



## April/May 2023 Newsletter

### President's Report:

More than ever it seems that we have been perpetually on the go trying to squeeze in attendances to camp outs, rallies, and meetings, with more to come. It's been great to see more members joining in and attending as all of these outings take an awful lot of time and effort to plan and prepare, I'm sure the organisers are pleased to see a good attendance and are encouraged to have another try.

You will need to keep a watchful eye on our calendar as we continue through this next couple of busy months. We have our meander coming up fast, with the Wentworth fly in next month. We would appreciate a big attendance at both, so see you there.

All the best and safe riding.

Ian Kinleyside.

SHMC president.

### Vice Presidents Advice and Information:

*The following article is reproduced with permission from Pete Smith and he can be contacted at [cob.smith@bigpond.com](mailto:cob.smith@bigpond.com) or call (02) 6553 9442 after 7.00pm*

### Something for us members to think about:

#### **Older riders, older machines. No longer invincible.**

When I was an 18-19 old and tearing around Cessnock and Newcastle on my beautiful 1961 Triumph Bonneville I firmly believed that accidents only happened to others. I was like Sir Donald Bradman's 1940s cricket team, invincible and bullet-proof. An attempted wheel stand where I flipped the machine over resulting in a facial laceration and a leg injury did not deter me. Later in life with a family, even though I was road racing from time to time I started to learn that there was a risk factor. Then a big prang in December 1999 was entirely my own fault, going to work only 500 metres from home and thinking about some projects I had completed for the forthcoming Olympics I crashed my dear old K7 Honda Four into a car at the traffic lights. This resulted in two smashed wrists and fractured coccyx and L1 in the lower back. My own stupid fault, but lived to tell the tale.

### **Vice Presidents Advice and Information (cont):**

Murray Bishop. Sadly I recently learnt about the passing of Historic Motor Cycle Club of Queensland member, Murray Bishop; a solid club member for more than a decade who was the coordinator and major organizer of the annual Maleny Motorcycle Swap Meet. He was an Electric Fitter by trade who readily made himself available when his advice was sought. He was in the process of restoring a BSA A10 but was using a mid 1980s 750 Honda Four for his club rides, which were restricted to the Wednesday rides as he was a full time carer for his wife who was in ill health. The Wednesday just prior to Christmas he went with others to the Tewantin area near Noosa. On the return leg Murray went ahead. It appears he lost control on a rather sharp left curve causing him to leave the road and go down an embankment through long grass. His machine collided with a portion of a concrete culvert, while he slid a short distance past his machine. The impact caused a fracture of his back. His helmet was a type with a phone incorporated and he received a call from his plumber about work at his house he was undertaking. He advised him of the accident and asked that he arrange an ambulance. The ambulance arrived at the nominated road but was unable to find Murray. He could hear the siren and was able to direct them to him. That shows a presence of mind and the stamina of the man.

In hospital his back was operated on but he was diagnosed with a ruptured aorta and blood clots formed. He was put into an induced coma, a lung was removed and he was placed on a Life Support Machine. Sadly, 8 weeks after the accident the Life Support was turned off and the motorcycle fraternity lost a very good bloke. Murray was not a careless person or a tearaway out to break records, but it goes to show just what can happen to each every one of us.

Bill Hearnden. A member of the Taree & District Classic and Vintage Motorcycle Club was on a club ride from Taree to Bendemeer at the end of September last year. They were on Thunderbolts Way, Gloucester to Walcha. He was on his 250 Yamaha Virago and came down a hill turned right onto a small bridge and without any warning hit a portion of a small truck tyre on the roadway. This jammed up between the rear wheel and guard causing him to fall heavily. He received a deep laceration to his bottom lip, skin from his left hand virtually back to the bone, a dislocated ankle and broken lower shinbone. At that stage he was unaware that his spleen was also bleeding. He asked that if he could get to Walcha where he would get some pain killing tablets and get on with it. However at the small Walcha Hospital they realized the seriousness of his injuries and he was transferred to Tamworth Base Hospital where his spleen was removed. After one month he was transferred to Port Macquarie Hospital where he remained for about another 3 months and is still undergoing therapy for his injuries. Nobody, no matter how good or cautious a rider is, could have anticipated that accident.

After some serious prangs of my own and now somewhat wiser I watch and use caution probably more so than others. A few years ago I rode my K7 Honda Four in the Wall to Wall Police Remembrance from the Domain in Sydney to Canberra. There were hundreds of

### **Vice Presidents Advice and Information (cont):**

riders of machines of various sizes and make, although I think mine was about the oldest. Before I even got out to the Campbelltown area I became concerned about how some just seemed to want to switch in and out in front of and behind other riders. I was on edge most of the way and steered clear of those that I thought had the potential to cause a prang. On the Sunday I rode alone back home to Taree. It was not worth the worry about how others just don't seem to think about their riding.

On country roads where our own club rides and the annual rally is held I am keeping in mind the potential of a collision with a kangaroo. They are so unpredictable. On a ride in the northern part of the state about ten years ago we stopped to put wet weather gear on and I mentioned to the others about the danger of kangaroos. A mate commented there was plenty of feed in the paddocks and we would not encounter any. Shortly afterwards I was about 50 feet behind him when one big one came from the right and headed for his machine. The kangaroo seemed to slip on the wet bitumen and lost his footing for about a second or so and this resulted in him passing about a metre behind my friend's machine. I have no doubt that the impact would have resulted in serious injuries.

When I was Rally Director of our Taree club one Newcastle rider on a late 1930s BSA was travelling about 80km/h when a spindle in the girder forks broke. Amazingly he was able to ride it at a very slow speed before he fell off, fracturing a thumb. After that incident I looked at the implications of the Duty of Care and from then on we arranged for a pair of folks from the St John Ambulance group to follow the rally each year.

We are getting older, the machines are old, the roads are not always up to the standard that they should be and some drivers of motor cars have little regard for motorcyclists. As we age the injuries are far more serious than when we were 20. Take care and think about our riding.

**Well worth a read before the Meander**

# BIKER WHO IDENTIFIES AS A CYCLIST WINS THE TOUR DE FRANCE



Provided by Peter Hammond

# CONQUISTADOR



[https://www.youtube.com/watch?v=j3\\_ukeMkVrc&ab\\_channel=FortNine](https://www.youtube.com/watch?v=j3_ukeMkVrc&ab_channel=FortNine)

This is a great video, approximately 15minute You Tube suggested by Alan Tarr. Very interesting.



## Blasts from the Past:



This photo was taken around 1966 and has two current members of this club. It was taken between Mildura and Merbein along the railway line area. Can you name them?



Any guesses on who this might be? I'm sure the bottle would have held either Heley's Sno Cap or Cola!



Hayden Roy, BSA Bantom 150cc engine taken in the back yard in 1966 at 102 Hornsey Park, Mildura by his mother,



Provided by Adam Zinich who also commented that broken ribs are not forgotten either when this happens

## **Bikes For Sale:**

**JB'S EXCELLENT 2019 HONDA NC750XA**

**\$10,500, reg to 23.01.24**

It's only done 10.5K, and has quite a few extras -

Honda crash bars, 12V charging socket, extended mid-grey windscreen, will come with powered Garmin Montana GPS in RAM mounts, wind-protector Bark-busters, heated handgrips, new rubber Pirellis, front-guard mudflap, alloy mesh radiator guard, and probably a few bits I've forgotten.

It is in PERFECT CONDITION.

Ring JB on 0411 349 290.

No photo.

Barry (Bazz) Graham has sent some wonderful photos of his bikes for sale, but I have learnt that I can't download photos from Apple onto Windows, so I will just provide all the details:

**Royal Enfield, 2019 500cc**

Classic Battle Green, never been registered.

Brought new, always stored in private collection. 8 kilometres on the clock.

\$9000.00, can help with delivery if needed

And

**1965 BSA Bantom D7 175cc Super**

Seat reupholstered, new tyres, Done 83 miles since top end done October 2000

\$6000.00, located in Mildura. **Telephone Bazz on 0403 971 477 for both bikes.**



1996 Honda Goldwing 1500cc Tourer, 128,000kms. Very good roadworthy condition. No rego, Telephone Baden Millward on 0499 005 897. Price \$5,000.00



2006 Suzuki VZ800 Boulevard Cruiser, 11,000kms as new condition, No rego. Telephone Baden Millward on 0499 005 897, Price \$5,000.00

*Apologies for the quality of these photos – the bikes are a beautiful blue colour, but photos of photos not transferring well this time.*

## All British Rally, Echunga, 5 March, 2023.

Barry Graham provided a report and lots of photos, but once again I could not download and reproduce the photos from Apple to Windows. Apologies for that.

Barry had 3 Bantams entered as part of the 12 entered from the Club. There was a new Guinness World Record made on the day with 83 BSAs in one place at one time. Beating the previous record by 1.

Once again apologies for the lack of photos and if I can arrange for them to be sent in another format I will send them all out separately.

### Club Garments

A reminder that Club clothing is available for purchase. Orders can be taken at our Monthly meetings and then will be distributed at the following meeting.

AV Trophies have advised that they can now print beanies and caps as well as jumpers, shirts etc.

Prices are:

Mens Piping Polo (logo only)	\$30.00
Mens Piping Polo (logo & name)	35.00
Ladies Piping Polo (Logo only)	30.00
Ladies Piping (logo & name)	35.00
Fleecy Sweat Jumper (logo only)	50.00
Full Zip Fleecy Sweat (logo only)	53.00
Full Zip Fleecy Sweat Jacket (logo & name)	58.00
T-shirt Long Sleeve (logo only)	25.00
Peak Cap (logo only)	17.00
Beanie (logo only)	15.90

Sizes range from XXS to %XL generally and everything is black



# CONGRATULATIONS

## Well done



**Congratulations to Gordon Gunther who won Best Velocette at the All British Rally at Newstead, April 2023.**

Following from Ron Brown:

# Thread Identification

When identifying a thread type the following three pieces of equipment will be required.

Thread Pitch Gauge



Caliper



Thread tapping Chart (BSF)

Diameter inches	TPI	Tapping Drill		Clearance Drill	
		inches	mm	inches	mm
3/16	32	0 155	3 95	0 193	4 9
7/32	28	0 182	4 63	0 224	5 7
1/4	26	0 211	5 35	0 256	6 5
5/16	22	0 266	6 75	0 319	8 1
3/8	20	0 324	8 22	0 382	9 7
7/16	18	0 381	9 67	0 445	11 3
1/2	16	0 436	11 07	0 512	13
9/16	16	0 498	12 66	0 571	14 5
5/8	14	0 552	14 02	0 64	16 25
11/16	14	0 614	15 6	0 699	17 75
3/4	12	0 665	16 88	0 758	19 25
7/8	11	0 782	19 86	0 886	22 5
1	10	0 898	22 8	1 014	25 75
1 1/8	9	1 011	25 68	1 142	29
1 1/4	9	1 136	28 86	1 26	32
1 3/8	8	1 247	31 67	1 398	35 5
1 1/2	8	1 372	34 85	1 516	38 5

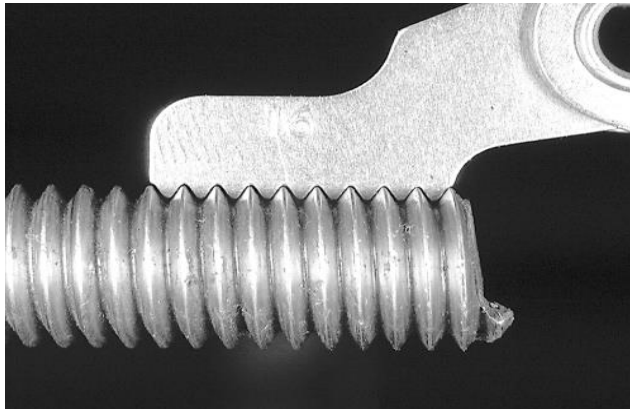
## Determining the thread type.

Using the Caliper measure the Diameter of the thread to be identified. At this point it needs to be determined if the diameter is metric (Millimeters ) or Imperial ( Inches)

Note. The actual diameter measured will be very slightly smaller than the actual diameter. This is so the thread has some clearance when it is screwed into the matching hole or nut.

Using the appropriate thread pitch gauge, (metric or imperial), determine the pitch of the thread being identified.

If the pitch is Metric, the gauge is calibrated in Millimeters and with imperial The gauge is calibrated in Threads per inch.



METRIC THREAD SIZE CHART

ISO Metric Profile		External (Bolt Thread)					
Major Diameter	Pitch	Major Diameter	Minor Diameter	Pitch	Major Diameter	Minor Diameter	
0.25	0.25	0.25	0.15	0.25	0.25	0.15	
0.3	0.3	0.3	0.2	0.3	0.3	0.2	
0.35	0.35	0.35	0.25	0.35	0.35	0.25	
0.4	0.4	0.4	0.3	0.4	0.4	0.3	
0.5	0.5	0.5	0.4	0.5	0.5	0.4	
0.6	0.6	0.6	0.5	0.6	0.6	0.5	
0.7	0.7	0.7	0.6	0.7	0.7	0.6	
0.8	0.8	0.8	0.7	0.8	0.8	0.7	
0.9	0.9	0.9	0.8	0.9	0.9	0.8	
1	1	1	0.9	1	1	0.9	
1.1	1.1	1.1	1.0	1.1	1.1	1.0	
1.2	1.2	1.2	1.1	1.2	1.2	1.1	
1.4	1.4	1.4	1.3	1.4	1.4	1.3	
1.6	1.6	1.6	1.5	1.6	1.6	1.5	
1.8	1.8	1.8	1.7	1.8	1.8	1.7	
2	2	2	1.9	2	2	1.9	
2.2	2.2	2.2	2.1	2.2	2.2	2.1	
2.5	2.5	2.5	2.4	2.5	2.5	2.4	
2.8	2.8	2.8	2.7	2.8	2.8	2.7	
3	3	3	2.9	3	3	2.9	
3.5	3.5	3.5	3.4	3.5	3.5	3.4	
4	4	4	3.9	4	4	3.9	
4.5	4.5	4.5	4.4	4.5	4.5	4.4	
5	5	5	4.9	5	5	4.9	
5.5	5.5	5.5	5.4	5.5	5.5	5.4	
6	6	6	5.9	6	6	5.9	
6.5	6.5	6.5	6.4	6.5	6.5	6.4	
7	7	7	6.9	7	7	6.9	
8	8	8	7.9	8	8	7.9	
9	9	9	8.9	9	9	8.9	
10	10	10	9.9	10	10	9.9	
11	11	11	10.9	11	11	10.9	
12	12	12	11.9	12	12	11.9	
14	14	14	13.9	14	14	13.9	
16	16	16	15.9	16	16	15.9	
18	18	18	17.9	18	18	17.9	
20	20	20	19.9	20	20	19.9	
22	22	22	21.9	22	22	21.9	
24	24	24	23.9	24	24	23.9	
27	27	27	26.9	27	27	26.9	
30	30	30	29.9	30	30	29.9	
33	33	33	32.9	33	33	32.9	
36	36	36	35.9	36	36	35.9	
40	40	40	39.9	40	40	39.9	
45	45	45	44.9	45	45	44.9	
50	50	50	49.9	50	50	49.9	
55	55	55	54.9	55	55	54.9	
60	60	60	59.9	60	60	59.9	
65	65	65	64.9	65	65	64.9	
70	70	70	69.9	70	70	69.9	
75	75	75	74.9	75	75	74.9	
80	80	80	79.9	80	80	79.9	
85	85	85	84.9	85	85	84.9	
90	90	90	89.9	90	90	89.9	
95	95	95	94.9	95	95	94.9	
100	100	100	99.9	100	100	99.9	

If I have missed out on anything that was supposed to be included in this month's Newsletter, apologies, but I just wanted to get it out prior to the Meander next weekend.

Brian Englefield has advised that the numbers for the Meander have increased. Great to see, looks like the weather won't be too cold.

Hopefully see lots of members at the Meander or the next Monthly meeting which is on Sunday 28<sup>th</sup> May following the Monthly ride. Be ready to leave from Hudaks by 10am with a full tank of fuel.

Any comments, suggestions for or on the Newsletter or offers of stories (both members or member's bikes) will be received with thanks.

Bonney