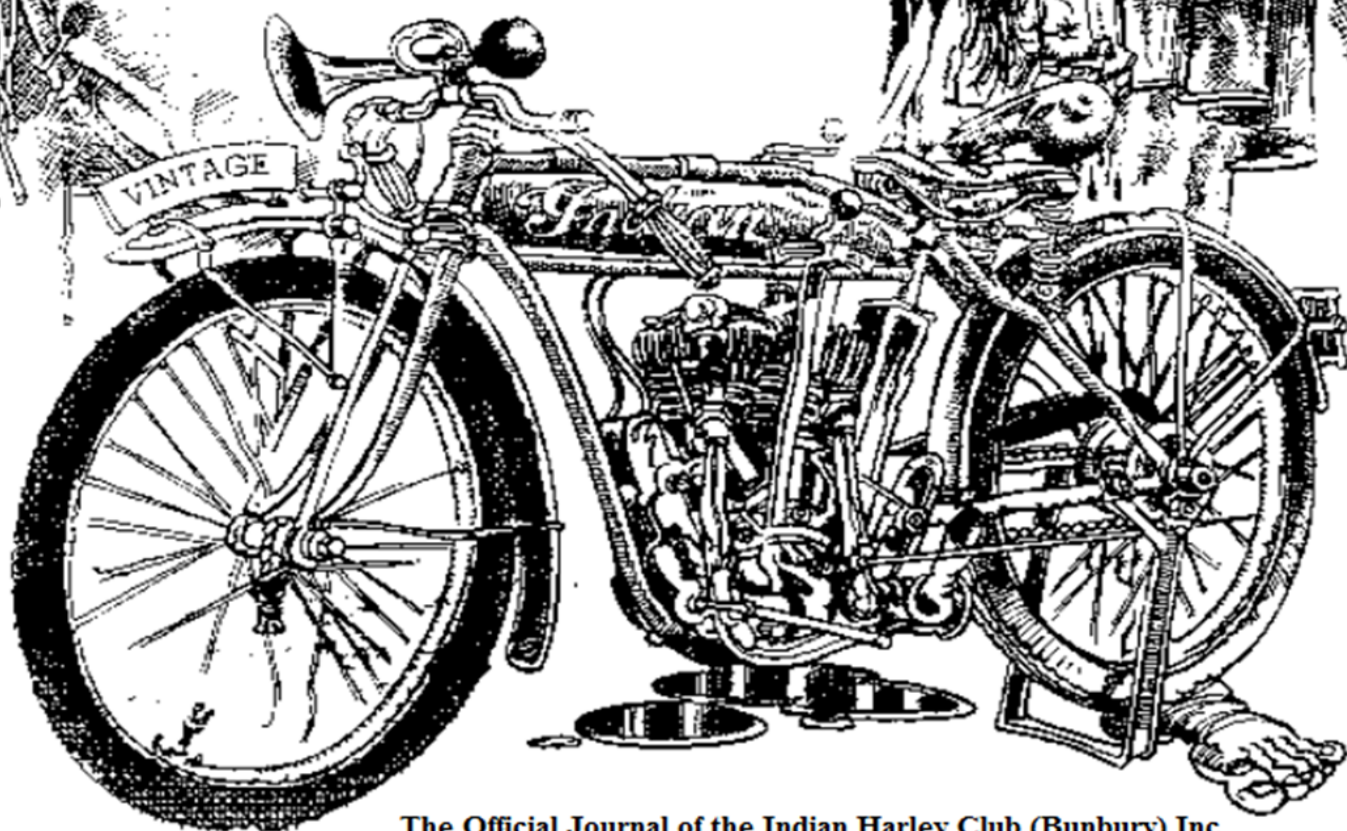


INDIAN  
HARLEY CLUB  
(Bunbury)  
INC.

Established 1971

# Classic Vibrations



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

## **CLUB FOUNDED 1971**

### **Foundation Members**

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

### **Life Members**

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

### **Deceased Members**

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

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

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

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

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

**Due and payable by SEPTEMBER 30<sup>th</sup> of each year**

### **Club Magazine**

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

### **Disclaimer on Letters to the Editor**

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

### **Members Please Note**

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

## **OFFICIALS 2022-23 (\*Denotes Committee Position)**

- \*President**–Dan **Talbot** 0897523880 president@ihc.asn.au
- \*Vice President**–Jeremy **Connor** 0439305772 vice.president@ihc.asn.au
- \*IT Manager** – Position Vacant it@ihc.asn.au Web Site ihc.wildapricot.org
- \*Secretary**–George **Loverock** 0417914096 secretary@ihc.asn.au
- \*Membership Manager**–Glenda **Patterson** 0417018225 membership@ihc.asn.au
- \*Treasurer**–Faye **Carn** 0478606714 treasurer@ihc.asn.au
- \*Newsletter Editor**–Doug **Baker** 0416226508 editor@ihc.asn.au
- \*Ordinary Committee Member**–Huw **Jones** 0439930368 huwjones@ihc.asn.au
- \*Club Captain**–John **DeFilippo** 0467634448 captain@ihc.asn.au
- \*Vice-Captain**–Frank **Barron** 0437201601 vice.captain@ihc.asn.au

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

### **Machine Examiners**

Murray **Rudler** (DOT) 0477932060- 97315406 examiner@ihc.asn.au. (Boyanup)  
Brian **Cartwright** 97219495 (Bunbury)  
Graeme **Squires** 95354461 (Mandurah)  
Rodney **Lang** 0416266098 (Mandurah)  
Darryl **Warner** 0419048923 (Busselton)

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

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

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

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

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

### **Liaison Officers**

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

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

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

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

## **GENERAL MEETING MINUTES 9<sup>TH</sup> OF MAY 2023**

Declared open at 7.30pm.

A Minutes Silence was called by the President in memory of past member Vinnie Britza.

**Present**  
**Apologies**  
**Visitors**

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 Held on the 11<sup>th</sup> of April 2023**

As printed in the Classic Vibrations May Issue

**No business arising from the previous minutes.**

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

**Moved:-**Neville Green, **Seconded:-** Ross Carn, **Carried.**

### **NEW MEMBERS**

Introduced by Dan Talbot

Three new member packages were to be present to Brett Burmester, Martin Vaughan, Robert Britain AND Tammy Taylor. As the new members were not present, no presentations were made.

### **SECRETARYS REPORT**

#### **Incoming Electronic Mail:-**

1. Early American Motorcycle Club April edition Flatchat Newsletter.
2. Motor Show in York on Sunday the 10th of September 2023. York Branch Veteran & Classic Car Club of WA.
3. The Wagga Classic Motorcycle Club will be holding its annual rally on 7/8 October 2023. Entry forms to be forwarded in the near future.
4. Early American Motorcycle Bike for sale Add. 1945 Panhead for sale.
5. Memorial ride Bunbury to Police Academy 15th October 2023.

#### **Outgoing Electronic Mail: -**

1. Email to Albany Vintage and Classic Motorcycle Club. Suggesting they end their monthly newsletter via electronic means.

**Incoming Mail:- Nil**

**Outgoing Mail :- Nil**

**Motion:** That the Secretary's Report be accepted. **Moved-**Richard Clarke, **Seconded:-**Clive Cooper, **Carried**

## **TREASURERS REPORT**

<b>Opening Balance:-</b>	<b>\$20,361.24</b>
<b>Income:-</b>	<b>\$1,466.82</b>
<b>Operating Expense:-</b>	<b>\$5,520.87</b>
<b>Closing Balance:-</b>	<b>\$16,307.19</b>
<b>Term Deposit:-</b>	<b>\$70,000.00</b>

**Motion:** That the Treasurers Report be accepted. **Moved:-**Don Collins, **Seconded:-** Dick Taylor, **Carried**

## **PRESIDENTS REPORT**

The Compactors are now installed and awaiting Librarian Amanda, to return so the corner can be completed.

There is a need for riders to register for club rides. This can be done via website and allows for the organiser to accurately know numbers for ride planning purposes.

Presentation to Trophy winners for Don Collins Run, Glen Britza Run, and the Rigid and Girder Forks Run was announced.

Don Collin thanked all riders who participated in the 48<sup>th</sup> running of the event. Thanked Ross and Faye for providing back-up. Thanked Wilma Little for raising the \$180. Don donated those funds to the club. He made it clear that due to the number of entries in the event picking a winner via plan A was impossible, so he had to go to plan B.

That was:-

Rule 1 – bike had to be 25 years or older.

Rule 2 – bike had to have Black and Yellow paint.

Rule 3 – bike originated from Wolverhampton, Birmingham, Coventry or Nottingham thus, eliminating Milwaukee and Springfield.

The winner of the event was **Steve Turner**.

As the organisers of the Glen Britza Run and the Rigid and Girder Forks Run were not present their presentation will be held over until next meeting.

Dan read to the meeting, an email from the Britza family, thanking the club for their support during the families difficult times.

## **CAPTAINS REPORT**

Not present. No report.

## **LIBRARIANS REPORT**

Not present. No report.

## **PROPERTY OFFICER REPORT**

Steve advised the meeting that the stock take of the shed had been completed. One item was missing, the electrical connector for the trailer. Also, it was near impossible to get anyone to fix the damaged door and an alternative need to be considered. He will get quotes for the committee to consider.

## **LICENSING LIASSON OFFICERS REPORT**

Steve raised the issue of Impromptu ride recording. He requested members to ensure they complete the form with names of all riders and registration number of their bikes when submitting the form.

## **IT MANAGER REPORT**

New IT manager is being sought. Any member wishing to nominate, please contact Secretary.

## **WELFARE OFFICER REPORT**

Robert was unable to attend meeting due to recent incident.

Neville gave members an overview of the state of member Phillip Bussanich.

Terry advised members as to status of Dave Basten.

## **GENERAL BUSINESS**

Terry advised that he had three (3) route sheet holders left. To be provided to Kathy for on sale to members.

Murray outlined a request from the Bull and Barrell committee for the club to display bikes at this year's festival. To be managed by Murray and will be placed in the calendar of events.

Murray also advised that there will be no Albany Hill Climb this year, however the Albany club is planning a 2-day ride/event for November 2023.

He also advised members that the late Chris Butlers motorcycles are for sale and are being offered to members of the club prior to being advertised to the public.

Bikes are:- 1937 KSS 350 Velo ex Syd Taylor Lic Elect Start  
1960 Velo Venom 500 Lic Elect Start  
1950 BSA ZB32 350 Goldstar Lic  
1969 BSA A65 650 Lightning Lic  
1927 BSA 350 ex Rod Thompson Lic  
1963 Triumph 650 Bonny Lic  
1980's Matchless Rotax engine Unlic

## **AUCTION**

Gloves – Wayne

Video – Mick

M20 cover – Mick

Holder back pannier – Passed in.

**There being no further business, the President declared the meeting closed at 8.10pm**

**Minutes complied by George Loverock dated May 9, 2023.**

**Reviewed by Dan Talbot**

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## NEXT MONTHS DEADLINE

The Deadline for inclusion in the **JULY** edition of this magazine is the **22nd of JUNE**.

### Can you help?

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

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

## MEMBERSHIP NOMINATIONS

The following people have applied for membership to our club. If any member believes it is undesirable for the applicants to be a member, they should make their objections known to the Secretary 5 clear days before the next ordinary meeting on 0417 914 096 or PO Box 317 Bunbury WA 6231

Barry **MARTIN** – Dudley Park, Tony **Van BEUNINGEN** – Collie

## NOTICE OF GENERAL MEETING

The next monthly General Meeting of the Indian Harley Club (Bunbury) Inc. will be held at the BMCC clubrooms, Shrubland Park, South Western Highway, Bunbury on Tuesday the **13th of June 2023** commencing at 7:30 pm.

### General Meeting Agenda

Welcome  
Confirmation of March Minutes  
Correspondence  
Reports  
General Business  
Close

## LADIES LUNCH

The next Ladies Luncheon will be held on the last Tuesday in JULY, the details and format to be discussed at the MAY Ladies Luncheon

Please contact Leith Presland on 0409 291 260 or leith49@hotmail.com for more information on this event.

## WEBBIES MEMORIAL RUN 3 DAY EVENT

Webby's Run is on again bigger and better than last year starting on Saturday the 3 of June 2023 at 10.00 am from behind the Gateway Hotel on Pat Rooney's farm and finishes on Monday the 5 of June, numbers are limited to around 30 odd riders so get in early.

There will also be an auction so bring along something to raffle, for any new members interested for more information ring John.

Please nominate to John Jonker at  
Email john.tass@bigpond.com 0439411351

## ROAD CODE

The Indian Harley Club (Inc) expects;  
Members to obey and uphold all road rules,  
Be courteous and  
ensure their machines are roadworthy and registered.

We would also like to encourage our members to act as ambassadors for the Indian Harley Club (Inc), and  
To develop and improve your roadcraft skills through regular and ongoing participation in motorcycling.

Dan Talbot  
President IHC



## Don Collins Run

Sunday 23<sup>RD</sup> – April – 2023

Sunday 23th rolled around and 37 starters including 5 sidecars lined up at the Eaton Hall for the 48<sup>TH</sup> running of the oldest continued club run on the IHC calendar,

Mr Frank Barron the club Captain of Vice addressed the entrants pointing out the importance of crossing major highways on vintage motorcycles, also for run organizers to note and endeavour to avoid when mapping future events for the safety of all.

Organizers had checked which riders had already attended the early morning Sunday Church service, which gained them a **100 point bonus** before the event even started.

We had ordered rain & thunderstorms to add a little spice to the event but Huey had Other ideas and graced us with a lovely sunny barmy day, ideal air mixture for running vintage motorcycles, The good attendance by our riders at the early morning Church service must have influenced Huey to change the weather from rain to sunshine thanks to those members.

All riders and passengers were off and running about 9 – 9-30ish, out past Eaton fair shopping centre onto Forrest Highway Zig-Zag to Clifton Rd down to South West Highway **under** the spectacular new Bunbury ring road **overpass** site onwards and upwards across the Darling rangers on the very rarely used Henty Drive scenic route turn left down the very-very rarely used Pile Road onto the never before used Ferguson Rd traveling through the local farmland of Dardanup with the added bonus of the occasional methane gas smells to snap your attention back on the road, Zig-Zag onto Boyanup/Dardanup Rd circum navigating the town of Boyanup onward through the fruit growing area of Argyle Zig-Zag onto Lowie Rd towards Capel more methane gas kindly donated by the local cow herds, finely over the bridge and into the Capel Bakery all motorcycles were running well but maintenance was required on the riders (tea coffee & cakes) with half hour break.

Depart Capel bakery Zig-Zag over Highway towards Peppermint Beach where time was allowed for a quick swim, onwards past the majestic Morton-bay fig tree and over the Capel river bridge to Lakes Rd .

Zig-Zag over Bussell Highway to Gelorup Rise avoiding the new southern end of the outer Bunbury ring road work closures, onwards to Jules Rd past the Holcim blue metal quarry and down the hill to the finish Don & Bev Collins shed (Goldstar Gully), so named after my adjoining neighbour IHC club member Steve Turner named his property (Bultaco Ridge) we thought it appropriate to continue the motorcycle theme in the area.

### **My thanks to.**

Bev Collins	Catering.
Terry & Audrey Bayliss	Timing Team.
Russell Jeffrey	Equipment Assistance.
John & Jan Mcdermott	mapping & typing.
Ross & Fay Carn	backup.
Wilma Little	Donation Box.
Frank Barron	web site assistance.
All riders & passenger's for their attendance.	

**AND THE WINNER IS ??????**



### **Busselton Mob Mid-Week Ride: 3<sup>rd</sup> May 2023**

A great ride for the seventeen members who fronted - perfect weather, sunny, cool, no rain - 23°.

The destination was the all-time favourite Balingup Bakery. The first part of the ride was via the Tuart Forest and back-roads to Boyanup to pick up Bunbury members from the car park. These backroads beat the few alternatives heading north ex Busselton, but roo threats are so sharp eyes are the order.

Stage two was via the Ferguson Valley and then more back-roads all the way to the destination. Nice green fresh countryside following the recent rain. Fantastic scenery. No critical ride issues. However, Brian Green's beloved bike played up and he was forced to quit early.

Bob Fursdon dropped his bike in the Boyanup carpark, but no real damage and he completed the ride. The Balingup Bakery did not disappoint. 100% mark to the corner markers, we are getting good, and a special thanks to our TEC Steve Smith.

John Lewin

Standing in for Peter Mitchell, our Busselton Group Liaison Officer

### **WANTED TO BUY**

Paddock / pit roller starter, 240V, with foot control,  
Contact Gordon 0428 458 700 or southtrain@iinet.net.au

### **FOR SALE**

Commando 1975 Mk3, 10800 miles on speedo. Owner asking \$28,500. Has original dispatch documents from Andover. Contact George LOVEROCK (0417914096) and he will put you in contact with owner. More photographs available.





### FOR SALE

I have for sale this nice slimline 1960 ES2 Norton. Currently asking \$14,000-00.

I want to down size a bit and so also have a couple of 350 AJ's and a Matchless 500 road going alloy barrel Compy for sale.

Prices from \$10,000-00 and negotiable within reason.

Email [briancar@tpg.com.au](mailto:briancar@tpg.com.au) or phone Brian Cartwright on 0407 323 748.



### WANTED

"Terry" brand seat with centre post mount to suit a 1929 BSA. Anything considered. Thank you Neil Nicolao Member 63 IHC 0415 640 444

### FOR SALE

1980 Honda CX500. Frame up restoration in 2021-22, including full engine rebuild with new stator, timing chain, oil pump chain, clutch assy, water pump seals and much more. Throughout the rebuild all new parts were used where possible. New brakes, including master cylinder and levers etc. I am asking \$4250 for it and am open to reasonable offers.

Eric ILETT member #280 My phone number is 0418950755



### FOR SALE

Suzuki Burgman, It is a 2015, 650 with 13000km on the clock. It has MC Cruise control, GPS, front and rear security cameras, PUIG screen, heated grips and all the other Burgman frills. I have been asking \$9750 on bikesales, but for a member I would accept \$9000.

Contact details are Eric Ilett Mob 0418950755





### FOR SALE

1994 Moto Guzzi California 1100 unregistered, Price - \$10,000. Contact Sue West 0408 503 768 (on behalf of Graham Collins)



### FOR SALE

2011 Ducati Multistrada 1200S Touring, 67,900Kms, full-service history WPMC Termi exhaust, panniers, top box, centre stand, heated grips (standard), Ohlins aftermarket suspension CPU, Ducati alloy bark busters, spare lower comfort seat. Single Owner Machine, purchased from Patto. Custom plate not included. \$12K ONO Cheers, Co-ops 0427197379 [clivec@iinet.net.au](mailto:clivec@iinet.net.au)



### FOR SALE

1949 Sunbeam S7 Deluxe. Includes spare motor and other parts. On concessional club licence (Indian Harley Club) Price - \$14,000 negotiable. Contact Sue West 0408 503 768 (on behalf of Graham Collins)





## FOR SALE

**1954 Pan Police Special.** Original FLE police motor. Full W.A. licence. Complete new rebuild by American Restorations in 2003. Has travelled genuine 10 miles since rebuild. Always garaged and covered since then. \$50,000.

Contact Glen for the seller's phone number, [earlyamericanmc@gmail.com](mailto:earlyamericanmc@gmail.com)



## FOR SALE

1930's Murphy Sidecar, Excellent Condition, Ph: 0477 932 060, \$5K



## FOR SALE

1937 KSS 350 Velo ex Syd Taylor Lic Elect Start  
1960 Velo Venom 500 Lic Elect Start  
1950 BSA ZB32 350 Goldstar Lic  
1969 BSA A65 650 Lightning Lic  
1927 BSA 350 ex Rod Thompson Lic  
1963 Triumph 650 Bonny Lic  
1980's Matchless Rotax engine Unlic

All in really good nick, As usual early bird / worm apply, Give Muzza a tingle for more info  
0477 932 060

## RIGID AND GIRDER RUN 2023

The 30<sup>th</sup> of April was the chosen date for the 2023 Rigid and Girder Run, which was to depart from Steve's house in Gelorup (otherwise known as Bultaco Ridge) at 9am. Mick couldn't be there this year as he was out in the goldfields chasing precious metals (and finding nothing but empty beer cans).

Future member 5 year old Casey Turner made sure that all 23 riders had signed the attendance sheet, generally presenting the sheet for signing before the rider had removed their gloves and helmet!

There was a mix of bikes on the run with a handful of veterans, BSAs, Triumphs and Norton's as well as a few American twins to ensure all bases were covered. After a quick prestart from Joel's the riders set off on the course.

The weather was kind to us with the late April sun providing some warmth for the riders as we set off through Australind, into Kemerton then through to Roelands to have morning tea at a small cattle property located at the foot of Roelands Hill.

Steve had the billy set up for tea and coffee, while carrot cake and biscuits were on offer. The cattle shed provided something to explore for the riders while Humey removed a link from the veterans belt and Mal looked over the Harley Pup to find out why it wasn't performing like a Peashooter.

After the left-over carrot cake was forced upon anyone who couldn't say no, the return leg began back down the Roelands Hill to return to Bultaco Ridge through Burekup, Dardanup and Boyanup west.

We arrived back at Bultaco Ridge where Kathy, Emily and Ryan were busy preparing a sausage sizzle for lunch, followed by a few refreshments and a tour of Steve's shed which revealed that Joel should have invested in an engraver or barcoding system before moving back home.

Thanks to Merv for backup and thanks to Dave for access to the smoko spot.

A great ride and we look forward to hosting it again next year.

**Joel T**





## SIDEVALVE RAID 2023 WOODLINES

It was a grim week leading up to the Raid woeful weather for this time of the year looking likely to stifle the raid, Sunday morning fielded a host of calls is it on ?? etc?

Joel rang the shires no joy its Sunday is not it, googled roads open yep rippa except that's 2019 mm, I rang the Norseman shire (ranger answered) Nah mate cancel it its underwater here nothing for a week you'll have to can it. Des Text me with words of support (weather master) so decision from the collective was to trek to Coolgardie and suss it from there.

Poured all Sunday Mick and I, Wellsy and Ricky met Pete, Dave, and Frank in a gravel pit north of Hyden weather still suss but good job with the wood boy's solid work. Hamish, Al, Gerry, and Rabbit the rover team went further inland to test the weather report with some success later updates suggested they pulled into one of Rabbits contacts to dry out.

Monday morning bright and sunny and I've called it Rain officially gone only to be reminded by Dave enroute that its now pissing down.

On arrival to Coolgardie, Mick and I continued out to Burra Rock to confirm the track was open and thankfully it was phew, Game on, the boys slowly assembled during the day at our lavish lodgings (Coolgardie Caravan Park) and introductions carry on during the afternoon.

Clint, Ryan, Macca and Luke (BSA Butchers) had a little miscalculation of the fuel economy and became stranded at Bullabulling, Macca always the innovator mounted the Beesa fuel can in hand and started the trek to Coolgardie, A rescue was mounted, and they limped into camp.

Des in a desperate hurry to get his gear ready after his Landy DNF'D may have forgotten his swag (actually he did no other way to sugar coat it) a visit to IGA proved fruitless and there were long faces until, Wellsy volunteered the information that he'd flogged his sons swag to use as an extra mattress , Des was back in the game.

Gerry seen turning the Landy upside down looking for his hat to no avail, a trip to the servo required to purchase a new one.

Tea and formal welcome to country as always takes place in an establishment well known for hospitality and the Denver City Hotel provided food and refreshments for the weary travelers from the south, and as luck would have it there was a skimpy called Dallas from Canada, luck was taking a change for the good.

Tuesday morning bright and sunny (bit bleary for some) assembled in front of the Denver City Hotel for the off and it was open (WTF!!) at 6.00 in the morning, Several Raiders could be spotted taking refreshment at 9.00ish at the front bar and Dallas was sporting a yellow bikini this time, locals had taken an interest by now and we had many visitors.

Finally away, bitumen gone and first stop Burra Rock, 50 odd kms away for smoko much excitement over a coffee and a look over the rock all bikes just cruising much smiling to be seen.

After refreshments, off along the wood lines and the real stuff Mick marked a couple of big ruts and the track follows the old railway sometimes on it and other times from washaways alongside of it.

Quite smooth in spots corrugated in others, Toljy having issues with the grumpy scout but battling on, promises of a tune up at the overnight camp, Clint having kickstart issues, Luncheon taken in the bush and a load of wood loaded onto Pete's trailer and onward to Cave Hill.

First of the mud, trapped Clint on the Beesa and a rescue was mounted, Just to prove it was no fluke Ryan had a crack and ended up in the same position, Ryan however had a kick starter functioning and after righting and starting his faithful beast he proceeded to roost all and sundry on the way out of the mire. Hamish reportedly also in the mud on the Indian but no photographic evidence (again)

Approaching Cave Hill some confusion was encountered re the track direction, Joel did a recce and the course was re set accordingly. A mud crossing en-route trapped Wellsy in the ambulance and he was forced to strip down to his smalls and wade in to attach the recovery equipment before being recovered by the lead Landy Micky.

Luke's 4x4 skills are growing daily just storms through the bog hole. Some spirited crossing of the said mud patch by Pete saw a swag tumble off the trailer into the mire Doh!! The relief on Pete's face when he realized the swag wasn't his was evident for all to see.

All Raiders now safely at Cave Hill saw a flurry of maintenance Toljy on the Indian, my JAP receiving love, Wellsys ambulance getting plenty of CRC after the dunking, Clint looking for a kick starter and Joel looking to restore some compression to the black M20.

A pleasant young lady travelling on her own, in a Prado was there soon made herself scarce when we arrived in mass.

The start of the Michelin Star cooking awards begins and a box of red plonk from Shaz makes its way out tightly controlled by Des and Huw (they can be responsible when they set their mind to it)

Much sampling done (food and red plonk by the judges Des and Huw)

**Night 1:** Draw Hamish with one pot roast hand reared black angus and vege's and Tim Hesfords Paella, honorable mention to Macca for being spotted in the kitchen and much made of the sampling of Matta's fine Italian sausage, whilst Ricky Frasers family Italian pasta recipe got mouths watering.

Huw and Des were starting to realize that the cooking competition was indeed serious business, and there were a few disgruntled competitors that would require some smoothing over after Hamish and Tim took the bottle of plonk on night 1.

**Day 2** finds it fine and slightly overcast perfect weather for sidevalves the boys are chippa until silence shattered with Steve's genset cranked up in pursuit of the perfect cup of coffee.

Prestart done its all off for Sunday Soak 30 odd kms away.

It starts going pear shaped with mud, Micky is assisted out in the Landy by the young lady in the Prado and chicken tracks are the order of the day Huw has a crack on the JAP and pronounces a wonderful motorcycle (nah I made that up he reckons the brakes were crap), Pete spotted travelling thru a mud patch quite successfully on the Norton with feet down like ski's.

One mudhole brought Joels chain off and a short run to smoko for some maintenance was in order. Particular attention paid by Gerry and Al in the Rover team to remove the sausage rolls from the manifold in the deeper crossings (don't want grit in the rolls at smoko). Smoko at Sunday Soak with everyone happy to be in one piece, Prado lady now realizes were not badass hangs around for smoko and a chat before heading off to Widgie.

Pete's identified a crab hole that would swallow a D7 whilst we were having a cup of tea, so Phils put it to the test with the Nissan and yep it swallowed a Nissan and trailer, Rabbit to the rescue again with the Landy to tug it out.

Next off to the Salt Lake for the Burt Monroe challenge thru some lakes and the most winding track known to man to arrive at lunch time ,Rover drivers with Armstrong steering not amused, Frank with power steering not amused either, bike riders loved it.

Whilst leading the winding bit was passed by some most spirited riders (the fast boys) and cool to see a sidevalve can slide the rear who'd have thought, Rocky limiting rear tire wear by keeping it in the air, a bold strategy and short cuts where a track wasn't evident (or even a corner).

At the luncheon stop with dismay the lake was soggy, Rocky and Pete tested it but to no avail too wet, challenge abandoned, several spirited riders spewin chances of glory diminishing (spirit of Burt Muttering), Clint now push starting and Macca soldiering on without a clutch, Toljy continuing his battle to keep the scout running.

With lunch finished we had 30kms of twisting dry red dirt tracks and there was a far pace cracking in pursuit of the abandoned Norseman Hyden Road, proper sliding of rear tires Macca setting a fine pace despite no clutch, Clint storming, Zane storming, me following Hamish and watching him attempt a short cut (I mean run off the track ) would have been piss funny except I followed him.

Damien as always looking cool and comfortable on the M20 had a moment when the steed left the track ,wrestling to stay on board of the bucking beast as it careered thru the under-growth arms and legs everywhere he steered it back to the track regained the seat pulled the handlebars back up and continued as thou nothing had ever happened, Des fumbling for the box brownie to no avail.

Ricky, Pete and Dave long gone on the super sidevalves, shadows were getting long when said road was reached so it was 20kms to camp then came the mud!, Joel made a track alongside then started laying brush down for the rest all the while muttering about a spirit of the sidevalve nomination, Toljy aced it no longer the mud master and Zane made a valiant effort to get thru but clogged the old girder M21 that tight with mud he and Ryan were hard at it to free the wheels to enable it to just be ridden, several more mud obstacles to be traversed before we reached camp long shadows and a long day

Mitchelin Star hopefuls began their fare to present for judging, judges hovering, red plonk in hand.

Macca and the BSA Butchers swung into action to fix the clutch whilst preparing their Mitchelin Star offering, more sparks than cooking could be seen from their camp, Clints kickstart given up on it was push start only from now on Ryan noted as running low on beer, sacrilege on a raid, Note on file!

Curries appeared to be the hot fare Joel, Matta, Toljy etc.!!!! for the evening except Wellsy going large with camp oven bread, steak, and Guinness pie plus sweets.

## **End of Part 1**

## **Part 2**

**Day 3** perfect weather slightly overcast ideal for sidevalve; boys are looking well weary now with 200kms under the belt.

The first order of business was to take a minute's silence for Chris and Doug overlooking a lake surrounded by vintage bikes and bedraggled riders reckon they'd have been happy with that.

We trekked down onto the lake for a couple of pics still soggy from the previous rains, as always, the class clown Hamish could not help but put himself in the cameras lens standing on the scout's seat... we always suspected he grew up in the circus.

A bike swap, have a go was carried out in the camping area Hamish's Indian appeared the favorite Al and Gerry probable future Springfield investors, most riders sampled what was on offer and think the super sidevalve of Ricky, Pete and Dave may have got the vote no takers for the JAP.

A tow starts for Clint (the boys are getting well-polished at it now) then off to Maggie Hays Mine for smoke along the Norseman Hyden Road 30 odd kms a pleasant start to the morning the cool track that skirts between the lakes hope and Johnson had to be abandoned again due to the soggy lake conditions.

Past the mine and passing thru some lake country very pleasant then into some long sandy sections set to separate the men from the boys Macca the first casualty lost the master link on the Beesa Mr. Lawson to the rescue, his spares kit is like the Tardus.

Toljy still got the scout rattling along does a foot peg and delves into the cable tie department for repairs.

Al has sausage rolls on the Landy manifold for lunch, Matta pies in the 12volt oven, BSA Butchers dine on nachos at the lunch stop (Nachos wtf!! That is not Raid food)), we dine on left over steak and Guinness pie (cold)

Dave broke a foot peg on the Enfield in the sandy section almost having an oopsy at speed so on the run so engineering required, BSA Butchers display a range of Milwaukie equipment that would shame most sheds and an old safety sign is spotted (safety is attitude) is now part of the new foot peg .

On the track again and Tim has a little off in a mud patch imitating a ninja turtle foot in the air spinning, Damien pissing himself with laughter. Des spewin that wasn't on film again, Tim carries his mud badge for the rest of the ride.

Clint has a little off on the Beesa sustaining some damage to his trusty steed and himself and the boys all slowly trundle down a steep hill into camp by a dry lakebed, 300kms under the belt by now.

Ryan, showing the sidevalve spirit has been dispatched to take Clint to the nearest infirmary, as the boys are guided out to the road by Steve and Joel until the JAP ground to a halt, clutch nut has spun loose, rescued by Tony.

Campfires crackling a few beers flowing Michelin Star hopefuls preparing for the evening meal.

Rocky now adding cheese to his beans (2 ingredients) is voted most improved by Des and Huw, Macca and Luke seen only having baked beans for their evening meal referred to Rocky for tips to improve their dish.

Joel, Tony and Ricky wing it with an all-in curry later named the Bombay Blaster, named the following day after three trips each to the Doulton (no longer wiping just dabbing)

The next morning Clint showed little regard for his own wellbeing by taking Maccas BSA for a lap on the campground, freshly stitched up knee hovering in the air. Burt Munroe would have been proud.

After a wait for Steve's tow ball to be reattached the raid heads off to 90Mile Tank for a spot of morning tea. On the way Jorge's trailer being towed by the Matta's has given up. Not often do you see a trailer on a trailer. Many experts advise on the loading procedure.

After a final group photo under the tank shelter, excitement builds for the final run from the 90Mile Tank into the Lake King Tavern, 100 odd kms to the watering hole for sidevalve victory.

Heavy corrugations on the Esperance Shire side means the girder fork brothers are being made to work hard, with Matta at one point doing a perfect buck bronco impersonation, Damien as well wrestling his BSA to a complete stop at one particularly nasty stretch, Luke made it look easy.

Eventually sweet relief as we hit gravel, Hamish even stopped for a nap while waiting for some fuel. Peter was devastated to lose a glove along the way, serves him right for eating cheese and bicys whilst riding along.

Mr. Frasers BSA 600T special was having some small issues on the home stretch with some timing adjustments done on the side of the road by eye. No one gets left behind and at one point a small committee gathered to give advice. Eventually all bikes still running made it to the Lake King Tavern for the final debrief. Never has a pint of beer tasted sweeter.

Clint had taken home the Burt Monroe Challenge Award and Ryan had taken home the Spirit of the Sidevalve Award, both worthy winners. Wellsy controversially took home the Cooking Award.... not without protest from other camps.

Some made the trip straight home and others stayed the night to debrief. Team Mattaboni and others did some urgent trailer repair at the back of the hotel, ultimately getting home safe the next day, No one goes away disappointed on a Raid.

Thanks to all involved.  
Next Raid 2025  
The Committee



## TALES FROM THE SHED - THE NORTON HYPOTHESIS

By Dan Talbot

I was going through some old files recently and came upon a very interesting piece from 1996.

It was written by Peter Smith, a former, now deceased, columnist who wrote under the semi-de plum 'Mr Smith' in Two Wheels magazine. Mr Smith had a sharp mind and when he made an argument, he had plenty of evidence to back up his assertions. One such argument is, the 500cc Manx Norton represents the pinnacle of mechanical efficiency. There you have it, according to Mr Smith, the internal combustion engine reached maximum thermal efficiency in the late fifties.

According to Mr Smith, the best brake mean effective pressure – the standard measure used by engineers to measure mechanical efficiency – of the internal combustion engine “produced throughout the history of motorcycling are those obtained by the 500cc single-cylinder, OHC Manx of circa 1960. They won't get any better. That's it, take my word for it” (Two Wheels, 1996).

In the 27 years since Mr Smith penned his missive, it is highly likely the thermal efficiency of the internal combustion engine has not progressed from the Manx Norton, due in a large part to the constants of nature. A constant is a quantity, condition or factor that does not change or vary in defined circumstances. The power obtained from burning fossil fuel is an example and I wanted to know if anything has changed since Peter Smith's Norton hypothesis.

From time-to-time people and organisations claim to have improved thermal efficiency but, from what I can tell, it is all smoke and mirrors as one cannot change a scientific constant.

Take Nissan for example. They have claimed to have improved thermal efficiency with their STARC technology (STARC stands for "strong, tumble and appropriately stretched robust ignition channel" I kid you not). Further reading, reveals Nissan's STARC engine is part of a hybrid drive train whereby their internal combustion engine is connected to a generator that feeds through an inverter into storage batteries that power electric motors on all four wheels of e-Powered motor car.

Nissan have used a lot of hardware and they may have improved fuel efficiency, but they have not changed the constant of the ratio of net output to the heat input. It remains the petrol in the tank of the Nissan e-Power motor car yields the same amount of energy as the stuff in the tank of the Norton.

Toyota have also jumped on a similar theme, but we won't go there as the whole thing is beginning to leave a bad taste in my mouth. Let's get back to the more palatable Norton. As far as I can tell, Mr Smith used the Norton as an example due to its overhead camshaft design because, using a scientific constant, the break mean effective pressure (BMEP) of the Manx Norton cannot be improved upon.

The BMEP is arrived at by multiplying the indicated mean effective pressure of an engine by its mechanical efficiency. In other words, the BMEP records the ability of the engine, per unit of cylinder area, to deliver usable power. According to Mr Smith it was arrived at in 1960 and, try as I might, I cannot find anything to refute Smith's constant.

You can make more power by using more fuel and you can improve efficiency by lessening internal friction and heat but the best BMEP figures in the history of motorcycles remains those delivered by the 1960, 500cc Norton.

All of this leads me to encourage our members to get along to the Norton Singles run on 20 and 21 May to celebrate the mighty Norton single.

Anyone lucky enough to be riding a 500 Manx might like to give a hearty thumbs up to the latest, tumble-stretched Nissan as they glide safely by, comfortable in the knowledge you are both travelling at the known limits of thermal efficiency.

## **IHC NATIONAL VOLUNTEER WEEK RIDE & RECOGNITION MORNING TEA. WEDNESDAY 17TH MAY 2023**

On behalf of the members, families, and friends of the IHC I would like to say thank you for those attending today, (24 riders/drivers, 45 attendees in total) invited guests and members, for those who have travelled from near (Bunbury) and afar (Mandurah) and (Busselton). And for our members who are unable to attend today.

We have a large membership base along with interested parties who receive copies of our club magazine the Classic Vibrations.

Our clubs' aims and goals is to sponsor and encourage the restoration and use of all makes of motorcycles manufactured 25 years ago or older. Form a group of motorcycle owners and riders who shall subscribe to these objects and engage in rallies, exhibitions, and other events suitable for motorcycles.

For the month of May, we have twenty-three events listed on our calendar of events. This number of events is only achievable by the many proactive and enthusiastic members and partners within our club, who volunteer their time in restoring and riding veteran, vintage, and classic motorcycles.

This year the IHC has received a grant from Volunteering WA and Lotterywest to hold this IHC Volunteers Morning Tea, as part of National Volunteer Week.

National Volunteer Week is Australia's largest annual celebration with the opportunity to connect and celebrate diverse volunteering stories across the state.

The theme for National Volunteer Week 2023 is **The Change Makers**, change makers, volunteers are reportedly happier and healthier people, with volunteering increasing feelings of self-worth, connectedness and providing overall better mental health, 77% of volunteers did so to help others and their community; 66% for personal satisfaction; 37% due to personal/family involvement; and 34% did so for the social connection.

Sport and recreation groups are the biggest benefactors, with over 30% of Australians volunteering their time to support.

There are so many, many people within our club, who give so freely of their time and would be worthy recipients of any award issued throughout the year, especially during National Volunteers Week.

These many activities range from being actively involved in the running and management of the club, organising rides from one, to two-day events, over nighters and multiply day events, management of the events calendar, luncheons-refreshments, machine examinations, storage of books, trophies, memorabilia, and equipment, back up driver and route planners. ETC.

One of the lesser-known activities within our club and not always recognised as a volunteer activity, are our members workshops, where tall tales and repairs are carried out with equal enthusiasm and are greatly appreciated.

I have the pleasure to present the following awards to the organising committee of the Two-Day Rally 2023, for organising a very success event.

The following recipients who made up the organising committee of the Two-Day Rally 2023 for their dedication to this event working tirelessly and as part of this team to create a highly successful event and who continue to support our club throughout the year are George Johnson, Wayne Philips, Bill Pike, John Presland, Leith Presland, Bert Sykes, Kathy Turner, and Glenda Patterson.

Doug Baker



IHC Vice President Jeremy Connor M/C at our recent IHC National Volunteer Week Ride and Recognition Morning Tea.



The management committee of the IHC Two-Day Rally 2023 were deemed to be worthy recipients of an award for their efforts and dedication to the very successful running of this event. Each member also received individual awards for their efforts. LtoR , Wayne Philips, John Presland, Leith Presland, Bert Sykes and Jeremy Connor. Unable to attend, George Johnson, Bill Pike, Kathy Turner and Glenda Patterson.

## CALENDAR OF EVENTS

<b>Date</b>	<b>Calendar of Events</b>	<b>Start Time</b>	<b>Start Point</b>
Sat 03/06	Webbies Memorial Ride 3 Day Event	11.00am	33 Ipsen Street, Manjimup
Wed 07/06	Busselton Mid-week Ride	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 07/06	Mandurah Mid-week Ride	9.00am	Ampol Foodary Oakleigh Drive Erskine
Wed 07/06	Committee Meeting	6.30pm	Bunbury Motorcycle Clubrooms
Fri 09/06	Tortoise Ride Busselton	9.00am	Caltex Service Station Causeway Road, Busselton
Tu 13/06	IHC Club Meeting	7.30pm	Bunbury Motorcycle Clubrooms
Wed 14/06	Bunbury Mid-week Ride	9.00am	Theatre Carpark Pratt Road Eaton
Wed 14/06	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary Oakleigh Drive Erskine
Fri 16/06	Tortoise Run Bunbury	9.00am	Dolphin Centre Carpark Bunbury
Wed 21/06	Busselton Mid-week Ride	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 21/06	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary Oakleigh Drive Erskine
Wed 21/06	Mandurah Mob Meeting	6.00pm	TBA
Fri 23/06	Tortoise Ride Busselton	9.00am	Caltex Service Station Causeway Road, Busselton
Sun 25/06	Brass Monkey Ride	8.00am	Theatre Carpark Pratt Road Eaton
Sun 25/06	Mandurah Mob Ride	9.00am	Council/Cicerellos Carpark, Mandurah
Wed 28/06	Bunbury Mid-week Ride	9.00am	Theatre Carpark Pratt Road Eaton
Wed 28/06	Mandurah Mob Mid-week Ride	9.00am	Ampol Foodary Oakleigh Drive Erskine

<b>Date</b>	<b>Calendar of Events</b>	<b>Start Time</b>	<b>Start Point</b>
Wed 05/07	Busselton Mid-week Ride	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 05/07	Mandurah Mid-week Ride	9.00am	Ampol Foodary Oakleigh Drive Erskine
Wed 05/07	Committee Meeting	6.30pm	Bunbury Motorcycle Clubrooms
Tue 11/07	IHC Club Meeting	7.30pm	Bunbury Motorcycle Clubrooms
Wed 12/07	Bunbury Mid-week Ride	9.00am	Theatre Carpark Pratt Road Eaton
Fri 14/07	Tortoise Ride Busselton	9.00am	Caltex Service Station Causeway Road, Busselton
Fri 14/07	Tortoise Ride Bunbury	9.00am	Dolphin Centre Carpark Bunbury
Wed 19/07	Busselton Mid-week Lunch Ride	9.00am	Caltex Service Station Causeway Road, Busselton
Wed 19/07	Mandurah Mob Meeting	6.00pm	TBA
Sun 23/07	Mandurah Mob Ride	9.00am	Council/Cicerellos Carpark, Mandurah
Wed 26/07	Bunbury Mid-week Ride	9.00am	Theatre Carpark Pratt Road Eaton
Fri 28/07	Tortoise Ride Busselton	9.00am	Caltex Service Station Causeway Road, Busselton





