

OFFICIALS 2021 - 22

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Manjimup John Rooney 0428 910 365
Pre 48 Murray Rudler 0477 932 060

CLUB FOUNDED 1971**Foundation Members**

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

Life Members

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

Deceased Members

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

CLUB MEMBERSHIP FEES FOR 2021 - 22

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

Due and payable by September 30th of each year.

Disclaimer on Letters to the Editor

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

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

CLASSIC VIBRATIONS

Journal of The Indian Harley Club (Bunbury) Inc.

In This Edition.....

- For Sale & Wanted
- BSA 750 Triple Restoration
- Nominations & Notices
- Capel River Classic
- Puzzle Corner

Next Months Deadline

The Deadline for inclusion in the June edition of this magazine is the 19th of May

Can you help?

To make your magazine more interesting for our members we need your help. Please give some thought to submitting an article to Classic Vibrations to share your experiences riding, restoring or repairing your motorcycle. Any photos also would be appreciated. Also any hints or tips or advice or anything else that may be of interest to our readers. Please send via email to editor@ihc.asn.au or via snail mail to The Editor, Indian Harley Club (Bunbury) Inc., PO Box 317, Bunbury 6231.

Bunbury Mid Week Ride

Midweek Ride 23/03/2022

13 riders including one visitor and one pillion.

It was decided that Collie via Old Coast Rd, Marriott Rd and Mornington Rd would be today's destination. Great day for a ride, fine and cool for a change this morning. Neville Green was the ride leader with Wayne and Denise TEC. After coffee and a chat in Collie the group stayed together for the ride home via Wellington Dam Rd, River Rd and Pile Rd. A great morning with perfect weather. Thanks to Neville for leading this ride.

Wayne Phillips

Two Day Rally Badges

After the cancellation of the 2022 Two Day Rally it was decided to donate a rally badge to each entrant as a memento of the "rally that never was". These may well become collectors items in the future. If you have not yet received yours, you can collect it from Glenda Patterson at Wayne Patterson Motorcycles in Cornwall Street Bunbury or see Glenda at the next General Meeting.

Members of other motorcycle clubs should contact the Secretary of their club to obtain their badge.

Glenda's phone number is 0417 018 225



For Sale & Wanted

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

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

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

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

Call Steve for more photos or info on 0476138352



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

Also looking for brake shoes for in any condition.

0433730130 - Russell Hood

pennrhoodpenn@gmail.com

Thank you very much!

For Sale - 1926 James Auto Cycle, powered by a 98cc Villiers motor. This bike was restored 18 years ago and has been parked up ever since so it would need a good going over. Asking price \$3,000.

Contact John who is helping to sell this for an old friend, genuine enquiries only please.

Email :- jcandkate@bigpond.com



For Sale & Wanted

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

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

Thanks

Ryan Hart

0417940066

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

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

Thanks Steve.

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

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



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

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

For Sale - 750cc Triumph Bonneville, either 1972 or 73 model with oil in the frame. When layed up 11 years ago, this bike was running fine but would now need a good going over. It has matching engine and frame numbers, asking price \$12,000.

Licensed until Feb 2023, and only travelled 1,450 miles since full motor rebuild.

Contact John who is helping to sell this for an old friend, genuine enquiries only please.

Email :- jcandkate@bigpond.com



For Sale & Wanted

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



For Sale

License Plate at cost price \$400.00.(Transport dept transfer cost extra \$95.00)

Colin Batley

0419903590



Wanted

1953 BSA Bantam Petcock

Leigh Goddard

Phone (08) 9526 3255

email leigh.goddard@justice.wa.gov.au

BSA 750 Triple: The Original Rocket 3

By Dan Talbot

Back in October last year I helped out as a marshal at WA Veteran Motorcycle Rally hosted by the IHC. I enjoyed my roll as Clerk of Course, not least because I got to spend a whole week touring the South West of Western Australia on my '48 Vincent HRD – which is by no means a veteran motorcycle.

Subsequent to the event, my friend, and fellow IHC club member, Des Lewis released a very good quality video of the rally (WA Veteran Motorcycle Rally 2021 - YouTube). Such is Des' prowess with the camera, at the end of his video, my wife turned to me and said "you should get one of those." "Okay."

Veteran motorcycles rarely come up for sale and, when they do, they generally cost a few bob. An added complication is I have a particular hankering for a v-twin. The ones I have gravitated towards start at about \$75k (AUD) and go up from there. It may surprise a few readers that I don't have a lazy \$100k waiting for the right veteran motorcycle to come available. I do however have the connections and ability to rebuild a project machine. A machine that will still start at about \$20k for a v-twin. If I am going to get onto a veteran Excelsior, Yale or Pope, I will need a fairly decent starting wedge. I will need to sell something. I resolved to swing back to the Rocket 3 project that has been parked up whilst I have been busy elsewhere. The fly in this ointment is: I am telling myself this is a rebuild that will be offered for sale.



**THE ENGINE THAT STARTED IT ALL, THE TRIUMPH T150 750CC TRIPLE.
DESIGNED BY BERT HOPWOOD AND DOUG HELE. PHOTOGRAPH SUPPLIED
BY LEONARD JOHNSON**

Long before Triumph named their 2.3 litre behemoth the Rocket 3, almost 6,000 BSA's Rocket 3 motorcycles had made their presence felt on the racetrack and in the boardroom. These bikes were manufactured from 1968 to 1972. Their Triumph stablemate, the Trident, lasted a little longer into the mid-seventies.



MY ROCKET 3 WAS EVIDENTLY CRASHED ON THE BOULEVARD OF BROKEN DREAMS. THE FRAME WAS A MESS.

My once grand 1971 Rocket 3 came to me as basket case of forgotten dreams. A relic of its former self, certainly not something befitting the victory in the 1971 Daytona 200 or the machine that was able to conquer Agostini's MV at Mallory Park in the same year. Two frames were thrown into the deal, from which I was able to salvage one. The bike had clearly been crashed, big-time. Despite

clearly being a write-off, the assembled parts arrived with a title and import approval. It had been uncovered by a friend who lived and worked in the US for about seven years. Like me, Steve has an unhealthy attachment to triple cylinder British bikes, namely, Triumph Tridents and BSA Rocket 3 cycles. Every time Steve saw a triple come on to US the market for under \$2,000USD he would snap it up. During his seven years, Steve amassed some 14 motorcycles, two of which now reside in my shed. Alarmingly, he still has a container full of bikes in West Virginia awaiting dispatch to Australia, some of which will no doubt end up my shed. Back to the pile of rubble.

During some cut and tuck between the donor frame and the crashed one, we had cause to cut the head stock from the frame. Only then, one can see how thick the metal tubing is. It's massive. Looking again at the bent tubes and the forces needed to bend it are a little bit mind boggling. I doubt the person who crashed it would have survived. There was some serious impact there.

The repaired frame has been resprayed in a lush black paint. I did consider powder coat but paint much closer resembles the original without the chunky, plastic-coating quality powder coat produces. Whilst the frame was in the paint shop, I turned my attention to the guards. The later Rocket 3 incarnation, starting in 1971, has acres of chrome, including the tank and guards.

The chrome and bling came out of Norton Villiers Triumph (NVT) recovering from a design misstep. Actually, history shows there were quite a few missed steps.

The BSA and Trident 3-cylinder, 750cc engine is almost identical. The engine was originally a Triumph design however, BSA had acquired ownership of Triumph a dozen or so years earlier and, whilst they were separate entities, operating out of separate premises, BSA decided they wanted a piece of the triple action. Prototype machines were being tested in 1965 and could have gone into production for the 1966 model year. Simple badge-engineering should have done it however, not content with sharing the design across the two brands, BSA insisted on making a triple of their own and this is where things get a little ridiculous. The Triumph triple cylinder engine was



ROCKET 3 TANK AND FRAME.

built in the BSA factory at Small Heath, it was, for all intents and purposes a BSA engine. In following naming conventions of the day, engines destined for Triumph were stamped with the prefix T150. BSA engines were stamped A75. That's easy, no problem there, except to see the difference between the engine prefixes one almost needs to get down on the ground to read the stampings.

It was decided the BSA engine would need a distinctive look so the barrels on the BSA unit were canted forward by 12 degrees, which (kind of) dissociate them from Triumph. The right-side timing and gearbox outer cases were also altered to provide another individual touch to the BSA item. Think of designing something that is basically the same yet requires re-tooling, casting, machining etc and the simple act of making minor changes becomes a major undertaking. Luckily, the internals remained the same between the two engines, as did just about every other piece of the triple.



REAR GUARD AND TAIL LIGHT IN SITU



DON'T DRINK WINE AND SURF EBAY. ONE 'BUY IT NOW' CLICK AND THREE FORGED CON-RODS COST ME A COOL \$1,000. HOWEVER THEY'LL NEVER BREAK.

With the engine (almost) uniquely styled to BSA, it became apparent the Triumph duplex frame would not support the forwarded slanting engine so the BSA would need a new frame too. Conveniently, Triumph would later use the same set up to allow inclusion of an electric start behind the barrels of their 1975 T160, which would become the last of the triple cylinder Triumphs.

The finished product would add two years to the release of both bikes and BSA Triumph missed the opportunity to unleash the first mass-produced super-bike onto the world market. Honda stole the show. The Brits had been caught resting upon their laurels. They were the motorcycle super-power of the time and probably expected to remain as such. As touched on earlier, Triumph and BSA triples were winning production racing around the world, including the two most famous races of the time, the Isle of Man and Daytona. BSA dominated the American AMA competition well into the 70s but sales of the Japanese bikes soared, whilst sales of the British machines stagnated. Aside from the expense of the British machines, they had a distinctive style that did not go over well with the buying public.



**THE OGLE DESIGNED FIRST INCARNATION OF THE BSA ROCKET 3 WAS NOT POPULAR WITH THE BUYERS AT THE TIME OF RELEASE, THESE MACHINES ARE NOW HIGHLY SOUGHT AFTER.
PHOTOGRAPH SUPPLIED BY IHC MEMBER TIM HESFORD**

To celebrate the release of the new machines BSA/Triumph engaged Ogle Design Company headed by David Ogle. Ogle Design were known for creating the Raleigh Chopper bicycle, toasters and an odd little three-wheel motor car by the Reliant Motor Company. In 1968 they entered the two-wheeled world when contracted by BSA/Triumph to put the finishing touches to their new triple cylinder motorcycles. It was a disaster. The famous lines of the Triumph twin, one of the most iconic motorcycles of all time, were lost. In its place was a slab-sided fuel tank, massive side covers and futuristic mufflers – referred to these days as ‘Rayguns.’

The new machine was a hit with road-testers and racers but it failed to win the hearts and minds of Triumph owners, and potential owners. It would take two years before the Ogle hoodoo could be undone and BSA/Triumph returned to the tear-drop tank, high bars and megaphone style exhausts. By late 1971 the new machines were released, predominately to the US, gaining unofficial title as ‘Export’ models. It is this variant of the BSA Rocket 3 that I am bringing back to life.



THE '71 ROCKET 3 'EXPORT' MODEL SIGNALLED A RETURN TO THE TRADITIONAL LINES BSA AND TRIUMPH WERE KNOWN FOR. PHOTOGRAPH HAS BEEN SUPPLIED BY THE OWNER OF THIS MOTORCYCLE WARREN HOLDER

As each gleaming piece returns home and is stored or, in a few cases, refitted to the bike, I become just a little more attached. It's like getting a kitten. The attraction is based first at a cute, superficial level but grows each day until the kitten becomes a cat and is loved very much as part of the family. Similarly, the BSA is starting to edge its way into my heart. It is going to be a special motorcycle and, as such, I throw only the best quality parts at it (just in case I may keep it).



ALL THE FASTENERS AND ANCILLARY ITEMS BACK FROM ZINC PLATING, WILL NOW BE RE-DONE IN CADMIUM.

Paying for the re-plating of a motorcycle that was lavished in chromium is arduous. I send parts to the platers piecemeal, so as not to shock the wife with too large a debit in our bank account. The guards cost \$500 to re-plate. It sounds like a lot of money but the finished product is magnificent. The new chrome guard tucked in the black frame looks splendid. The next instalment of pieces for the chrome-plater are on their way.

Also on their way to the platers are all the fasteners and ancillary pieces that I had previously re-finished in zinc. This was a mistake. As the project has been parked up for a couple of years the zinc has discoloured and cannot be put back on the bike in the present state. I will now have them re-plated in cadmium (like I should have done in the first place).

On a final note, and going back to chrome, the Export model fuel tank was chromed and painted – not unlike the Ariel I have just finished and reported on in last month's Classic Vibrations. Organising a union of chrome and paint is difficult in WA. Platers charge enormous amounts and they can take months to be finished. For some years, whenever I've needed chrome and paint, I visit John Berkshire, the former owner of Vintage and Modern Motorcycles. Vintage and Modern had a premises in the same block of units as K & D Metal Finishers and Jack has maintained his connection with Kerry from K & D. The result being, I have a one-stop service that turns out first-class paint and chrome products. To this end, I now have a beautiful orange and chrome tank waiting to go back onto the motorcycle. *To be continued...* **Dan Talbot**

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 0416 226 508 or PO Box 317 Bunbury WA 6231

DON & BEV COLLINS – Bunbury

**JEANETTE & LINDSAY MASTERS
Dunsborough**

GAVIN HARVEY – Stratham

PETER FRY – Dudley Park

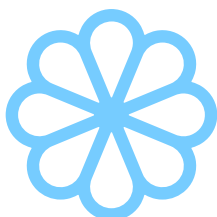
**ROBERT RICHARDSON –
Donnybrook**

JEFF SMITH – Pinjarra



Jeni Bussanich

It is with sadness that The Indian Harley Club must announce the death of Jeni Bussanich of Busselton. Jeni was the wife of Phil Bussanich, a long term and popular member of the Indian Harley Club Busselton group. Jeni passed away on the 30th of March. The Club sends condolences to Phil and all family and friends.



For Sale & Wanted

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

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

Notice of General Meeting

The next monthly General Meeting of the Indian Harley Club (Bunbury) Inc. will be held at the BMCC clubrooms, Shrubland Park, South Western Highway, Bunbury on Tuesday 10th May 2022 commencing at 7:30 pm.

General Meeting Agenda

Welcome
Confirmation of April Minutes
Correspondence
Reports
General Business
Close

Ladies Lunch

The next Ladies Lunch will be held on Tuesday the 31st of May at the Hollow Beach Bar & Grill.

Please contact Leith
P r e s l a n d o n
0409 291 260 or
leith49@hotmail.com

if you are coming so
she can book enough seats..



★

The Bike Shed Times

CAPEL RIVER CLASSIC

★

25
JUNE

★

— SHOW AND SHINE —

The Bike Shed Times Capel River Classic Motorcycle Show & Shine.
1688 Goodwood Road, Capel River, Western Australia
Visit bikeshedtimes.com for details



FEATURING ROAD BIKES & OFFROAD BIKES

STILL TIME TO REGISTER YOUR BIKE!



Free for spectators



Food & coffee



Undercover & outdoor displays



Camping area for exhibitors



Open fires allowed



Show and shine awards



For more information contact Peter on **0467 073 574**

Capel River Classic

The Bike Shed Times Capel River Classic Show & Shine - June 25th

The Indian Harley Club has added another ride to this year's calendar – a club ride to The Bike Shed Times 2022 Capel River Classic Motorcycle Show & Shine on Saturday 25th June.

The event is being staged by the Ironstone Adventure Riding Club (IARC) alongside their annual Capel 200 Trail Bike Rally, just outside Capel.

The trail bike rally typically attracts more than 200 entrants and will be staged from the same location as the show and shine. Spectators will therefore get to see both the classic bike show and action from the trail bike rally as participants check-in and check-out between rally sections.

Capel River Classic event promoter and The Bike Shed Times editor Peter Terlick said the show & shine would be “a celebration of motorbikes, and there will be awards on offer for bikes entered in the Show & Shine, but this event is mainly an opportunity for the South West motorbike community to get together in the middle of the forest, in the middle of winter, enjoy a pie and a coffee in a beautiful location, and to put our favourite bikes on display for everyone to see.”

IHC member and Ironstone Adventure Riding Club spokesman Jeremy Connor said the club was delighted to be hosting the event alongside the Capel 200 Trail Bike Rally. “The Capel 200 has become a classic in its own right since starting out as a round of the WA State enduro championships way back in the 70's, which was in fact originally organised by Don Collins who many of you know well, and it seems fitting to continue the ‘classic’ them with the show and shine.”

The new event has also been welcomed by the Shire of Capel, which supported the Capel 200 Trail Bike Rally for many years. Shire President Doug Kitchen said: “The Shire of Capel is proud to be a long-term sponsor of the Capel 200 Trail Bike Rally and we are really excited to see the expansion to include this unique ‘Classic’ showcase event. It is fantastic to welcome visitors for this event as well as expand the experiences for our local riders and spectators in our region. The event fosters a dynamic, diverse and strong local economy by showcasing unique events we have here in the Shire of Capel.”

Event organisers have welcomed IHC's participation in the day, and thank Dan Talbot, Ian Blackley, Michael Rock and David Lind for their support.

The Show & Shine event will have awards up for grabs in ten categories, including 'Best in Show' selected by judges and a 'People's Choice' awarded by popular vote. The other eight categories will be:

- Pre-1961
- 1961 – 1971
- 1972 – 1982
- 1983 – 1992
- Off-road
- Japanese
- European / UK
- American

The IARC will be providing event marquees for many of the bikes to be displayed undercover and more than 40 bikes have already registered for the event (many of them can be viewed online here: <https://www.bikeshedtimes.com/gallery-of-entries/>).

There's still spaces available for IHC members to register and display their bikes, which you can do at <https://www.bikeshedtimes.com/2022-classics-in-the-forest-show-shine-event/> and where you will also find more details of the event. Or you can give Jeremy a call on 0439 305 772 for more info.

The Original Tortoise Ride

There were about 15 bikes at the start of the April 22nd Original Tortoise Ride. The weather was cool and sunny but not cold, and it only got better from there.

Ross Eaton was at the start of the event to get everyone signed in and organised, but he was unable to ride due to back problems. He had delegated the ride leaders job to John Coleman, but nine o'clock came around and John was nowhere to be seen. Jenny Bojanjac had already arrived, so John's absence was now a concern. After a few minutes John arrived riding his Moto Guzzi. He explained that he was going to ride his Norton Dominator but it would not start. He then had to move his other 33 bikes to get the Guzzi out. The job of Tail End Charlie went to Frank Barron, which was good as he was the only one wearing a jacket with red bits making him easy to spot.

The destination today was Balingup. We travelled along Willinge Drive and Picton-Boyanup Road. The ride briefly stopped at Dardanup to allow riders to regroup. Dick Taylor at this point was having some problems finding his gears on the Velocette, but we continued on into Boyanup. At Boyanup Dick had to pull out of the event and return home with clutch failure. Another regroup was held at Donnybrook, where Leigh Creswell, Richard Clark and Neville Green pulled out due to other commitments. The remaining riders continued on towards Balingup, but at the start of Sandhills Road Peter Offer had to pull out and return home due to knee problems. Once at Balingup we had alfresco food and drinks at the cafe in the beautiful warm sunshine. It was a good day out for all despite losing a few along the way.

John Presland

Wheatbelt Ride October 2022

If you are going on this years Wheatbelt Ride you can book your accomodation now to avoid disappointment. Details below.

Friday 7th to Sunday 9th October 2022

Accomodation details:

Fri 7th October – Castle Hotel York

bestyorkpub@castlehotel.com.au

Phone: (08) 9641 1007

Alternate accommodation

The Nosh & Nod

Email – info@noshnod.com.au

Phone: 0438 842 930

Sat 8th October – Narrogin Motel

reception@narroginmotel.com.au

Phone: (08) 9881 1660

Please say you are part of the IHC group

**Organisers Michael Rock 0427 423 774
David Gaunt 0429 471 293**

John Webb Memorial Run

The Webby's Memorial Run is on again this year on the long weekend in June the 4th, 5th, and the 6th we can accommodate up to 30 riders so first in gets a start.

All enquiries or bookings please forward to John Jonker. The cost this year is \$70 all inclusive and an extra \$5 to be in the poker run.

Organiser John Jonker

john.tass@bigpond.com

Phone 0439 411 351

Mick Turner's Rigid & Girder Run

Sunday 1st May 2022

There is a perpetual trophy awarded to the winner of this event, judged by the organisers. Members must compete on a motorcycle with one or more of the following features: "RIGID REAR END" "RIGID & GIRDER FORK".... "GIRDER FORK".... to be eligible.

Mick's run will start at 7 Maynard Parade, Gelorup & will be approximately 80kms in length, terminating back at the start point with a sausage sizzle & refreshments. Vehicle & trailer parking available at start point.

Route sheets can be downloaded from the club website closer to the event date or if not, then one will be made available to riders at the riders briefing at the start of the event.

**Organisers Mick Turner 08 9795 9740
Steve Turner 0447 880 814**

Don Collins Run

Sunday 15th May - 9:00 am Eaton Hall

The IHC's longest running event. Run continuously since 1974, except for 2020 owing to Covid.

There is a perpetual trophy awarded to the winner of this event, judged by the organisers. Members must compete on an "HISTORIC MOTORCYCLE" to be eligible.

**Organisers Russell Jeffrey 0402 146 483
Don Collins 08 9791 5914**

Glen Britza Run

Glen Britza Run 3rd April 2022

31 Riders, plus 7 pillion & sidecar passengers. 2 more members in a car, 3 ladies at the Brookhampton Hall setting up the morning tea & our backup driver & navigator Steve & Vickie, making 45 members in total.

The oldest machine on the day was Gordon Blyth's 1941 BSA WM20.



**BERNIE MCCORMACK AND RAY BUCK AT THE
BROOKHAMPTON HALL - GLEN BRITZA RUN 2022**

After the riders briefing, Ray Buck delivered some interesting anecdotes about his 70 years of knowing Glen Britza. Ray also designed the course, which was on quiet secondary roads in our picturesque hinterland. Very enjoyable.

The weather was overcast but no rain....just right.

Morning tea at the Brookhampton Hall, Leith & her helpers had everything ready for us.

The ride concluded at the BMCC Clubrooms. Being a track day, the canteen & bar were open, so members could have a drink to Glen & discuss the day's activities.

Steve had no customers on the backup trailer.

Many thanks go to all those who made this such an enjoyable & successful event.

Vice Captain.

Puzzle Corner

Last months question

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

Alice is married, Charlie is not.

Is a married person looking at an unmarried person?

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

Although we do not know Bobs marital status we do not need to. He is either married or not. If he is not married, then Alice looking at him means that a married person is looking at an unmarried one. If Bob is married he is looking at Charlie, who is not. So, the correct answer is A) Yes.

And, as usual, the following very smart people have won a Gold Star! Congratulations.



Michael Rock (The Presidential One)

Phil Bussanich

Phil Tyler

Here is this months question.



We have 3 containers, a 12 litre which is full of liquid and empty 8 litre and 5 litre ones. By exchanging liquid between these containers, can you measure out exactly 6 litres? If so, how did you do it?

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

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

The Editor

Club Information

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

Club Membership Fees

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

Postal Address

The Secretary
PO Box 317
Bunbury 6231

General Meeting Minutes April 2022

MINUTES OF GENERAL MEETING 12th of April 2022

Declared open at 7.30pm

Present 27

Apologies 20

Visitors Steve Smith and Don Collins

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 08/02/22

As printed in the Classic Vibrations

No business arising from the previous minutes.

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

Moved, Dan Talbot, **Seconded**, Neville Green, **Carried**.

NEW MEMBERS

Introduced by Michael Rock, Greg Parry, Terry Peovitis and Gregory Hamilton.

SECRETARYS REPORT

Correspondence In

Glen Britza Run Ride Report

Correspondence Out

Two Day Rally Badge Return Letters, VMCC of WA, Lindsay Fagan, Velocette Owners Club of WA, Indian Motorcycle Club of WA, Historic Competition M/C Club of WA, Heritage M/C of WA, EAMC, Ducati Owners Club of WA, Classic Motorcycle Riders Club of WA, AV&CMC, Mr Bruce Sharman.

Magazines

V&CMC UK X 3

EAMC Flat Chat

Vintage Chatter May/June

Wimmera Mallee Historical Vehicle Society April Newsletter

AV&CMC

Motion: That the Secretary's Report be accepted. **Moved** Neville Green, **Seconded** Ross Carn, **Carried**.

TREASURERS REPORT

Opening Balance 01/03/22 \$41,678.20

Expenditure \$24,361.35

Income \$95.00

Closing Balance 31/03/22 \$24,361.35

Term Deposit \$60,000.00 matures 19/04/22

Pay Pal Acc \$143.42

Motion: That the Treasurers Report be accepted. **Moved** Ray Buck, **Seconded**, Dan Talbot, **Carried**

Faye Carn Moved that the Term Deposit held at the Police and Nurses Bank be rolled over for a further 6 months from the 19/04/22 at an interest rate of .06%. **Seconded by** Neville Green, **Carried**.

Michael Rock spoke on the recent 2 Day-Rally, this event had a budget of \$20,000 and was cancelled due to Covid19. All the entrant's rally fees have been refunded except for approx. \$1000 which were donated to the club by the entrants resulting in an overall loss of only \$245.

Michael Rock also congratulated the organising committee for their great work, endeavour, and commitment. Bert Sykes is looking for a new co-ordinator for the 2023 rally, please contact Bert for further information.

PRESIDENTS REPORT

Nil Report

CAPTAINS REPORT

Vice-Captain John Defilippo spoke on the following 3 events.

Mid-week Ride 09/03/22

There were 20 members on this ride, riding to Waroona, with another 6 joining in and riding Harvey and Yarloop.

Glen Britza Run 03/04/22

There were 45 members who attended, great event, great weather, morning tea was at the Brookhampton Hall. Ray Buck stated they had a toast for Glen Britza at the Bunbury Motorcycle Club, track.

Glen Britza Run 3rd April 2022

31 Riders, plus 7 pillion & sidecar passengers. 2 more members in a car, 3 ladies at the Brookhampton Hall setting up the morning tea & our backup driver & navigator Steve & Vickie, making 45 members in total.

The oldest machine on the day was Gordon Blyth's 1941 BSA WM20.

After the riders briefing, Ray Buck delivered some interesting anecdotes about his 70 years of knowing Glen Britza. Ray also designed the course, which was on quite secondary roads in our picturesque hinterland. Very enjoyable.

The weather was overcast but no rain.... just right. Morning tea at the Brookhampton Hall, Leith & her helpers had everything ready for us. The ride concluded at the BMCC Clubrooms. Being a track day, the canteen & bar were open, so members could have a drink to Glen & discuss the day's activities. Steve had no customers on the backup trailer. Many thanks go to all those who made this such an enjoyable & successful event.

Vice-Captain.

Pre 48 Ricky's Run 10/04/22

There were 15 members on this run, who braved the wet (30mm of rain) and windy conditions to ride to the morning tea stop at Minninup Pool on the Collie River near Collie and return to the Collie River Park in Australind.

Mid-week Rides

The Mandurah Mob have weekly Mid-week Runs whilst the Busselton Mob have fortnightly Mid-week Runs. The Busselton Mob are also conducting Tortoise Rides, not sure how successful they are.

Leith Presland will be organising Bunbury PM Mid-week runs from May to December inclusive. The next run will be to Harvey with afternoon tea provided.

It's good to see other club members stepping up to help organise and run mid-week rides.

Bunbury Mid-week 13/04/22

Tomorrows ride is being organised by Dave Gaunt, heading towards Donnybrook/Balingup

Tortoise Run 22/04/22

The Tortoise Run for this Friday has been postponed due to Easter Friday till the 22/04/22, destination not known.

Dave Lind Captain

Spoke on the Tasmania Rally that he had been on, there were 115 entrants, with 7 riders from WA. The weather was fine except for the 3rd day where, we got drenched.

Distinguished Gentlemen's Ride 22/05/22

Dan Talbot spoke on the above ride, which is a charity event to raise monies for men's mental health and cancer. The Bunbury ride will be leaving from near the Dolphin Discovery Centre and finishing near Australind, focussing on classic bikes.

Rocky's Run 18-19/6/22

Michael Rock (Pres) was organising an overnighiter for the above date. The run will leave 54 South West Highway Boyanup, the criteria, bike, and rider must total over 100 years, must carry all you own gear. Facilities, shelter, and food will be provided. Other clubs The Classic Motorcycle club and the Heritage Motorcycle Club from Perth have been invited to attend. More details will be on the club's calendar of events.

Ironstone Rally and Capel River Classic 25/06/22

Dan Talbot and Jeremy Connor spoke on the event, Jeremy stated that a Peter Turley from the Bike Shed Times was co-ordinating this event with Dan Talbot being our IHC Liaison Officer. The event will be held on Goodwood Rd, Capel. There will be classic bikes, with 37 machines registered for the show and shine, the preference is for pre 1960 bikes with an emphasis on dirt bikes.

The club will organise a ride for the Saturday morning (9.00am) with a lunch stop at this event between 10.30am to 1.30pm, (refreshments available) there will be plenty of vantage points to watch the 200 entrants and over 1000 spectators. There will be special guests, including Ian Blackley DJ and motorcyclists from Perth. This

This event is heavily supported by the Capel Shire and the Forrest Products Commission.

Initially this event was called the Capel 2000 and was created by Don Collins and Glen Britza. Jeremy Connor said Glen Britza went on to run the event for many years and he was wanting to create the Glen Britza Trophy for the Show and Shine at this event.

Brass Monkey Run 26/06/22

Frank Barron suggested that this event being postponed for a week as it was to be held after the Capel River Classic and being an early start may deter members attending. The general membership voted that this event be shifted to the following weekend 03/07/22.

Wheat-belt Ride

Michael Rock (Jnr) spoke on the above event. The Castle Hotel in York for the first night looks like the best option for accommodation, hopefully we will be able to access the York Motor Museum.

The next day will be a ride to Corrigin/Narrogin with the nights' accommodation will be at the Narrogin Hotel. The third day will be a free ride home, via Darkin, a total distance of 920kms

WELFARE OFFICER

Nil Report

LIBRARIANS REPORT

Nil Report

PROPERTY OFFICER REPORT

Nil Report

LICENSING LIASSON OFFICERS REPORT

Nil Report

IT MANAGER REPORT

Nil Report

MEMBERSHIP MANAGER

Nil Membership Applications

GENERAL BUSINESS**Parts Wanted**

Michael Rock (Pres) was seeking a one-piece con rod for a 1910 Triumph, (7.6" eye-to-eye) any info please contact Michael.

100 Year Commemorative Machine Badges.

Michael Rock (Pres) has samples of several commemorative 100-year-old machines badges, VMCC, Heritage Motorcycle Club, etc. We would need 24 badges initially with 50 in total over several years. Michael Rock suggested we conduct a competition amongst the general membership to design a metal machine badge, incorporating both signage and machine details, with the prize being a free membership for a year.

Property Insurance.

This club recently renewed the building and contents on our property on Robinson Drive, Bunbury with Elders Insurance for a premium of \$573.67.

Notice of CMC General Meeting - Monday 18th April 2022

Michael Rock (Pres) supplied information of this event, that one of the items to be discussed will be the surplus monies held by the CMC. Approximately 20% of associated clubs have returned responses as to the use of the monies. The majority have been for the supply of equipment and facilities at Whiteman Park and trades training, mainly for motor vehicles.

Busselton 100 30/04/22

John Coleman stated that the Ulysses Club of Bunbury were seeking riders and machines to assist with this event. The bikes are used for moving marshals around the event. Refreshments, food and \$70 per rider were available for volunteers. The use of fully licensed machines is required, this information is entered on our club website, non 404 eligible event.

AUCTION

Frank Barron auctioned the following items, RJ Full Face Helmet, Medium. \$10. (MR) Red open-faced helmet, Small, \$22 (AB)

There being no further business, the President declared the meeting closed at 8.17pm

Minutes complied by Doug Baker dated 13/04/22 Reviewed by Michael Rock.



PETER WHITESIDE

Events Calendar

DATE	EVENT	START TIME	START POINT
Sunday 1st May	Mick Turner's Rigid & Girder Run	9:00 am	7 Maynard Parade, Gelorup
Monday 2nd May to Friday 6th May	Busselton Five Day Ride	9:00 am	Puma Service Station, Causeway Road, Busselton
Wednesday 4th May	Busselton Mid Week Ride	9:00 am	Puma Service Station, Causeway Road, Busselton
Wednesday 4th May	Mandurah Mid Week Ride	9:00 am	Ampol Foodary, Oakley Drive, Erskine
Wednesday 4th May	Committee Meeting	6:30 pm	BMCC Clubrooms
Saturday 7th May to Sunday 8th May	Roaring 20s VMCCWA Pre 31 Section	10:00 am	South West Rail & Heritage Centre, Turner Street, Boyanup
Tuesday 10th May	General Meeting	7:30 pm	BMCC Clubrooms
Wednesday 11th May	Mandurah Mid Week Ride	9:00 am	Ampol Foodary, Oakley Drive, Erskine
Wednesday 11th May	Bunbury Mid-Week PM Ride	1:30 pm	Little Theatre (Eaton Hall), Pratt Road, Eaton
Friday 13th May	The Original Tortoise Ride	9:00 am	Dolphin Discovery Centre Carpark, Bunbury
Sunday 15th May	Don Collins Run	9:00 am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Wednesday 18th May	Busselton Mid Week Ride	9:00 am	Puma Service Station, Causeway Road, Busselton
Wednesday 18th May	Mandurah Mid Week Ride	9:00 am	Ampol Foodary, Oakley Drive, Erskine
Wednesday 18th May	Mandurah Mob Meeting	6:00 pm	TBA
Sunday 22nd May	Mandurah Mob Ride	9:00 am	Council / Cicerellos Carpark, Mandurah
Wednesday 25th May	Bunbury Mid-Week AM Ride	9:00 am	Little Theatre (Eaton Hall), Pratt Road, Eaton
Wednesday 25th May	Mandurah Mid Week Ride	9:00 am	Ampol Foodary, Oakley Drive, Erskine
Friday 27th May	Tortoise Ride Busselton	9:00 am	Puma Service Station, Causeway Road, Busselton
Tuesday 31st May	Ladies Lunch	12:00 pm	The Hollow Beach Bar & Grill, Ocean Drive, Bunbury

CLASSIC VIBRATIONS

SURFACE
MAIL

POSTAGE
PAID
AUSTRALIA

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



ROCKET 3 PHOTO BY OWNER WARREN HOLDER.