



# Smoke Signals

Winter 2024 Edition

*Iron Indian Riders Association*



# Contents

*President's Report* **3**

*Club Business* **4**

*Current Executive Committee Members* **5**

*Executive Committee Roles and Responsibilities* **6**

*Nomination Form* **7**

*The General dogsbody report 2023/24* **8**

*Upcoming Events* **10**

*Navigating the Road to Getting Old and Grumpy* **11**

*Secretary's Report* **12**

*Winter Run* **14**

*Insurance Woes* **16**

*Indian Super Hooligan* **18**

*Putting Some Zap In The Classics* **20**

*Are You Roadworthy* **22**

*Tasting Tassie for the 44th Time* **26**



# President's Report

**Hi guys,**

Your roving Pres reporting from the not so sunny England where i am getting ready to head over the ditch to the International Indian rally in the Czech republic.

<https://www.iir24.cz/evdetails>

I am looking forward to this event. Its been happening for a few years now and each year moves to a different country. I was here in Czech in 2019 and dropped in on my New 2019 Polaris Indian Dark Horse despite new Indians not being allowed, I had a special dispensation to call in and say hi to a really friendly bunch of guys, all mad keen on Indians and much to my surprise, very well versed in what I do at Crazyhorse Indian in Australia. They also surprisingly gave me the furthest travelled award even though i was on a new Indian.

Back to Australia. I hope you have been enjoying this extended period of global warming in Australia? Even as a Pom I've been cold. It's certainly the coldest I have known it in my 18 years in Australia. Lets hope its gone when i get back.

Obviously due to it being winter there has not been much happening ride wise but of course the AGM is due In July.

Now, I dont want to bang on about this but, this is your chance to have a say in how the club is run. What you like, what you do not like and anything at all you can suggest to make this a better organisation is always well recieved and discussed by committee for consideration.

I hear a free dinner up to \$25 is on the cards for those who have paid their subscriptions before the AGM. (pls bring a receipt if payment date is only shortly before the meeting to help Phil manage this better)

So we have an overnigher event in October which should be fun. Hopefully this will spawn a few more such events but as always its about participation, so please put your hand up sooner rather than later.

Ive been trying to raise some profile here in the UK for Crazyhorse Indian and I can see now partly why there are not so many Antique Indians here. The lack of spare parts here would make doing any big rides rather daunting I suspect, although there are two smallish clubs here one in the north and one in the south and another one over in Ireland. Only one specialist that I can see (I've met him and a very knowledgable bloke he is too) .

So thats it for this time, enjoy the AGM I look forward to hearing about the renewed committee in due course.

Ride safe guys

Regards

**Mark**

# Club Business

**As we go to press there are 20 members who are non-financial. If you have not paid your membership dues and have a bike or two registered, those bikes are no longer registered according to law and may require total re-registration. Please ensure that your dues are paid soon, and on-time every year.**

Some important dates arise in the middle of winter, so it's imperative that members remember their club obligations in the non-riding season.

## Club Membership

Club Membership is due on 1 July every year, and it's imperative that every member remains financial. It's not only for the sake of the coffers, but being a classic club, your membership is linked to your club registration, and if you are not financial, your club registration also lapses.

It's not so much a matter of gathering money - as the club is in quite a sound financial position at the moment - but a legal requirement of your historic red-plate registration. If you are pulled up, or more likely, a theft, accident or other unforeseen event occurs, when it comes to filling out the paperwork, not being financial can lead to a world of worry.

It also causes a lot of trouble for the club, so please pay your registration if you have not already done so.

## Bike Register

Along with our requirements of registration, it is also important to keep us up-to-date with your latest bikes that are registered with the club.

Please make it a habit that when you renew your registration you also provide the list of bikes registered with Iron Indian Riders Association, as well as updating the photos that are required by law. We just need the standard pictures and your camera phone is fine; we all know the drill, seven pics: Front and back of bike, left and right side of bike, frame number, engine number and view of handlebars and dials from the riding position.

With many owners buying and selling bikes, or even just letting some bikes lapse, the bike register becomes out-of-date very quickly and easily, so if we could make it a habit to include photos with your membership it would be greatly appreciated, and again an important legal requirement of the club and members.

Send your money to Phil, preferably through direct deposit, and your bike pics to Wayne Smith.

## AGM

The annual AGM is coming up on 30 July, so make an effort to attend. There are quite a few changes taking place at the moment, so this is your chance to have a say in the future of the club. Don't forget you need to attend at least one meeting a year, so why not make it this one.

A nomination form for executive positions is included in this issue and always available at <https://ironindian.com.au>

The AGM will be held upstairs at the Grandview Hotel, 429 Heidleberg Road, Fairfield, and starts at 8pm running to about 9.30.

For all members who have paid their club membership, their meals will be paid for to the value of \$25. If you paid your membership two weeks before the AGM, make sure you bring your receipt as there is no way for Phil to check subscriptions on the night.

# Current Executive Committee Members

**President:**

Mark Barthelmie 0466229747 or [markbarthelmie@hotmail.com](mailto:markbarthelmie@hotmail.com)

**Vice President:**

Andrew Ellis 0404837950 or [chopper1@mail.com](mailto:chopper1@mail.com)

**Secretary:**

Wayne Smith 0429884777 or [wayne@waynesmithrealestate.com.au](mailto:wayne@waynesmithrealestate.com.au)

**Treasurer:**

Pete Kime 0409798641 or [pjkime@hotmail.com](mailto:pjkime@hotmail.com)

**Membership Secretary:**

Andrew Ellis 0404837950 or [chopper1@mail.com](mailto:chopper1@mail.com)

**Editor:**

Ray Vysniauskas 0487899814 or [rayvys@yahoo.com](mailto:rayvys@yahoo.com)

**Ride Co-ordinator****Machine examiners (pre 1949 only) & Association signatories**

Wayne Smith 0429884777 or [wayne@waynesmithrealestate.com.au](mailto:wayne@waynesmithrealestate.com.au)

Phil Pilgrim 03 94996428 or [unionjackmotorcycles@gmail.com](mailto:unionjackmotorcycles@gmail.com)

Mark Barthelmie (signatory only) 0466229747 or

[markbarthelmie@hotmail.com](mailto:markbarthelmie@hotmail.com)

**Rally co-ordinator****Immediate Past President:**

Don McDonald

**Welfare officer:**

Phil Nuske J of P/ 0423 576609 or [pnuske@internode.on.net](mailto:pnuske@internode.on.net)

**National Section Representatives**

Victoria:

Phil Pilgrim 03 94996428 (B.H) or [unionjackmotorcycles@gmail.com](mailto:unionjackmotorcycles@gmail.com)

Tasmania:

Steve York 03 97414527 or [blueyhvic@optusnet.com.au](mailto:blueyhvic@optusnet.com.au)

South Australia:

Murray Johnson 0408 833511 or [kmbritbikes@internode.on.net](mailto:kmbritbikes@internode.on.net)

# Executive Committee Roles and Responsibilities

## **President and Vice-President**

- a) The President or, in the President's absence, the Vice-President is the Chairperson for any general meetings and for any committee meetings.
- b) Shall perform any other duty or function imposed on the President or Vice President by the Associations Rules or assigned by committee.

## **Secretary - The Secretary must:**

- a. Perform any duty or function required under the Associations Incorporations Reform Act 2012 (the Act) to be performed by the secretary of an incorporated association such as lodging documents of the association with the Registrar;
- b. Maintain minutes of all meetings;
- c. Maintain the register of members and manage the membership application and renewal processes;
- d. Keep custody of, except for the financial records, all books, documents and securities of the Association
- e. Provide members with access to the register of members, the minutes of general meetings and other books and documents;
- a. Facilitate membership and committee communication.
- f. Perform any other duty or function imposed on the Secretary by the Associations Rules or assigned by committee.
- g. As specified in the Incorporation Act and our rules only the secretary may hold multiple executive committee roles.

## **Treasurer - The Treasurer must:**

- a. Receive all moneys paid to or received by the Association and issue receipts for those moneys in the name of the Association;
- b. Ensure that all moneys received are paid into the bank account of the Association within 5 working days after receipt;
- c. Report membership payments to the secretary within 5 days of their receipt.
- d. Make any payments authorised by the Committee or by a general meeting of the Association from the Association's funds;
- e. Ensure cheques are signed by at least 2 committee members; also, that all electronic payments are

authorised by at least 2 committee members;

- f. Ensure that the financial records and activities of the Association are kept and performed in accordance with the Act;
- g. Coordinate the preparation of the annual budget and financial statements of the Association and their certification by the Committee prior to their submission to the annual general meeting of the Association.
- h. Perform any other duty or function imposed on the Treasurer by the Associations Rules or assigned by committee.

## **Responsibilities of Committee Roles**

### **Club Permit Officer The Club Permit Officer must:**

- a. Manage the associations Club Permit agreement with VicRoads;
- b. Ensure that requirements of the Club Permit agreement are complied with;
- c. Maintain all Club Permit records as required under the Club Permit agreement
- d. Ensure that at least one other committee member has access to the associations Club Permit records.
- e. Perform any other duty or function imposed on the Club Permit Officer by the Associations Rules, by VicRoads or assigned by committee.

Additional Tasks - The following tasks may be assigned by committee to any association member but they do not confer a committee role or the right to vote at committee meetings.

### **Newsletter Editor:**

- I. Responsible for the Production and distribution of the Newsletter in accordance with the directions of committee.
- II. Minimum newsletter content is minutes of all general and committee meetings and the latest event schedule.  
The newsletter may also include technical articles, ride reports and such like.
- III. Perform any other duty or function assigned by committee.

### **Webmaster:**

- I. Responsible for the management of the Web Site in accordance with the directions of committee.
- II. Perform any other duty or function assigned by committee

# Nomination Form

Iron Indian Riders Australia Inc. Reg No. A0054334A

ANNUAL GENERAL MEETING, 2024

## *Nomination of Office Bearers – Executive Committee Members*

Executive Committee Position	Person Nominated (members full Name)	Nominated By (members name & signature)	Seconded By (members name & signature)	Accepted by Nominated Person (members name & signature)
President				
Vice President				
Treasurer				
Secretary				
Machine Examiner/ Safety Officer				

### **IMPORTANT INFORMATION:**

1. Please clearly print the name(s) of your executive committee nominee(s).
2. Original signatures only. No computer images, no PP or such like. Please use blue or black ink. Check you have completed required information and provided all needed original signatures as forms with incomplete entries will not be valid.
3. Financial members of Association, other than Associate Members, are entitled to hold executive office, nominate executive office bearers and vote on the election of executive office bearers. [Association rule 13 and 14]
4. All executive committee positions are open for re-election. [Association rule 50]
5. You may nominate yourself and you may nominate for multiple executive roles however only the Secretary may hold multiple executive committee roles. [Section 76 of the Associations Incorporated Reform Act 2012]
6. Non-executive association roles.
  - a. In accordance with the rules of the association and its by-law number 2, non-executive or sub-committee members may include: Public Relations Officer, Event Coordinator, Club Captain/Ride coordinator, Editor, Webmaster, Regalia Officer, Social Secretary, Membership Secretary (as an assistant to the Executive Secretary as this role is defined in the rules as an Executive Secretary responsibility) and Vicroads administrator.
  - b. Vicroads Administrator. The associations Club Permit Agreement with Vicroads at section 1 of that agreement states that ONLY elected individual office bearers of the association may administer the agreement, as such this non-executive role is as an assistant to perform tasks for and as directed by the elected Machine Examiner/Safety Officer.
  - c. Holders of non-executive roles may attend any regular committee meetings however, as defined in the Association rule 44(2) and specifically by-law 2, they do not have any committee voting rights.
  - d. It is the responsibility of the elected executive committee members to appoint association members to non-executive roles. [Association rule 44]
7. This completed nomination form must be received by the associations Secretary no later than 60 days prior to the Annual General Meeting. [Association rule 51(4)]. Nominations received after that date will NOT be valid.

**Return this form by post or hand only to:**

The Secretary, Iron Indian Riders Australia, PO Box 1064, Ivanhoe, VIC 3079. [association rule 74(3)]

# The General dogsbody report 2023/24



A change from the secretary's ravings because I gave up the job last term, but because I seem to be doing, ride organising, rally planning, stand in for anyone that's missing on a meeting night, and my official position of Webmaster which has been suffering because I'm busy running a business and can't spare any more time I decided that the header will do.

The last 12 months has seen nine new members join mainly Triumph owners, but because we are now a BEA pre 76 club who cares? Before that change our membership had dropped by 25 during the Covid years and we had not had a new member since 2018!

The change of policy obviously has helped, and previous committees in the past obviously were not seeing the big picture, anyway that is in the rear view mirror now. The secret of a strong healthy club is a strong committee that gives forward planning for the direction and stability that it needs.

At this point I must praise all the current committee members for the soul destroying job they have endured over the last 12 months, thank you.

The problem we have is we are very financially stable but nobody wants to be in a position to help, yes everyone likes the rides/rallies or meetings but won't lift a finger to help even slightly, plenty of



suggestions come up on how we should spend our hard earned money but what happens when it's gone?

Everyone is busy these days, some are retired and others part time in employment and our rides are planned months if not years in advance, and weirdly, when the time for the event there are all the excuses under the sun about grand kids, basketball training, harpsichord lessons, jazz ballet, mowing the lawn, fencing, etc etc.

I've heard them all including the one that hurts I'm going on such'n'such a ride or rally that weekend and I forgot this was on! Well fuck me how about once supporting us for a change, we text message you, spent \$3,500 updating the website so people could download it on their phones - which has a calander of events and now advertising on TV and

radio is too expensive that's all we can do.

Someone recently asked me define embarrassment, easy that's when you book a meal or accommodation for 15-20 people that say they are attending an event and three turn up or decide they will eat down the road and the proprietor has got extra staff in to cater for you!

Then those same people that were thinking of coming complain that everything is too expensive, the negotiated fee is not the same for three people Herbert, anyway the objective here is to recruit, recruit, recruit new members: that's an obligation to every member in this club if it's larger then potentially more people hopefully may take up a position and strengthen the club for our future.

**Phil Pilgrim**

“NO ONE KNOWS YOUR  
PASSION LIKE SHANNONS.”



Shannons insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer
- Agreed value
- Multi-Vehicle & Multi-Policy discounts
- Special low usage rates
- Riding gear cover
- Cover for modifications
- Flexible coverage for bikes that are laid up, being restored, or at club events
- Home Contents Insurance including \$10,000 enthusiast cover for your collectables & tools
- Pay by the month premiums at no extra cost

Call Shannons on **13 46 46** for a quote on your **special bike, special car, daily drive, or your home**, and speak with a genuine enthusiast.



**SHARE THE PASSION**

**INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited ABN 91 099 892 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

# Upcoming Events

## **July 2024**

Tuesday 30th

July 30 @ 8:00 pm - 9:30 pm

### **Annual General Meeting 2024**

Grandview Hotel Fairfield 429 Heidleberg rd, Fairfield, Australia

Its that time of year when the AGM in on and hopefully some positions on the nomination form are filled particularly Treasurer and Rally co-ordinator, the form is attached.

## **September 2024**

Friday 20th

September 20 @ 9:30 am - September 22 @ 4:30 pm

### **Crazy Horse Rally 2024**

Mountain View Motel 74-76 Towong Rd Corryong, Victoria 3707 74-76 Towong Road, Corryong, Victoria, Australia

September at Corroyong more information to follow.

## **October 2024**

Fri 25

October 25 @ 9:30 am - October 28 @ 3:00 pm

### **Spring Pub and Grub Tour 2024**

Ampol Service Station Mill Park 377 Plenty Road, Mill Park, Victoria, Australia

This is an entirely new 4 day event for the IIRA and if successful will be repeated, it's still in the planning stages and as a official event will be open to Indians of any era and BEA up to 1976, there will be four individual night stop overs at either motels or pubs. Basically Mill Park to Bairnsdale, Bairnsdale to Omeo, Omeo to Bright or Myrtleford, then to Mansfield, Gary Hogg is setting the ride so it will be good, more things to be announced including accommodation later stay tuned.

## Understanding Road Rage: How To Manage Your Own Emotions on the Road and Deal With Others

Road rage affects all drivers across the United States. Unfortunately, it can result in severe—even deadly—[car accidents](#) and incidents. This comprehensive guide explores road rage, its causes, and its effects on mental health. We provide practical resources and tips to prevent and manage this aggressive driving behavior.



# Navigating the Road to Getting Old and Grumpy

*We recieved this message from Emma and thought it a worthwhile point of consideration for our members in what is a well crafted analysis of the causes and consequences of road rage.*

*Although the site is hosted by a legal company, no doubt looking for a bit of work, the many and varied reasons and effects of road rage is well worth a read. The picture above should have a direct link to the site, or find it here at: <https://www.siebenpolklaw.com/road-rage/>*

**Hi there,**

My name is Emma Johnson and I came across the helpful motorcycle information you shared at [unionjack.com.au/blogs/blog/learning-to-ride-is-pleasure-and-pain](http://unionjack.com.au/blogs/blog/learning-to-ride-is-pleasure-and-pain) and was wondering if you were open to adding new resources to that page.

Road rage is a concern that impacts drivers of all backgrounds and it can lead to grave, and sometimes fatal, accidents.

Factors such as chronic stress, frustration, anger management issues, and personal mental health struggles can contribute to aggressive behaviors on the road.

Promoting awareness and education about these issues is essential for cultivating a more responsible and empathetic approach

to driving, ultimately contributing to a safer and more pleasant commuting experience for everyone.

Check out this new guide we made explaining road rage and how drivers can avoid these dangerous encounters:

Road Rage - <https://www.siebenpolklaw.com/road-rage/>

If you think this guide would benefit your readers, would you consider sharing a link to it on your website?

Let me know what you think and if you have any questions.

Thank you and have a great day,

**Emma**



# Welcome everybody to my first Secretary's Report. I am sure you will find it lacking.

As you are probably aware we are always looking for interesting stories to publish in *Smoke Signals*. I know from past experience that we have all had an adventure of some sort involving a motorcycle or motorcycle trip.

What went right or what went wrong or even the time you went absolutely nowhere due to mechanical problems, weather or both.

I'd like to start off with an adventure I undertook with a neighbour after seeing a segment on a television show called *Healthy Wealthy and Wise* many years ago.

The TV crew paid a visit to a town in outback NSW called Tibooburra.

Now I know some of you will remember that show. So, what I am about to tell you is the truth, the whole truth and nothing but the truth so help me Phil.

At the time I owned a Harley Davidson 883 Sportster, you know the one, it has a tiny 2.25-gallon fuel tank.

Anyway, I looked at my mate and said, "what about it?" and he said "what about what?"

"Let's ride to Tibooburra, we've got three days off coming up on the Queen's Birthday weekend".

So another fantastic idea was born. We left on the Friday morning, two up with camping gear strapped on and two 5 litre petrol cans sticking out of the tops of some shitty old leather saddlebags. We got to Mildura and then crossed the border into NSW. At Dareton our meticulous planning started to come undone. On a long slow right hand

sweeper I ran onto newly laid quarter minus road topping which decided to take over the steering for me. I called to my mate to hang on as we were going to come off.

I tried to make the bike perform the same radius as the kerb and channel however it was not to be. BANG!! We had arrived at Dareton.

Damage report: 1 x twisted ankle - Driver, 1 x stoved in petrol can, 1 x Ignition key broken off in the barrel, 1 x Slightly bruised passenger

I asked my passenger if he was ok, and he said he was fine, just at that moment another motorcycle came to our aid however he nearly came a buster on the same stones.

The rescue rider said "Fuck, I saw the council putting this stuff down this morning, where are the signs?".

Anyway, we continued our journey after making a minor ignition repair and continued to Broken Hill. In Broken Hill we drowned any aches and pains and hit the sack for an early start in the morning for the very slow ride up the Silver City Highway (back then it was mostly dirt with small sections of asphalt).

The distance is approximately 336 kms from Broken Hill to Tibooburra and was to take us until 4.00pm to arrive. We had a beer stop at Packsaddle about midday and continued along the rutted and corrugated road. At one stage after vibrating along for about 40 kms we ran onto smooth asphalt with relief, I took my hand off the throttle and adjusted my mirror up and to my

horror my mirror was full of cab over Kenworth grill. He was about 2 inches behind me. I grabbed to throttle, opened it up and managed to gain on the Kenworth. The asphalt section was 14 klms long, so at the end of the 14 klms I pulled over and waited for him to pass, he was about 15 seconds behind us.

We arrived at the Tibooburra pub at 4.00pm and walked in. I ordered a Tooheys Old for me and Jack Daniels and Coke for my mate.

The drinks were delivered, and the barman said, "where are you guys from?"

I said "about an hour north of Melbourne"

The barman said, "how did you get here?"

I said "on that little Harley"

And the barman said with a laugh "SO YOU TWO ARE THE FUCKIN IDIOTS WE'VE BEEN HEARING ABOUT"

CHEERS.

I will save the return trip for the next edition.

If you have any of these types of stories, I would like to hear from you. They should make interesting reading.

So back to the report, I have been preparing a register for club bikes and I am now in a position to accept your details and photographs of club registered bikes.

Please send to [wayne@waynesmithrealestate.com.au](mailto:wayne@waynesmithrealestate.com.au)

Photo requirements are 1 x RHS, 1 x LHS, 1 x FRONT, 1 x REAR, 1 x ENGINE NUMBER, 1 x FRAME NUMBER, 1 x ODOMETER.

Stay safe and try to stay dry.

**Wayne**



**UNION JACK**  
**MOTORCYCLES**



# Winter Run

*Ray Vysniauskas*

Headed off for the first club ride since joining the Iron Indians on my recently re-registered 1975 Laverda 3C.

It was a small but jolly bunch that gathered at the Mill Park Ampol, and we headed off right at the designated 10am. Turns out Phillip White arrived at 10.05 and turned for home.

Of those that arrived on time, Dave was on his newly aquired, and sparkling Norton 850, and Phil rode in on his T140 Triumph, which to my surprise idled beautifully without him have to blip the throttle every 2 seconds. John Best and wife Vicky were on their Suzuki 650, while a couple of my mates also came along for the ride - Hap on a 1985 BMW RT and Jeff on his later model Triumph Trophy.

The plan was vague, but we needed to be in Strath Creek by 11.30 to meet Richard Onyon, so we decided to run the backroads through Diamond Creek, past Yan Yean, and up through Whittlesea.

After deciding the route, it came time to pick the ride leader, and silly me stood still as everyone else took a step back and the task was mine - first time ever of course.

"How hard can it be?" I asked myself as I rode out of the servo onto Plenty Road, upped a couple of gears and looked back to see absolutely no-one behind me.

The road was clear, so I slowed into the right turn lane to await the others, but then the next rush of traffic hit just as the others finally got to the road, and then presuming I was turning, started to make their way to my side of road as I eagerly waited for a gap in the traffic to keep on going straight.

It got sorted, and soon enough we were making an orderly line through the lovely country lanes of Diamond Creek.

The day had started somewhat overcast, but soon



• Dave's Norton Commando 850

to kick on to Kinglake West.

We take the loop back through Yea and over the hills back into Flowerdale and although tempted to stop in the pub - which looked quite busy, or the new bakery across the road, which was also bathed in warming sunlight, we head on to Kinglake West through the beautiful autumn sunshine.

As we approach however, the clouds close in and while there was a hint of rain, the only real menace

cleared into a sunny autumn day. The roads were dry the sun was out, it was a fantastic meander through the countryside.

The road past Yan Yean is a bit more open and from the top of the hills the you could see the surrounding countryside bathed in sunshine and just smile.

Up into Whittlesea it's a bit more traffic, but once past the town the road up to Kinglake West is a delightful set of gentle sweepers. And now that it is two lane for most of the climb you never get caught behind a tin top and get to enjoy the curves all the way.

Kinglake West to Flowerdale is another curvy run, this time downhill, and the hint of some moss on the road up higher gives cause to care more than caution. Once down from the hills the sun was once again bathing the dry roads ahead of us as we made our way to Strath Creek at 11.30 on the dot. There were no plaudits for the ride leader.

On arrival Phil has a message that Richard is not coming - sore leg. So in the great tradition of the Iron Indian riders we sit down with a cup of tea and decide where to have lunch.

There are a few options, but first we decide to try a fictitious establishment at the corner of two highways just up the road where there definitely is no cafe.

On arrival and finding that there was indeed no such cafe, we decide

was the cold of mist.

The bakery was full and the service painfully slow, but at least we got to stand around in the warmth of the store for quite a while before heading outside to eat because all the inside tables were taken.

A bit more of a chat, some conjecture and a smidge of falsification meant for a jolly chat and chinwag as we discussed the ride, most of the world's problems and the price of milk - as every good ride lunch should.

From there we parted ways as we each opted for our most direct route home.

And once out of Kinglake West the sun re-appeared and the day was as lovely as before. Of course it was because of the elevation, so in effect we had lunched at the only cold place in a 50 mile radius.



• Phil's T140

# Insurance Woes



*Lance Millard*

**It's difficult to summarise** this so please hang in there till the end.

The following is a summary of what occurred after my small motorcycle crash on the 20th of January this year. It's purpose is not to moan or bitch about any one or any company it's just to give others an insight into how most insurance companies operate.

So on the 20th January on Rossana Road a young girl failed to give way and shot across in front of me, hence I T-Boned her. No major injuries, a little concussed sitting in the middle of the road blocking

traffic. Then it was get in the ambulance, once you're in there's no getting out till you get to hospital.

Police on scene taking care of everything, heads up if you're ever in this situation you must get the other person's details written down and given to you, it's so much easier in the long run, otherwise all you get from the police is a text with a reference number that you give to your insurance company. They then contact the police and have to pay to obtain the information.

So Shannon's had the reference number but hadn't



made the call, apparently they don't do that for a while. So to begin the claim I have to pay the excess of \$750 to get things started, I've already paid for the towing, I know I'll be reimbursed later because it's in the pds. So I decided to get the other person details myself. I met a lot of resistance from the cops, but in the end I had to insist and I got them.

There's very little communication and it's frustrating, every phone call takes nearly an hour to connect to a human but I got through and passed on "Her" details. Things began to happen, over a period of two weeks I got my excess back, the towing fees refunded and my damaged apparel replaced and now my bike was being assessed in Spotswood, at Melbourne Motorcycle Fairings: sounds like a place of repair well it's not.

I went there not a tool or work area in site, it's a holding cell for bikes on death row before being shuffled off to the auctions.

I didn't think my bike was very badly damaged, a little road rash, bent front guard bent crash bar and plank, broken front brake and indicator lens and damaged hinges on the saddle bag, no structural damage. The Batwing fairing was solid. A few phone calls had the replacement parts at between 9.5K and 11.5 K. Then the call came from the assessor; "We're going to write your bike off." A permanent mark against it with Vic Roads for ever. My choices, walk away and full payment of \$32,630 or \$23,630 plus the bike.

They wrote it off because they were too scared to attempt to fix it. So I asked how can I stop the bike from being listed as a repairable write off. The assessor said you could go through the other parties insurance but you have to do all the leg work we don't help you, and they will probably write it off for book value hence a lot less. I rang Phill Pilgrim and sought his advice and took it. I walked away from it

accepted the full payment.

Now for the frustrating part of this saga. Waiting for a phone call so they can initiate the payment process, the assessor said it might take five days before you hear anything, on the eighth day I ring to check (another hour long wait to chat to a human). I'm told someone will ring in five days - this went on twice more and sick of being told that they are overwhelmed with claims I got proactive. I decided that the next time I rang I would infer that I've had legal advice and that I'm recording the conversation, I also wrote a small script so I wouldn't get off track.

I got a nice lady whose first language was English (yeah), I let her know I was recording our conversation, she checked with someone and came back to me, she was very helpful and sympathetic. She explained that there had been a lot of natural disasters recently but I reminded her that my accident was before them. I kept the ruse going and asked her to say her job title and her Australian location. We got into my concern about the late payment and she decided that she would, on my behalf, submit a serious complaint and someone has to ring you within 24 hours. I said it's not the first time I've been promised that, she assured me they would and they did. The conversation took less than five minutes, the money was in my account in less than two days, I kept my cool and persistence paid off.

Some additional information I found out after another chat with another Shannons insurance consultant. They don't go after the money that they paid me, all they recover is the excess and some times the damage apparel costs, I was amazed.

In closing read the PDS and keep your vehicle insured for as much as they let you

Thanks for reading Lance .some old and new shots.



# Indian Super Hooligan

## 2024 Indian FTR x RSD



**Indian have stepped** out of their comfort zone with the introduction of the 2024 Indian FTR x RSD Super Hooligan.

Based on the FTR model often used in the Super Hooligan racing series - a race-what-you-got series that features mainly unfaired Indians and Harleys, but also includes KTM, Ducati, Triumph, BMW and even Energetica motorcycles.

The rules allow: "Water cooled or air-cooled 750cc+ twin cylinder, max 900cc triples, and Electric bikes all racing head-to-head in the same class on the same grid".

At least the Super Hooligan has some racing heritage, unlike the Super Baggers which is the equivalent of double decker bus racing.

The Super Hooligan was developed by Roland Sands Design, and he waffles on about racing heritage,

proven design and paying homage to the hooligan lifestyle, but they have put the good bits on the Hooligan with fully adjustable Öhlins, inverted front forks and rear piggyback shock, alongside dual Brembo brakes.

There is the usual full electronic whizz-bangery as well.

A nice looking bike, the gold accented naked should turn plenty of heads, but maybe more in the name of curiosity than envy.

As a 'race' bike, while it puts out a significant 120 odd horsepower and 87 ft/lbs of torque,

this is a long way behind the likes of BMW and Ducati, whose 'race' models are well and truly around the 200 hp mark.

Three hundred limited edition Hooligans will be produced, with 150 scheduled for export.

Harley leaned its lesson in moving away from its bread and





butter, and while Polaris has done a good job with Indian, taking the long term position of re-establishing Indian as a major brand after many other aborted efforts of cashing in on the name from 1953 - 2011, this step in a new direction might also prove alienating for the mass of hardened Indian supporters.

Still, Indian have not forgotten their faithful, and acknowledging that the Scout is their most important entry level mid range offering, they have put a total revamp on the Scout lineup for 2024.

In the first major update since 2014 this year the 1250cc v-twins will be putting out at least 105 bhp, with different models offering the same torque, but differing top end, depending on the tune of the ECU.

Prices start at AUD\$22,995 ride away for the Scout Bobber, while the Scout Classic, Scout Sport, Super Scout and 101 Scout start a few thousand extra, depending on options and configuration.

Indian now has a comprehensive range of bikes featuring about 38 different models and has regained much of its prestige as the quintessential American motorcycle - though well behind Harley of course.

in 2023 Polaris announced that Indian turned a profit for the first time, and in the last year, Indian provided 13% of the company's \$8.9bn in sales.



# Putting Some Zap In The Classics



The electric vehicle, or EV, has been slow to take hold in the motorcycle world. Power to weight ratio is the biggest problem, but with the continued advancement in battery and fast charging technology, this is slowly being alleviated.

Righteousness is another major hurdle that green riding needs to overcome. Having the beating heart of a fire-breathing beast beneath you is so much more than just running a bike as a cheaper and faster mode of transport.

One road to more mainstream EV acceptance might be going retro. There is a growing trend of installing electric motors into classic cars,

and while an expensive undertaking, some of the more environmentally minded motorists are choosing the luxury of electrifying their classics.

Now there is an option for motorcyclists too; meet LM Creations.

LMC B.V. is a Dutch motor company. More of an engineering firm that manufactures one-off customs and after-market parts, but a new line for them is a supplying electric motor conversions for classic bikes.

LM Creations now offers a conversion kit for BMW R series bikes. In their promo they state that in converted cars they have the



converted BMW.

In the LM Creations R Series Electric Conversion the battery is placed where the fuel tank sits on the R series. The low opposed cylinders of the BMW might seem a perfect place to put the extra weight, but the idea of the batteries being the first point of contact in a spill put paid to that idea. The batteries weigh just a little more than a full tank.

The conversion kits should bolt onto any of the R45 R60 R65 R75 R80 R90 and R100 from 1969 to 1995, and are priced from €8950 to €9450, depending on the charger you specify.

They also offer installation for an additional €1450,

though that can vary according to the bike and customer preferences.

advantage of hiding the 'ugly' electric motor beneath the bodywork, and I guess seeing as the BMW already has an ugly outside motor, it was easier to incorporate as a design feature.

LM Conversions also find it easier to work with pre-unit bikes like the BMW, Moto Guzzi, vintage Triumphs, Harley Davidsons, Urals and early English brands. Keeping the gearbox allows the motor to be kept separate from the drivetrain and makes the conversion easier.

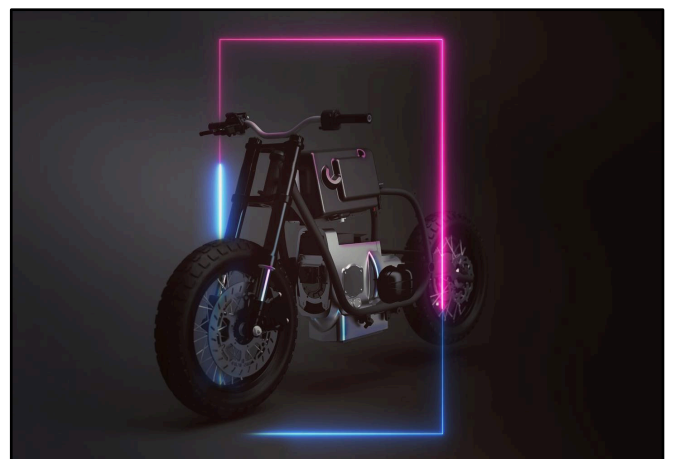
Keeping the gearbox also offered other advantages. Shifting through the gears not only gives a sense of continuity in riding style, it also provides the aural and haptic feedback of traditional biking.

Of course most electric motorcycles are clutch-less, but keeping the gearbox gives the added advantage of greater range. Running through the gears pulls less load from the battery and thus increases range, even though you can still put it in one gear and just ride all day without using the clutch at all.

In fact you can even pull wheelies on the

And if you're still staying with the ICE (Internal Combustion Engine), LM Creations do some pretty wicked things to Moto Guzzis and Indians and have a range of aftermarket parts, as well as offering 3D scanning.

Check out their website at: <https://lmcreations.eu/>



# ARE YOU ROADWORTHY?

By Phillip White

In 1967 Norton released its famous Commando. Myself and a mate bought the first two in Sydney in 1968. Great bikes, but that was well over half a century ago, so that makes me ... quite old really. Come to think of it, I have noticed a lot of my friends are also getting on a bit.

This article is written in the first person simply because my journey across the classic landscape would be much the same as that of every other classic bike enthusiast and feel that some of the following opinions will resonate with readers. Like many of us, I became interested in the classic scene in my forties. Reacquainting myself with the bikes of my youth was like meeting old friends again. I was pretty much bullet proof health-wise right into my early seventies. However, a few years ago a bad dose of sciatica in my right leg, a torn Achilles tendon in my left leg plus the arrival of dud knees, has made life both somewhat difficult and certainly more challenging re motorcycle riding. Clearly life does not proceed "as it always has". I would like to think that I can continue to enjoy the various facets of old bike ownership. However, there are new realities that we as older motorcyclists should address: How we ride? Where we ride? What we

ride? And how we relate to the wider world. It is probable that many older club members are dealing with similar issues, so I feel that these topics are worth sharing.

Whilst this article is certainly not a 'party starter', it is definitely not intended to be down beat either. There are some issues that many men don't really care to think about that much, but which have the potential to impact on our motorcycling hobby. The inspiration to write this piece came from a chapter of a book called "Why We Ride" by an American author named Mark Barnes. He is a psychologist, a well-regarded columnist and a competitor in both road racing and off-road competition. The piece in question was aimed at modern bike guys in their various incarnations and the problems they will face on turning 50. Most blokes who are into old bikes can't even remember 50, so what is thought provoking to a 50-year-old applies even more so the average 70-ish classic enthusiast.

So here are a few common issues that we, as newly minted geezers should be aware of and have a plan to cope with.

**Health:** For most of human history the average life span was 35. Most children born died in infancy and

AllMoto 



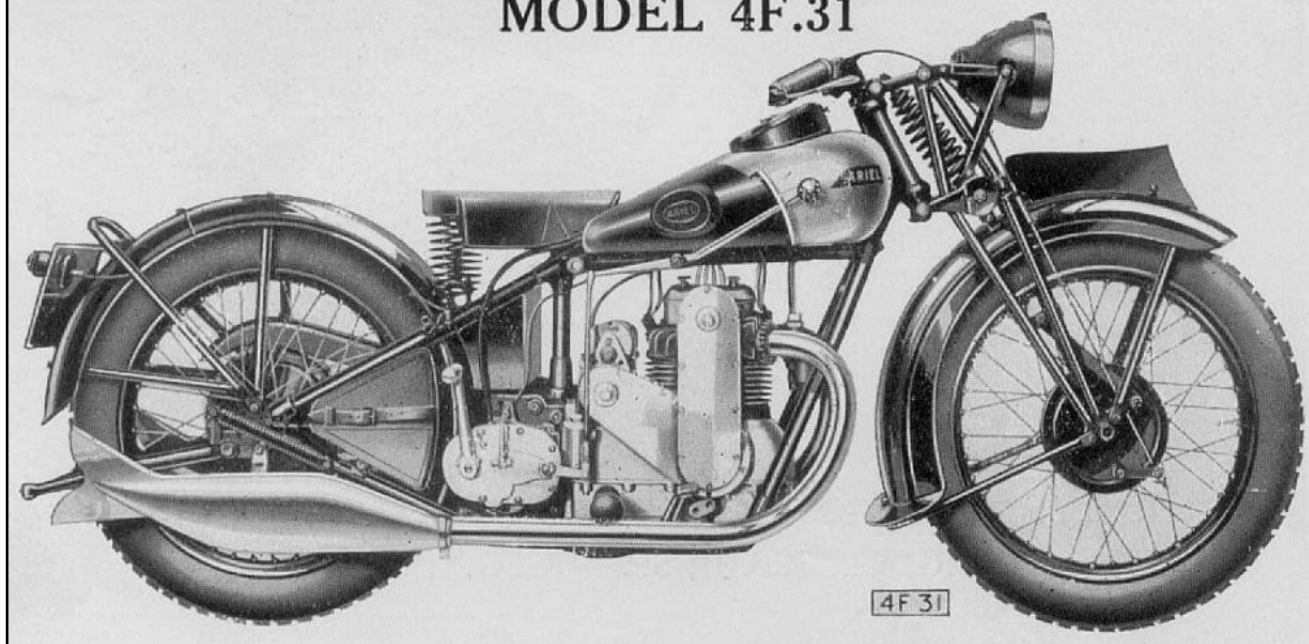
there was little resembling effective medical care until not much more than the last hundred years or so. Life is not fair, choosing the right parents is the smartest health move one can make for barring accidents or misfortune genetics pretty well determine your life span and health trajectory. Of course, if one is aware of a certain issue, much can be done to ameliorate the drawing of a bad hand in the genetic poker game. All mammals have around a billion heart beats in their life span. A shrew's heart rate is around 1,000 beats a minute and it only lives a few months whilst blue whales pump the blood around at 6 beats a minute and have a life span in excess of 150 years. So again, barring accident and disease, most doctor's agree that the lower your heart rate the longer you will live. Targeted exercise is particularly important in later years. It is quite possible with quick, simple at home weight training you may be able to maintain 85% of your adult strength into old age. This is very important as loss of muscle strength renders life in general, and motorcycling in particular, more difficult and less safe.

Another important issue is balance. This has a dead easy fix, just spend one minute a day balancing on either leg. Note the start date, it takes about 3 months to see the benefits.

**Hearing Loss:** This is very common in later years. Most blokes are in denial about this condition, but it is the Royal Road to Dementia. It is also a safety hazard as the muffling effect of a helmet plus deafness is a bad combo. Like any system that is not used, hearing atrophies, the neural links are reduced, and this causes older men to disassociate from the outside world. Men with hearing loss tend to cocoon and often react with anger to any perceived threat. In my case I was forced to bring to my wife's attention the fact that she was mumbling a lot. But not so, 60+ years of motorcycle riding plus aircraft engines plus age have taken their collective toll. I tried out cheapie battery powered hearing amplifiers, but I can't really recommend them. My main aids now are the over the ear type which are less bulky or evident – but more expensive. When I first put them in the noise was absolutely deafening. I was in fact hearing the world as it truly is. The good news is that regular wearing has reset the volume controls in ones brain and in quiet situations I can leave the hearing aids in their case.

**Anger Management:** Have you noticed there are far more idiots on the road? Sorry mate, it's you! As we age the certainties of our world start to leave us. The world is moving on and we are no longer the centre of it. Our reflexes are not what they were so the everyday world can start to seem threatening.

# 500 c.c. FOUR CYLINDER THE SQUARE FOUR MODEL 4F.31



Recently whilst riding I was chased across four lanes by a large SUV driven by an elderly man who simply did not register my presence. I seriously thought about ceasing riding in an urban environment but on reflection I realised that the fault was mine. I had not been riding much and my awareness was that of a car driver, not the wider road awareness that motorcycling demands. The cure is to ride more, not less. At the very least if you have not been on a bike for a while, put your mind into gear in the present moment before you touch the gear lever.

**Loss of Status:** As men, we are used to calling the shots. Most old bike enthusiasts are Baby Boomers born between 1946 and 1962. After us there is Gen X, the Millennials, Gen Z and Gen Alpha. None of whom are remotely interested in our life experiences, or our bikes or any advice we might offer. Two and half thousand years ago Aristotle stated that generations cannot understand each other, and he was right. The upshot is that awareness of our new irrelevance in the scheme of things can help keep us safe on our old bangers and encourage defensive and aware riding.

**What To Ride:** This is of course a personal choice

however informed and reality based decisions should be made. Certain bikes that one has always ridden may now become a poor choice often because of weight or perhaps starting difficulties. Speaking personally, my 11:1 bump-start Cafe Racer days are in the distant past and more recently my ownership of Two-Ton Cruisers came to an end. The last example had entered the realm of symbolic reality and had become a dust collector. Whilst I could still ride it around Australia, I am not about to. I find the bikes I like now are not particularly high end or fast. I know a chap who has a shed full of expensive exotica but has confessed to having a better time riding his son's short stroke T120 Triumph because it is just so easy. If you a Brit 'bike man, don't overlook the 500 twin class, single carb of course. It is amazing how much nicer than modern bikes they can be to ride. There are bargains to be had by downsizing a tad and the ease of handling can be a revelation. In my case I am very fond of my Sunbeams. With ever decreasing speed limits I find they now fit the new world and the new me exceptionally well.

**Where To Ride:** If one is not comfortable in groups, don't ride in groups. If you are uncomfortable riding in the wet, don't do it. The traditional blueprint for a



rally or day ride is no longer relevant. The way we 'used to do things' was from an earlier time, a time without computers, iPhones or GPS's. You may enjoy riding in the country by yourself on rallies as opposed to chasing somebody's taillight all day. Also, your capacity to stay in the saddle may be less. I well remember piling out of bed to do a 400km day ride on a 1944 Indian Chief, but that is not today's reality. Where you live is very relevant. I live near the CBD. The thought of going for a day ride is now unattractive, as by the time I have fought my way out of the City, it's time to fight my way home again. I would much rather load my old bikes onto the trusty ute rather than tackle that damn tollway. Gypsy tours excepted of course.

**Loading Bikes:** This is a big one. Loading bikes can be an issue especially if there is no one to help. It is also a serious health risk for aging backs. A mate of mine recently developed a simple and inexpensive winching system that can be easily stowed and takes up little room in the boot or cab. I have no financial interest in this product but I would like club members to know about it. Just Google 'Winch-It' and you will see yours truly spruiking this product. For example, recently I was riding by my Ariel Square Four up Bendigo way. The bike was droning along at a steady 100kph on a deserted road, and I recall thinking what a desolate place this would be to have a breakdown. Suddenly the engine, with zero warning and an almighty bang, locked solid. This caused an enormous skid mark [on the road]

And there I was. Fortunately for me a kind motorist gave me a 40km lift back to base and I was able to pick up my Ute and drive back to the break down site. Using my trusty Winch-It I loaded the bike by myself on flat ground without breaking a sweat. The ability to safely handle loading and unloading a bike on your own opens up all sorts riding possibilities for older machines and their riders.

**Conclusion:** This article so far has been all about extending our ability to keep riding, but really, why bother? Well, research into the human mind indicates that a certain amount of risk and stress is necessary for our mental and physical wellbeing. Speaking personally, If aggravation and stress can contribute to longevity my advice would be to buy an Ariel Square Four or perhaps a BSA Triple. You will easily reach your hundredth birthday before either of these bikes is 'sorted'! Old biking can provide a vital stimulus to our everyday lives. Everybody needs a reason to get up in the morning. We all need social contact. The working life of a man in his seventies is generally in the rear-view mirror and as the decade progresses, we all start to know more dead people than live ones, so keeping up an interest is vital. If riding on the road is no longer an option there remains restorations, Club Nights and riding around and around the paddock at the All Brit between cups of tea. Removing all risk and purpose from one's life engenders depression, and you are basically telling the world, yourself and nature that it's all over. And nature may well listen to you ...

CLASSIC STYLE

**MOTOR  
CYCLES**

# Tasting Tassie for the 44th Time

How do you write a snapshot of the recent Gypsy Tour if you're been following the Facebook page of the IIRA you will have seen Gary Hogg's living maps with a day to day update of what happened.

After 44 times going to Tassie since 1977 I'm looking forward to going again next year to the National Vincent Rally and have already booked.

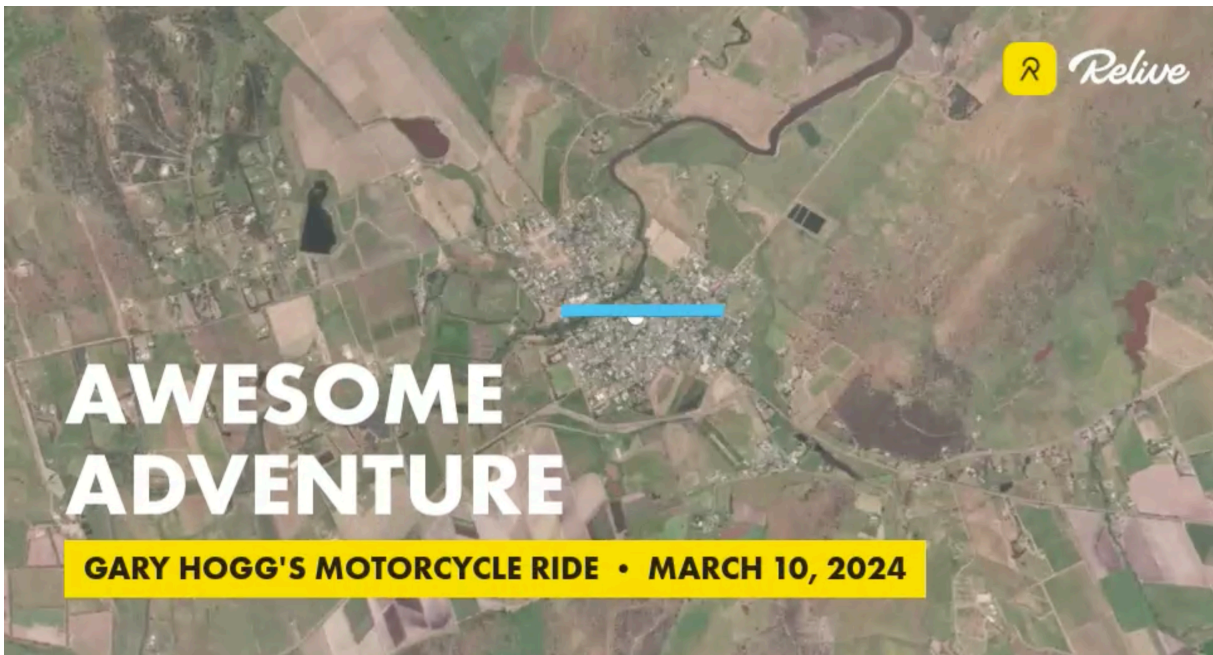
What amazes me is after two years of advertising this event in the end only five came out of 12 that expressed interest, all I can say is your not getting any younger and seize the day because these opportunities are meant to get your machine out on the road.

Jason Douglas drove the back up Mercedes Vito of Dave Kimpton's and it was a positive benefit to

all as our bikes were not loaded down with luggage, no flat tyres if anyone got ill or we had a breakdown it was simple, nothing happened anyway.

I decided to not take my Vindian at the last moment as all the others were on pre 1976 machines I rode my Vincati instead same as Owen Jones, Gary Hogg was Triumph as was Dave Kimpton, we had a guest on a 1978 BMW R80 and also a mate of Dave's and an ex member on a Hog. The weather was fine all the way except for one morning at Eaglehawk Neck, the food was fantastic as usual and the roads superb. The next trip might be on in March 2026 if you interested, if your not we don't care we had a fantastic time and are all ready to go again.





*Have a look at Gary Hogg's "Relive" of the ride. Gives a good idea of the route, has a capacity to include pictures and and films, and gives all the ride details in summary.*



# Superplus!

## the new Commando 850

Superplus I—The exultant verdict of one independent expert after riding the most exciting development yet from the Norton stable.

Why?

Not just because of its new dynamic 830cc power unit, with its improved longer life components evolved after countless hours of punishing test sessions on road and track, which makes light work of standing quarters in the low twelve second bracket and speeds of two miles a minute or more.

Not just because of the higher gear which it pulls—for the kind of durability that ensures you'll be keeping those miles burning when others have fallen by the wayside.

Not just because you can now do it all on regular gas—especially you globetrotters.

But mainly because of its Norton inheritance of rideability and simplicity, ever the Norton formula for the bikes that lead—try one and start pushing back the frontiers.

 **Norton**  
Commando 850s  
Superplusbikes

For the name of your nearest U.S.A. dealer, write or call:  
Exclusive Importers and Distributors,  
East of Mississippi River: Berliner Motor Corporation,  
Railroad Street and Plant Road, Hasbrouck Heights,  
New Jersey 07604. (201) 268-9696.  
Exclusive Importers and Distributors,  
West of Mississippi River: Norton Villiers Corporation,  
6765 Paramount Blvd., North Long Beach,  
California 90805. (213) 531-7138.

-all with isolastic super-ride

Featured: Commando Roadster with  
3 gal. steel gas tank in candy apple.  
Other color options black and royal blue.

Also available Commando Interstate  
with 7 gal. long distance steel gas tank,  
color options black, midnight blue and  
candy apple.

All machines fitted Norton-Lockheed  
hydraulic front disc brake.

