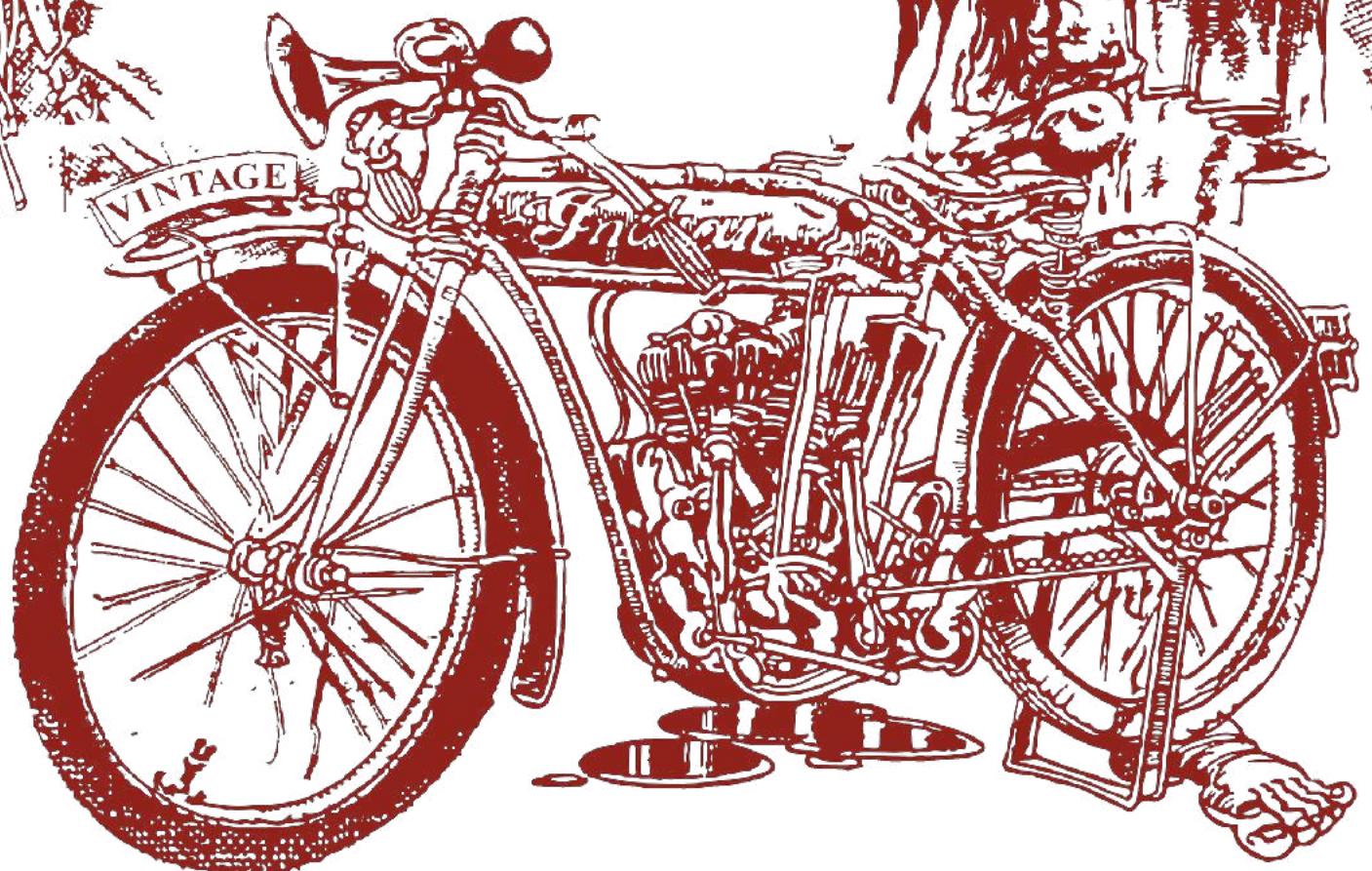


# Classic Vibrations

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





## OFFICIALS 2025/26

- \*President\*** Bob Brittain  
0427 986 869 president@ihc.asn.au
- \*Vice President** Chris Spence  
0427 550 000 vice.president@ihc.asn.au
- \*IT Manager** Des Lewis  
0408 909 611 it@ihc.asn.au
- \* Secretary** George Loverock  
0417 914 096 secretary@ihc.asn.au
- \* Membership Manager** Glenda Patterson  
0417 018 225 membership@ihc.asn.au
- \* Treasurer** Helen Greenmount  
0419 158 569 treasurer@ihc.asn.au
- \* Club Captain** Frank Barron  
0437201601 captain@ihc.asn.au
- \* Ordinary Committee Members**
- Michael Rock 0437 999 009
  - Murray Rudler 0477 932 060
- \* Pre 48 Liaison Officer** Mick Turner  
0499 193 862 pre48@ihc.asn.au
- \* Newsletter Editor/Comm's** Des Lewis  
0408 909 611 editor@ihc.asn.au
- \* Vice Captain - Ron Pescud**  
0419 955 193 vice.captain@ihc.asn.au

**Librarian - Amanda Bernhardt**  
0474 857 840 librarian@ihc.asn.au

### Machine Examiners -

Murray Rudler (DOT Approved) 0477 932 060  
examiner@ihc.asn.au (Boyanup)

Brian Cartwright 9721 9495 (Bunbury)

Graeme Squires 0409 201 104 (Mandurah)

Rodney Lang 0416 266 098 (Mandurah)

Darryl Warner 0419 048 923 (Busselton)

**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 - Mark Greenmount**  
9728 1734 property@ihc.asn.au

**Merchandising Officer - Kathy Turner**  
0400 234 307 merchandise@ihc.asn.au

**Welfare Officer - Vacant**

### Liaison Officers:

<b>Mandurah</b>	Tammy Lewis	0417 094 742
<b>Busselton</b>	Stephen Pidgeon	0404 941 688
	Tony Griffiths	0455 872 090
<b>Manjimup</b>	John Rooney	0428 910 365

## CLUB FOUNDED 1971

### Foundation Members

Norm Hart, John Head, Rob Menzies,  
Colin Pitter, Len Glen.

Deceased: Harold Braund, Fred Pitter, Ian Ingles.



### DEADLINE FOR ADVERTISEMENTS AND ARTICLES:

**FRIDAY 19th SEPTEMBER 2025**

### CLUB MEMBERSHIP FEES 2025/26

Nomination Fee	\$50
Single Member	\$75
Family Membership	\$80

**NOW DUE**

\* Denotes Committee Position

# Events Calendar for October 2025

DATE	EVENT	START TIME	START POINT
Weds 1 Oct to Fri 3 Oct	Wheatbelt Ride	8:30 am	Eaton Hall, Pratt Rd, Eaton
Weds 1 Oct	Busselton Mid Week Ride	9:00 am	Caltex Service Stn, Causeway Road, Busselton
Weds 1 Oct	Mandurah Mid Week Ride	9:00 am	Ampol Foodary, Oakleigh Drive, Erskine
Sun 5th Oct	Richard's Run	9:00am	Eaton Hall, Pratt Rd, Eaton
Tues 7th Oct	Committee Meeting	6:30 pm	BMCC Clubrooms
Weds 8th Oct	Mandurah Mid Week Ride	9:00 am	Ampol Foodary, Oakleigh Drive, Erskine
Fri 10th Oct	Busselton Tortoise Ride	9:00 am	Caltex Service Stn, Causeway Road, Busselton
Sat 11th Oct to Sun 12th Oct.	Mandurah Meander	8:00 am	Various
<b>Tues 14th Oct</b>	<b>Committee Meeting</b>	<b>7:30 pm</b>	<b>BMCC Clubrooms</b>
Weds 15th Oct	Busselton Mid Week Ride	9:00 am	Caltex Service Station, Causeway Road, Busselton
Weds 15th Oct	Bunbury Mid Week Ride	9:00 am	Eaton Hall, Pratt Rd, Eaton
Weds 15th Oct	Mandurah Mid Week Ride	9:00 am	Ampol Foodary, Oakleigh Drive, Erskine
Weds 15th Oct	Mandurah Mob Meeting	6:00 pm	Dudley Park Bowling & Rec' Club, Cnr Comet & Eden Sts, Mandurah
Fri 17th Oct	Bunbury Tortoise Ride	9:00 am	Dolphin Discovery Centre Carpark, Bunbury
Sat 18th Oct	Capel Ride to Capel River Classic (inc Rustic Rally & Display).	7:45am	Eaton Hall, Pratt Rd, Eaton.
Sat 18th Oct	Rustic Rally, Capel River	10:00am (sharp)	Capel River, 1688 Goodwood Rd, Capel River
Sun 19th Oct	Mandurah Mob Ride	9:30 am	Council/Cicerello's Carpark, Mandurah
Tues 21st Oct	Mechanical Workshop	9:00 am	211 Garvey Rd, Crooked Brook
Weds 22nd Oct	Mandurah Mid Week Ride	9:00 am	Ampol Foodary, Oakleigh Drive, Erskine

DATE	EVENT	START TIME	START POINT
Sat 25th Oct	South West British Auto Classic Display	8:00am	Signal Park, Busselton
Sun 26th Oct	Neil's s All British Run	9:00am	Eaton Hall, Pratt Rd, Eaton
Weds 29th Oct	Busselton Mid Week Ride	9:00 am	Caltex Service Station, Causeway Road, Busselton
Weds 29th Oct	Bunbury Mid Week Ride	9:00 am	Eaton Hall, Pratt Rd, Eaton

## SEPTEMBER CLUB MEETING AND FUND RAISING

### Club Meeting

It was a full house at the Club's General Meeting, which was again preceded by a sausage sizzle. These are proving popular with members and have been an opportunity for several Committee Members to showcase their culinary skills over a BBQ.

Unfortunately, the "Facts and Fiction of Battery Care" presentation by Tony Kennedy of Battery Power Centre was postponed, but this didn't deter a good attendance. Tonys presentation will instead be held at the next General Meeting on 14 October.

### Fund Raising

Battery Collection Programme:

There has been a significant boost to the Battery Collection fund raising initiative with Eric Austin from Manjimup promoting this programme and collecting 6 pallets from the area. This generated \$1,850 for our Property Fund. A huge *Thank You* to Eric for his efforts!

Bunnings BBQ:

This was arranged for 14th September, but a major weather front resulted in its cancellation.

Many members had volunteered to assist, including, George and Val Loverock, Glenda Patterson, Peter Fry (from Mandurah), Amanda Bernhardt, Helen Greenmount and Neil Nicolao. A big thank you to all of these people.

In addition, Bunnings has been terrific and offered to cover our costs for this cancelled event.

As a heads up, this has been re-booked for Saturday 13th December; and 'early bird' offers of support will receive a special gift from Chris. Who knows what that may be!



Men at Work - George showing his bbq skills (under the supervision of Chris?)



Some of the attendees at the Sausage Sizzle and Club Meeting.



# Around the Club

## SPRING IN THE VALLEY

The annual Spring Rally has long been one of the Club's signature events, marking the start of great riding weather and when members shake off the winter blues. dust off their bikes and hit our enticing SW roads.

And this year's Spring Rally, despite the particularly cold and miserable weather leading up to the event, was well attended. Held on Sunday 21 September, around 30 bikes and some 40 participants took part.

management and becoming increasingly popular. Club members had an enjoyable catch-up over lunch, with many taking in the Spring sunshine in the Tavern's beer garden.

With perfect weather and a great course, the ride was enjoyed by all.

Thanks to Leith and John, Faye Carne and Neville and Margaret Green.



Captain Frank and Richard Clarke at the ride briefing.

Leith and John Presland organised the ride and went to a great deal of effort to ensure it was interesting and enjoyable. Starting off from the Little Theatre in Eaton, the route took riders through to Harris Dam via the winding roads through Mornington, where Leith and Faye Carne were waiting with morning tea at the Harris Dam Recreational Car Park.

After the break, riders headed off to the Mumbellup Tavern, which is under new



Some of the bikes at Harris Dam.



Morning tea enjoyed adjacent the dam.



Neville and John at the start.



Miles and Janet outside the Mumby.



Clint Franke and Leith Presland about to head off after lunch.

## BIKE IN FOCUS: NORTON COMMANDO

The Norton Commando is one of those bikes that, as soon as it came on the market, had the potential to become a classic. It represented a modern-day break for the British manufacturer from the formula of parallel twins that had become the mainstay of post war British bikes, and it saw a resurgence of the Norton brand.

"The Norton Commando embodies an extravaganza of delectable qualities that leave riders talking in a lengthy series of superlatives", praised Cycle World Magazine after testing the Commando following its launch in 1968.

The Commando went on to win the UK's prestigious Motor Cycle News 'Machine of the Year' for five years in succession.

Right from the start, it was designed to look different and modern so as to stimulate interest (and sales). This was achieved by tilting the motor forward, integrated fibreglass bodywork, a stylish tank and side-covers and a one piece tail unit.



A 1968 Norton Commando 'fastback'

It's engine was an upgraded version of the previous 750cc Atlas parallel twin, although it still retained a pre-unit gearbox. Along with this more powerful engine, it featured an innovative 'isolastic' frame to iron out vibrations, and these features gave it the measure of its British rivals.

It also went on to be successful in competition, which further cemented its reputation and contributed to the Commando becoming one of the most enduringly desirable models in the collectable bike market.

Some 60,000 units were produced during its decade long production life, with many different variants produced in both 750cc and 850cc forms.

But it wasn't all smooth sailing as the bike was beset by numerous engineering problems, including engine failures in early models and frame cracking.

Norton kept sales moving with numerous different models featuring refinements and style changes throughout it's life, and the bike continued to sell well, despite the introduction of the HONDA 750

Four in 1968 and the Kawasaki Z900 in 1972, both of which represented a new era in performance bikes and contributed to the demise of established British and European marques, including Norton.



Mal Watson on his 750 at the start of the 2024 Two Day Rally.

Norton's response to the 'Japanese Invasion' was to release new 850cc models. Importantly, these were designed to solve the reliability issues experienced with earlier models. In 1975, the company released the Mark 3 range, which was only offered in two variants; the Interstate and Roadster. These were the last of the original Commandos and ironically were the most reliable and oil tight of the breed. Changes included rear disc brakes, left side gearshift and right side brake, and an electric start (just 7 years after Honda).

1976 was the last full year of production of the Commando as Norton Villiers Triumph fell into the hands of receivers and was liquidated in 1978, spelling a sad end for this quintessential British icon.



Many different models were released including the 'Hi Riser', pitched at the US market.



## Bike in Focus - Norton Commando cont'd

The Club has quite a number of Norton Commandos on its register, which is a testament to the enduring popularity of the bike.

While most are the popular Roadster and Interstate models from the 1970's, Club Member, Mark Greenmount does own a very rare and highly desirable Gus Kuhn cafe racer.

Mark purchased the bike about a couple of years ago from Dunsborough enthusiast, Neil Thorp, who'd previously participated on the bike in the Club's Two-Day Rally.



Previous owner, Neil Thorpe, on the Gus Kuhn cafe racer in the 2023 Two-Day Rally.

Gus Kuhn was a dealership that took its name from its founder, a TT rider in the '20s who established a motorcycle business in 1932. Following his death in 1966, the business was taken over by his son-in-law, Vincent Davey. The Gus Kuhn dealership was heavily into motorcycle racing and ran race teams with some of the UK's leading riders from 1968 to 1977. The dealership also boasted it was the number one Norton dealership in the '70s.

Mark's bike started life based on a 1969 model Commando, modified in the dealership as a lookalike Gus Kuhn racer. It had a complete rebuild and further enhancements made around 1972 following a crash. These included installing the 850 motor, which was bored out to 980cc, a unique lightweight frame and other enhancements that

made it much closer to the real thing in spirit and performance, if not actual specifications. When the then British owner presented photos and information to Vincent Davey, he commented that the machine was beautifully presented and he was happy for it to carry the Gus Kuhn name "as a reminder of some of the successes we achieved in short circuit and endurance racing" (source Classic Bike Magazine January 2001 edition).

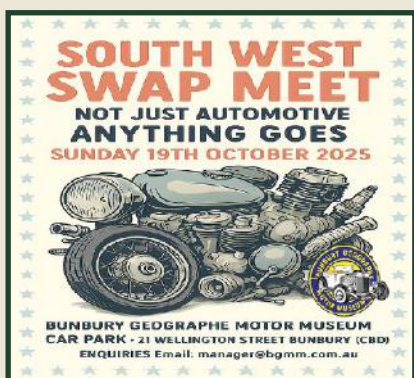
Mark says he is 'stoked' in the way the bike handles, goes, and looks, with the biggest problem being that the faster it goes, the more comfortable it is. Mark rode the bike on the recent Spring Rally and was in good company with three other Commandos taking part; Mal Watson's 750, Neil Nicole's 750 and Darryl Warner's 850.



Commandos at the Spring Rally - Mark Greenmount's Gus Kuhn cafe racer, Mal Watson, Darryl Warner and Neil Nicolao (LtoR) in the background.

And as an aside, the last of the original Norton Commandos to be sold in Australia, an 850 Mark 3 in distinctive red, white and blue livery, was sold by European Motorcycles of Bunbury.

It was later owned by Gary Clemens who subsequently sold it on to Don Collins, before it was sold to someone outside of the Club.



### South West British Auto Classic

A display of British Cars and Bikes.

Saturday, 28 October 2025

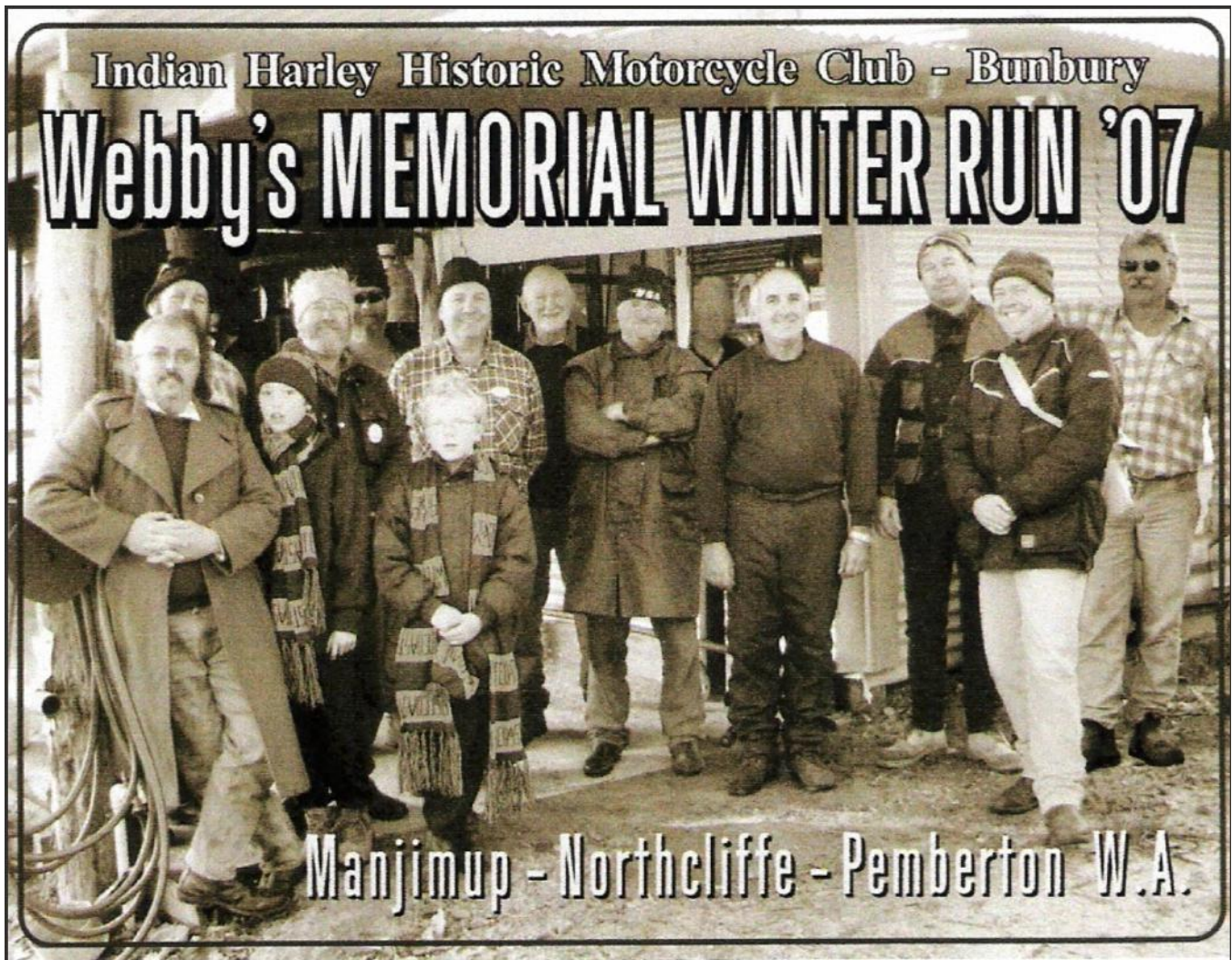
09:00 to 14:00

Signal Park, Busselton

[Click Here](#)



## A COLD BLAST FROM THE PAST: THE FIRST WEBBY'S RUN



***The following is a copy of the Ride Report from Bolt (Eric Blythe) on the Inaugural Webby's Run... sent in by John Rooney, the IHC Manjimup Group Liaison Officer.***

Well! You Fella's that recon the Brass Monkey Run is a cold ride. Try 3 days, where the first couple of hours of each day's ride doesn't get over the 10-degree mark, & when it did, it only reached around the 16 degrees.

You can make that 4 days for some of the 'Die Hards' who rode down to Manjimup from Bunbury early Saturday morning. Hynzy & I had the luxury of heaters in the Prado whilst the temperature plummeted to a chilly 2 degrees at about the Balingup district. Mick & Steve also trailed down, although I think the 'Landy' heating came from the floor plan, better than nothing. The brave few, J.C. Ross Eaton, John DeFilipo, Dave Lind, & Leechy.

At Roon's house the kettle was on, so we indulged in a brew whilst waiting for Gordie Palmer to join us from Pemberton.

With our group of 13 starters away we went, first port of call, *Diamond Tree Lookout*. A tall lump of lumber used for Fire Spotting. Springall Road & the first of the gravel stretches & into *Dean Mill*, a cosy little timber settlement not unlike *Donnelly River*,

with its row of cottage houses set in the Karri Forest.

Lunchtime approached & we were greeted by Ma Roon's, young Roon's & Grandma (Mum), with hot soup & a sausage sizzle beneath the *King Jarrah Tree*.

Further down the road, along the next stretch of gravel, & worth it was, to Tom & Joy's farm, a magnificent timber structure upon a hill overlooking the paddocks & a back drop of the State Forest. Better still, Tom's sheds, full of 'Stylemaster' Chevrolet's in varying stages of restoration or disrepair. With his pride & joy in all her natural glory out back.... not the wife, another Stylemaster ute, with character surface rust & still in licensed running condition.

A cuppa, a chat, & on our way to our next destination.

With our supplies collected from Manji, it was past the Quinninup Tavern & to our Saturday night stop over, a mere 900m further on, up the road, round the bend, over the hill, in the forest. I don't think Roon's quite knew how far it was to Brendon's Spud Shed. Believe me, it was further.



## Webby's Run 2007 cont'd.

His 900m walk to the Quinnie for dinner was definitely misjudged.

With the sun setting we pulled into the Spud Shed & set up camp for the night.

A couple of coldies to warm us, then down, around, in, whatever to the Quinnie. But how? Nobody wanted to walk the so called 900m. The next part, as a friend once quoted. "What goes on, on tour, stays on tour". Hence with no further comment we got there. Meals ordered & a pre dinner drink a little spiritual atmosphere came over the table. A table set for 14, but with only 13 people in attendance. The middle seat vacant uncoordinated.... for Webby.

With a toast to the man, it was pig out.

Back to the Spud Shed via same means of arrival, bellies full & now to the bull.

We cranked up the fire box to give us some heat, the locals wandered down from the house & the usual problem-solving conversations started. Such trivial things to even more trivial things, like 'Whale Rallies'. Did you know that whales don't go to rallies?

Next morning, bacon & eggs in the misty setting of the farm. John DeFilipo adding to the aroma with carbon dioxide from his Triumph. With words of abuse from the others he gave us his theory. "I'm starting it early because its cold & I want to warm it up so it will start later". What's the logic behind that?

The temperature up to 4 degrees & off we head on day 2 of our journey. John's theory worked, his trumpety started with ease.

Into 'Snake Gully', no snakes...too cold. A pretty little spot though.

Onto Northcliffe for a visit too the local museum, & well worth it, heaps of historical paraphernalia of the Northcliffe district & it's past.

Up the hill to Windy Harbour lighthouse lookout. With surprisingly no wind we set up for lunch with a sausage sizzle overlooking the picturesque cliffs. A few drizzly showers didn't deter our enthusiasm.

Heading north & back to some more gravel sections, & worth it they are, because they take you deep into the heart of the majestic forests. With Pemberton in our sites, it was a change of direction & up a driveway to 'Mike's Mystery Stop'. This was also to be our camp for Sunday, night 2.

Mike welcomed us with open arms & gladly escorted us through his collection of local & afar memorabilia. An impressive site. With the viewing over it was into the Sunday session at his, what you would call it I'm not sure. A three-sided shed with open patio, all period stuff, overlooking the valley to the Karri forests to the west. In front an open fire with spit set up & log seating surrounding it. Inside

a freezer, bar, with home made brew on tap & a bar top that was actually the concrete slab from the Pemby hospital morgue, some stories lie on that I bet. Or should I say, lied on that.

A cast iron incinerator sort of unit which also was obtained from the said hospital that doubled as heater & cooker. Like I say, had all the trimmings to boot. Absolutely brilliant for entertaining.

A cook up of steak, sausages & vegies in fresh buns, filled the bellies, topped up with a few ales. 2 long days in the saddles saw most of us retire to bed early in preparation for day 3. Our 'Donger' consisted of approximately 30'x18' with veranda weatherboard building which fitted 7 old beds & mattresses with a first in best dressed approach. Roon's, Ross, Myself, Toby & Dane & JC & John D taking the bunks, were the lucky bunch. Dave joined us later on the floor after having to fend off the 2 dogs who wanted to share his bed on the veranda. Steve, Hynzy & Gordie found shelter in the other sheds & Mick opted for the back up trailer again. Leechy had made an early departure for home that morning as he had some other matters to attend to.

Like all day's events, sooner or later nature comes calling. Well for me it was around 5am Monday morning. Out of my little cocoon of a sleeping bag & out into an air temperature of no more than zero I recon. A brisk stagger a couple of hundred feet up to the Outhouse. Childhood memories came flooding back of these styles of ablution block. No lights, freezing winter temps, & a dunny seat that if you dropped it, it was so cold it would have shattered. Thank God for the modern loo. Mind you, it was pleasant sitting there in the moonlight.

Monday morning & yet another coldie. Get the fire going, & a final cook up of the leftovers. Bacon, eggs, sausages, toast & hot coffee. Just what the doctor ordered, not the dietician.

Next a group photo to remember the inaugural Webby's Memorial Winter Run.

Fire up the BSA's & others & toward Pemberton it was.

With a stop at 'Gordies Donger' for a last coffee & a look at his projects it was head for home & the end of what I would class as the best I.H.C. social event that I have attended. I'm going to have to do something special at Donnelly this year to beat it.

A big hand to John Rooney, Gordon Palmer & their respective families for a magnificent effort. Also, to Tom & Joy, The Boys at Brendon's Spud Shed & Mike for their welcoming hospitality. A thanks to Mick who drove the back up vehicle. Luckily the BMW's didn't need it, and of course all the Beesa's made it home.

I've already booked that weekend & my berth for next year's event.



## BATTERY RECYCLING

Have you any dead batteries you want to get rid of?

These can help with our 'Building Fund'.

Contact Chris Spence on 0427 550 000 or email: [vice.president@ihc.asn.au](mailto:vice.president@ihc.asn.au).

Batteries can also be dropped off at Club Meetings or Workshop Days.

## Pre-48 Ride Report

After 2 failed attempts due to weather, we finally got a fine Sunday for a ride.

About 24 old bikes showed up which was very pleasing, including a number of bikes I hadn't seen before - a Rudge, a Royal Enfield and an old Harley.

Several riders came a fair distance to participate, including Kevin Badby and his wife from Perth, Tim Hesford from Manjimup, and Captain Frank from Narrogin. Thank you gents.

The ride was just over 70 km and Steve (Turner) on a veteran and Mal Watson on an old Harley single trimmed a bit off without deviating from the route.

Smoko was at the Brunswick Bakery then onto my place for a snag and a bun.

Bob Brittain had a bit of bad luck at the end when turning his fuel off, the tap came off in his hand. This left Tammy with her finger stuck in the tank while repairs were carried out. Bob's dramas didn't end there. On the way home a cat ran out in front of him and the M20 ironed it out.

Nothing ended up on the trailer.

Thank you to George and Val for doing backup at short notice.

And Thank you to everyone who attended and made the day a success.



For Further information and to register for the Rustic Off Road Rally:

[Click Here](#)





## ADVENTURE RIDING IN THE MURCHISON



*For the past 8 years or so, with the exception of 2020 (covid), a small group of mates have headed to remote parts of the state for a ride through areas less travelled.*

*Riding Adventure bikes, with a side car or two joining in, this year's excursion of 8 riders included five club members - Frank Barron, Bert Sykes, Peter (Macca) MacDonald, Mike Smith and Kim Larson.*

*Over 7 days, in somewhat varying conditions, they clocked up around 2500km.*

*The following is Frank Barron's account of the ride.*

*Most Photos courtesy of Peter Hodgson.*

September dawned, and now time for our annual outback ride.

Eight riders and two back-up people greeted the starter at Toodyay. Day one saw us travel to Dowerin for a refuel and coffee 'n pie. After refreshing we headed out to the Rabbit Proof Fence Road starting our journey to Perenjori. Following rain, there was some concern the roads may be a bit treacherous but the opposite prevailed.

Arriving in Perenjori we learnt that Tuesday was \$20 T bone steak night at the pub. What a great idea and, as only 3 men and a dog live there, we should be fed and back to the caravan park in no time. How wrong could we be? We couldn't even get into the pub so we sat outside and froze until our steak arrived about an hour and half later.

Next morning we were up early with a 350 km day ahead of us. After breakfast, we headed out to Tarden, then across to Pinda for the start of the outback journey.

This year very few Reef flowers to see as the weather has been very cold, so the flowers are a couple of weeks away from bloom.

It was good to get to this point as it signalled the start of the ride on all dirt roads.

Next stop was Murchison Settlement and we arrived in good time to set up camp for the night, but it was still very cold.

The next morning, after a bacon and egg breakfast, we had only a short ride of 250 kms ahead of us to Mount Gould, where we set up camp on the banks of the river. The old jail still stands but without access because it has been barred up due to vandals. This is where Aboriginal prisoner's were held before being marched all the way to Carnarvon for court appearances

Day four saw us head to Cue to get supplies and fuel before heading out to Nallan Station. It was still very cold for this time of the year. Nallan signalled the halfway mark of the ride with a welcome rest day. A few went on a site seeing ride, others went to town for a look around and some of us just took in the station for a rest.



Frank leaving Perenjori.





Bert ready to roll.

The following morning we rode 210km through to Sandstone. Unfortunately, the Sandstone pub is currently closed, so no social activity there!

On these rides we try and support the towns we visit. We were advised that the pub has just been sold and will reopen by the end of this year.

Day seven arrived and we were off to Nalbarra station between, Mt Magnet and Paynes Find, a ride of 270 kms. This was a new stop for us but I can highly recommend it if you are in the area.

After settling in it was time to organize dinner. The only problem was our heavy cases which we carry our plates, cups and cutlery, etc, were nowhere to be found. The only conclusion was that they were left at the last morning tea stop.

So, the next morning a search party of three was assembled to go back and look for the missing items while the rest headed for Paynes Find, where we enjoyed a hot coffee and sausage rolls to thaw out. The cases were found still lying in the middle of the road after being ejected from the trailer after hitting a severe washaway. The search party took a long time to return and we'd been getting concerned. When the group returned, it was

advised that Bruce suffered a flat front tyre on his sidecar.

Unfortunately, the weather forecast was of deteriorating conditions and our destinations of Toodyay and Perth were looking very wet, so a decision was made that we would instead head for home a day early; a run off 450 plus kms, This turned out to be a good decision although we had a second long wait in Dowerin as Peter had suffered a flat tyre about 50 kms out of town.



Bruce and Macca having a little relax!

Once again though, despite the unseasonably cold conditions, a great ride with good company and few incidents.

I can report however that a rider on a Kawasaki did an extra 150 kms as the corner marker left early , plus another rider on a KTM thought the soft sand might be a good resting place. Other than that, just two flat tyres and general maintenance.

Roll on next year!





# Other Events & Information

## Saturday Bike Workshop

This month, the Club held two mechanical workshops out at the Loverock's, with the second being held on Saturday 20th September.

The workshop saw 12 members, including some who can't make the Tuesday workshops, attend and witness completion of the club donated Suzuki GR650.

Extreme thanks goes to Tammy for her tireless work. Through her expertise and attention to detail the bike is now up and running and purrs along.

She resealed the forks, connected all the electrics, cleaned and reset the carburettors and tuned the engine to perfection. All the wheel bearings have been checked and the tank cleaned out and is in good condition. Thanks also goes to Mal Adams who undertook part of his apprenticeship under the guidance of of Tammy.

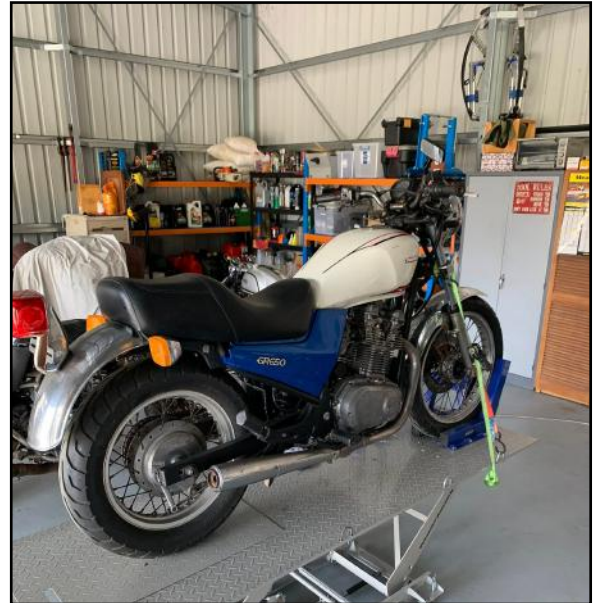
The bike is now up for sale to Club members only. Asking price is \$2,500.00 (see For Sale and Wanted).

It was also great to see a couple of our younger members come along too. Josh Downes turned up at the workshop and mentioned his indicators weren't working. Attending members got to work and fixed the indicators on his BSA. He left the work shop happy.

Matt Gryczalowski's also turned up, with a particular interest in the Suzuki, having previously built his up as an immaculate cafe racer.



Matt Gryczalowski's customised GR650 cafe racer.



The donated Suzuki GR650 ready to roll.



All hands on deck fixing Josh's indicators on his BSA.

## ALBANY HILLCLIMB

The Albany Vintage and Classic Motor Cycle Club has announced that it is going ahead with the Albany Vintage and Classic Motorcycle weekend for 2025. The event will be held from **Saturday November 1 to Sunday November 2, 2025.**

The format is basically the same as last year.

# For Sale and Wanted

Suzuki GR 650. This bike was donated to the club and has been worked on via the Club's regular bike workshop sessions. Extreme thanks to Tammy for her tireless work. Through her expertise and attention to detail the bike is now up and running and purrs along. She resealed the forks, connected all the electrics, cleaned and reset the carburettors and tuned the engine to perfection. All the wheel bearings checked. Tank has been cleaned out and is in good condition. The bike is now up for sale to Club members only. Asking price is \$2500.00

Those members interested please email the Secretary, George Loverock at [loverock5590@hotmail.com](mailto:loverock5590@hotmail.com) with your expression of interest. The new owner will be drawn at the November General Meeting. Sale proceeds will be going towards our building account.



Also being sold under the same conditions is the donated Suzuki Katana 1100, donated by George Johnson. Asking price \$1500. Proceeds to the Building fund. Again expressions of interest to [loverock5590@hotmail.com](mailto:loverock5590@hotmail.com)

**Both bikes can be viewed by contacting George on 0417 914 096.**



1951 Matchless G80s 500. Deceased Estate.

Bike is complete, good general condition and previously restored in Adelaide. Receipts, records and photos available. Matchless maintenance manual included. Running condition not known, but has compression. Located in Bunbury.

EOI to Steve Denton; 0409663225 or email: [shteeve5150@hotmail.com](mailto:shteeve5150@hotmail.com).



I have a pair of what I believe are 1930's Harley Saddle Bags They could be also for Indians.

**For sale at \$900 – ONO including postage to the purchaser**

Regards: Brian Forth (VVMCCSA)

Mobile 61 + 0409 514 213



**1972 Norton Commando 'Combat'. \$22,000**

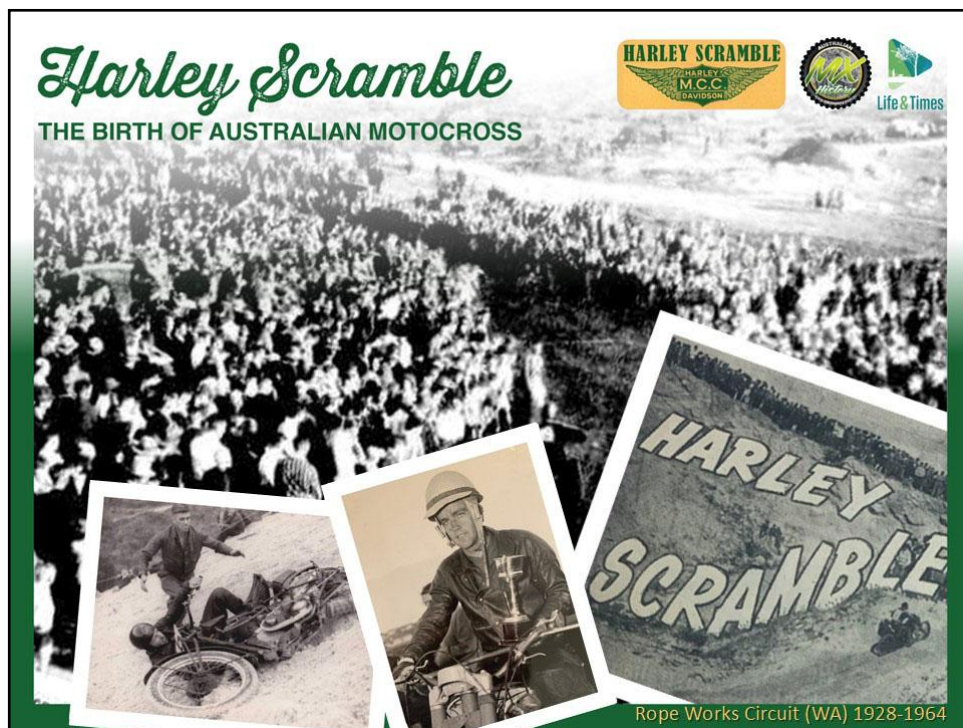
Call or text Dave 0416740604. \$22,000





## OTHER EVENTS AND INFORMATION (Continued)

### Harley Scrambles Documentary



Earlier in the year, John McDermott travelled to Perth and caught up with mates from his racing days.

The occasion was a viewing of a documentary on the Harley Scrambles which were held from 1928 to 1964 at the Rope Works Circuit (a story in itself), Buckland Hill, Mosman Park.

This circuit and the racing held there was legendary, and is recognised as the birthplace of motocross racing in Australia. The documentary was produced by John Steyntjes.

John McDermott commented on how much he enjoyed the catch-up and that the documentary was fascinating, as it covered the unique history of this iconic and event that's now etched in the annals of history.

Given this, we're hoping to show this documentary at a Club Movie night. It's guaranteed to be interesting for anyone interested in motorcycle sports in the state. You can view a preview of the documentary, which features the legendary Peter Nicol, by clicking on the arrow within the screen shot above.

## Life and Deceased Members

### Life Members

Norm Hart, Margaret Hart, Ray Buck, Anne Buck, Glenda Patterson, Doug Baker, Larry Allen, Richard Clark, Leith Presland, John Presland, Jeff Smith, Ross Eaton, Darryl Warner, Jenny Warner, Murray Rudler, Sharon Rudler, George Johnson, Bert Sykes, Faye Carn.

Deceased - Harold Braund, Laurie Briggs, Bill Beaton, Bernie McCormack, Glen Britza, Brian Fitzgerald, Syd Taylor.

### Deceased Members

Fred Pitter, George Hall, Doug Brittain, Merv Curgenvin, Max Sharpe, Barry Shand, 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, Clive Marwick, 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, Jack Lewis, Syd Taylor, John Bridson, Bernie McCormack, Patrick (Joe) D'Arcy, Jeffrey Adamson, Doug Craigie, Chris Butler, Michael Fleay, Vincent (Vinnie) Britza, Phil Bussanich, Robert (Bob) Turner, Raymond (Ray) Karlsen, Richard (Dick) Taylor, Robert (Bob) Ecclestone, Jan McDermott, Peter Jeffrey, Frank Andrew, Dave Roberts, Nigel Bolt, Matt Hudson, Helgo Huebner.

# Minutes of the General Meeting

## Tuesday 9th September 2025

Declared open at 7.30pm

**Minute Silence for the passing of Member Helgo Huebner.**

**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

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:-** Richard Clark.

**Seconded:-** Bernie Ward.

**Carried.**

### NEW MEMBERS

Introduced by President Bob Brittain

1. Michael Wade – Eaton. (Did not attend meeting.)
2. Trevor Hoare – Australind. (Did not attend meeting.)
3. Ken McKay – Australind. Introduced and welcomed into the club.
4. Christine Allan Byrne – Mandurah. (Family Membership update.)

### SECRETARYS REPORT

#### Incoming Mail:

5. Veteran and Vintage Motorcycle Club of South Australia – September newsletter.
6. Newcastle Vintage Motorcycle Club Inc – September Newsletter.
7. Early American Motorcycle Club – Flat Chat September Newsletter.
8. Just putting out a reminder that the SW British Auto Classic is on the 25th of October at Signal Park, Busselton. Please be parked before 9am and leave time is 2pm. If coming as a group and want to be together, please advise. Veteran and Classic Car Club of WA.
9. Hello George. I was talking to Jeff Smith. I have a Suzuki Katana 1100 in the shed. all the parts should be there. If the club is interested, I would like to donate it to the club for the workshop projects you are running. No strings attached. Just be good to see it being put to good. At the end the club can sell as fundraising for the new club rooms etc. or use as a guest bike. Let me know what you think. Or if you know someone who might be interested. Regards George Johnson

**Outgoing Mail:** - Email to enquires coming in.

**Motion:** That the Secretary's Report be accepted.

**Moved:-** Russell Jeffrey.

**Seconded:-** Neville Green.

**Carried.**



## **TREASURERS REPORT**

**Opening Balance:-** \$15,428.72

**Income:-** \$11,492.00

**Expenditure:-** \$3,771.86

**Closing Balance:-** \$23,148.86

**Term Deposit.** \$100,000.00 Term Deposit Matures 9/10/2025.

**Motion:** That the Treasurers Report be accepted.

**Moved:-** Ross Carn.

**Seconded:-** Bob Mitchell.

**Carried.**

## **PRESIDENTS REPORT**

Bob Brittain, President, publicly acknowledged the kind donation of the Suzuki Katana 1100 to the club.

## **CAPTAINS REPORT**

### **Past rides:**

#### **1st mid-week**

Michael Rock 2 took us on a journey to Vasse Farmers market for morning smoko, which was something new to us but an extremely pleasant place for morning smoko. After smoko some enjoyed a free ride home and some went on to an overnight adventure further on. Thanks Michael.

Ross's Tortoise ride as usual was well attended with good numbers and some members opting for 4 wheels instead of 2.

The mechanical workshop had a great roll up to help Christen the new patios at George and Val's workshop. A sausage sizzle lunch was provided for members and a few problems solved, but not the dreaded Triumph, still still a work in progress. Many thanks to Val and George for their hospitality.

#### **2nd mid-week**

"Not the Narrogin ride". Unfortunately, the weather was dreadfully cold and only 6 starters from Bunbury and 10 from Mandurah made the journey to the Williams Woolshed for lunch. The staff there were very accommodating and looked after us in a very timely manner. One member had a little explaining to do to his wife on return about the problem of exceeding the speed limit and the consequences of it, no names mentioned.

The twice cancelled pre-48 run was once again re-scheduled, fortunately this time around the weather gods were on our side. Over twenty pre-48 bikes fronted for a very pleasant ride to Brunswick for smoko then back to Pauline and Mick's for a snag and bun for lunch. A great course and camaraderie after. Thanks to George and Val for going back up and the Turners for hosting.

## **UPCOMING EVENTS**

**1st Mid-Week.** Dave Gaunt will be leading this one no doubt to a great location.

**12th Sept.** Tortoise Ride Ross will inform the meeting on this ride.

**16th Sept.** Mechanical workshop. 9am at Garvey Rd.

**20<sup>th</sup> Sept.** Mechanical workshop. 9am at Garvey Rd. (Saturday)

**21st Sept.** Spring Rally Leith Presland organizing this ride and will inform the meeting. Please register online or ring Leith as numbers are required for the Mumballup Hotel lunch stop. Please print your own route sheets.

**30th Sept.** Ladies lunch. Please register with Leith.

**1st to the 3rd of Oct.** The Wheat Belt run is on Dave or Michael can give an update on this..

**5th Oct.** Richards Run. Richard may want to give a talk on this and the direction it will take.

**18th Oct.** Rustic Rally This is a big event for the club; all the info is on the events page. The club will be having a ride to the event leaving Pratt Rd at 7:45 am and returning about 4:00pm. Plenty of trailer parking at the venue if you want to bring multiple bikes for the display. Get your entries in ASAP for the enduro course.

**24th Sept.** Bunbury Midweek. Desperately in need of a volunteer to lead this ride as I need to be in Narrogin and Ron is still away. If we can't find a leader, it will be a mystery ride where we meet at the usual time and make a decision where we go.

**11th Oct.** The Mandurah Meander. Get your accommodation organized now unfortunately all rooms are gone in Cuballing so book in Narrogin. Mandurah mob have arranged transport from Narrogin and back but please book with Tammy if you require transport.

Regards - Club Captain

Ross Eaton presented the route for this week's tortoise ride. The event will travel through the Ferguson Valley to Gnomesville. Then onto Lowdon, Charlie Creek Road and back into Donnybrook for morning tea. Charles will be providing backup.

Dave Gaunt then presented to the meeting the route for the mid-week ride. Due to poor communication between Ross and Dave the same route will be followed as the Tortoise ride. To introduce a variant mid-week ride will go through Kirup.

He informed the meeting that next year's Wheatbelt ride will be brought forward to the 27<sup>th</sup>, 28<sup>th</sup> and 29<sup>th</sup> of August due to Michael Rock (2) and himself being away in September. 15 riders booked for this year's Wheatbelt ride.

Leith Presland then presented to the meeting the planned outing for this year Spring Rally. It will be a 9am start at Pratt Road. We will travel to Harris River Dam for morning tea and then continue to the Mumballup Pub for Lunch.

It is essential that you register for this ride and the Mumballup requires numbers for catering. They want us to arrive at the pub by 12 midday. John will be at the start to scan you off at the start. Faye and I will be at Harris River with the morning tea.

#### **LIBRARIANS REPORT**

Nothing to report.

#### **PROPERTY OFFICER REPORT**

Nothing to report.

#### **LICENSING LIASON OFFICERS REPORT**

Nothing to report.

#### **IT MANAGER REPORT**

Not in attendance.

#### **WELFARE OFFICERS REPORT**

Vacant position.

#### **GENERAL BUSINESS**

1. Michael Rock (1) advised the meeting that both Norm and Margaret Hart are not travelling too well. Any member may consider visiting them. Margaret has been taken to hospital.
2. Michael Rock (1) informed the meeting that the Indian Harley Club has now been formally included as partners with the Bunbury Motorcycle Club as equal partners in the \$750,000 Government grant for the club room build/upgrade. He thanked Chris Spence in his efforts in achieving this outcome. Work is still being undertaken to achieve our aim of obtaining a lease and building.
3. Michael Rock (1) is competing, this weekend 13<sup>th</sup> and 14<sup>th</sup>, in the WA State Moto Trials Championship at 1225 Morangup Road, Morangup, near Toodyay, if anyone is interested in attending the event.



4. The Donnybrook Veteran Muster, pre 1919 vehicles, is on in Donnybrook on the 8<sup>th</sup> and 9<sup>th</sup> of November 2025. Organisers are looking for Marshals. We would like Marshals to ride classic bikes. Volunteering marshals will be well looked after with fuel food and Saturday nights dinner. If you are interested please contact Michael Rock (1) at [michael@vintagesteel.com.au](mailto:michael@vintagesteel.com.au).
5. Ross Eaton moved the motion **"That all proceeds of the club held auctions go towards the building fund."** The motion was seconded by Richard Clark. A vote passed the motion unanimously. **Motion passed.**
6. Chris Spence informed the meeting that the battery fund raising activity had gained momentum and has currently raised about \$5000. He has negotiated with a new recipient for \$600.00/tonne. He also informed the meeting that Manjimup member, Eric Austin, had personally delivered 6 pallet loads of batteries. He asked members to spread the word around for used batteries. They can be brought to the club meeting or workshop days.
7. Club President, Bob Brittain publicly thank Eric Austin for his efforts.
8. Ken McKay thanked Des Lewis for the new format of the Classic Vibrations. It has been well accepted.
9. The next sausage sizzle at Bunnings on Sunday the 14<sup>th</sup> of September, a club fund raiser for the building fund, still requires volunteers. A form is being passed around so please record you name if you are willing to volunteer.

## AUCTION

- |                      |      |
|----------------------|------|
| 1. Old oil tank.     | \$ 5 |
| 2. Motorcycle Helmet | \$10 |

There being no further business, the President declared the meeting closed at 8.20 pm

Minutes complied by George Loverock.

Reviewed by Bob Brittain

Dated 9<sup>th</sup> September 2025.