

Bush Chatter

March/April 2016

There's no iron like old iron!



BOBBER OR CAFE?



...and the good news is that more bikes are getting older all the time!



PO Box 2071 Mildura 3500

Bantam blast from the past...

*Page 54—The Sun, Tuesday, September 18, 1984

AN amazing man died this month.

While much of Australia's Japanese-dominated motorcycling fraternity might scratch its collective head at the mention of the name Eric Walsh, to the older members his name is linked with fire-breathing two-strokes and a string of championships.

This column learned of Walsh's death from Australian Motor Cycle News editor Mike Hanlon, who described Eric Walsh's passing as:

"The loss to Australia of a part of its heritage, one of the people who gave Australians their reputation for ingenuity.

"I am certain that many people will be sad to read of his death, some who knew him as a friend or a competitor, some who knew him through the spectacle of a screaming 125 two-

The amazing Eric Walsh

stroke with a megaphone exhaust, taking the checkered flag."

Hanlon had spent many hours with Walsh, researching many aspects of Australia's early motorcycle history.

He unrolled the amazing Walsh story, and my first reaction was: why wasn't Eric Walsh a recognised hero, in the manner of Bradman or Cazaly?

Walsh started racing in the infant days of scrambling in the late 1920s, when the bikes were brutish big-bore jobs and the tracks were scratched from available paddocks.

Following World War 2 he went back to it for a while, but after a serious injury he turned his

TWO-WHEEL TECHNIQUE

By WAYNE GREGSON

mind to building and developing racing bikes.

Around 1950 he began concentrating on a bike in which he saw a lot of undeveloped potential: the 125cc BSA Bantam.

Some younger readers might smile at this. A whole generation of today's riders cut their teeth on clapped out Bantam paddock bikes.

But, according to Mike Hanlon, Walsh gradually built up a Bantam the

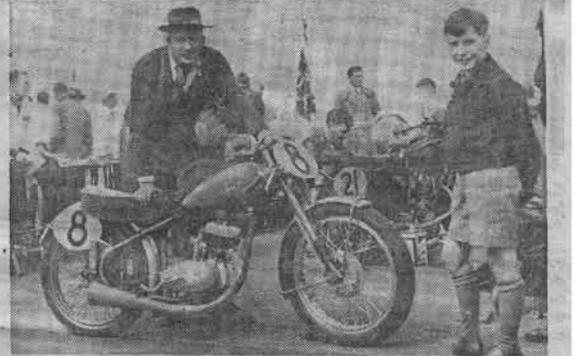
likes of which had never been dreamt of by the BSA people in England.

It was a 100-miles-an-hour screamer, equipped with a massive megaphone in the days long before anyone had thought of expansion chambers.

Walsh recruited a young Ken Rumble to handle this little beast, and for the next five or six years the Bantam dominated — on the dirt and on tarmac.

In 1952 Rumble won the Victorian scramble title on the Bantam — the 500cc title, that is, on the 125cc Bantam.

The following year, and the next, Rumble won both the 125cc and 250cc Australian scramble titles.



ERIC Walsh and his "little monster", the 125cc BSA Bantam with its revolutionary exhaust system.

In 1952 Walsh contracted Maurice Quincey to ride his Bantam in road races, and picked up the Australian 125cc championship.

Hanlon said that in 1956 Moto Guzzi was the international racing factory. Two of Guzzi's riders, Bill Lomas and Dickie Dale, visited Australia and rode the Bantam in private practice sessions.

It was timed more than once cracking the imperial ton. Lomas and Dale judged it the fastest 125cc bike in the world.

The Bantam picked up 125, 250, 350 and 500cc trophies around Australia and in various forms of racing.

Hanlon believed Walsh was way ahead of his

time. He was developing two-stroke racers in a four-stroke era. What could his achievements have been if someone had invented the expansion chamber for strokers in the 50s?

It's said that today's road racing two-strokes would not come anywhere near Walsh's flying Bantam without their modern expansion exhausts.

Towards the end of the 50s Walsh drifted out of motorcycling. He went into go-karts, winning a couple of Australian titles.

He then retired. A giant chain-saw firm tempted him back into competition of an entirely different kind. It

wanted someone who could squeeze the most power out of their two-stroke saw engines.

It picked up two world championships. Eric Walsh died at his Bendigo home on Monday last week.

REACTION to the Stay Upright road riding courses is becoming better each time they come to Melbourne.

Two days planned to be held at Calder raceway on October 24 and 25 have already been fully booked. An extra day has now been arranged for Tuesday, October 23.

More details can be had by phoning (03) 789 3680 after hours.

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FROM THE PRESIDENT'S DESK...

1. Reminder that the next meeting is Sunday 24th – even though it happens to be a long weekend for Anzac Day on the Monday.
2. We have had a request to display bikes at the Lutheran School Deutchenfest on Saturday, May 7, 9.30am to 2pm. I will have to indicate numbers after our meeting, so if you will not be at the meeting and want to attend the show please

- let me know by the meeting date. Several members have attended in past years.
3. Thanks to the 5 members who did the run with me on Sunday, April 3, for Meander Day 1.
4. At the next meeting I will need names of marshals for the Meander for both Saturday and Sunday, or either day. If you can be a marshal and will not be at the meeting can

- you please let me know before the meeting so I can finalise marshals for each day. The success of the event depends highly on efficient marshalling and all help appreciated.
5. Also a reminder that the Meander is on May 14 & 15 and entries need to be in by April 30th, or at our meeting on 28th, whatever suits best. If you can only attend on one day that's fine.

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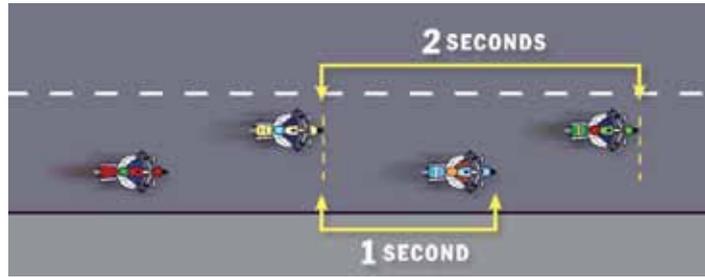
- The second newsletter for 2016...there is so much going on, and the weather is perfect for riding. Get out there and remember, enjoy your time on two wheels safely!

Reminder: Contributions to our club newsletter are always welcome. This month I thank Jack McCarthy and Hayden Roy, for their input and assistance.



PO Box 2071 Mildura 3500

SHMCC group riding rules



It is a known fact that a group of motorcycles has much greater visibility than an individual bike, but there is a different set of risks in group riding. Just because you know the rider in front of you doesn't mean you can predict all of his/her actions. Being lulled into a false sense of security can lead to tragic results. You may know the rider in front of you, but you cannot predict their actions in case of an emergency stop. Always be vigilant and aware of what is going on around you. Maintaining safe riding habits is crucial during group rides.

Pre-ride Meeting

Pre-ride meetings are important! This meeting ensures that all riders are aware of the destination, the route, who is the Road Captain (Leader) and Tail End Charlie and how the group will deal with separations, etc. The Road Captain and Tail End Charlie should have each other's mobile numbers.

Staggered Formation

Groups should ride in staggered formation. This is the best way to ensure your safety and the safety of other riders. Do not follow at a distance that you are not comfortable with, but don't allow the gap to become so great that another motorist would pull into it, thus separating the group. The 2 second rule (as per picture above), should be adhered to. If a rider leaves the group, the gap should be filled by the rider directly behind the rider that left.

Role of the Road Captain (Leader)

The role of the Road Captain is to ensure that the group arrives at the destination and gets home safely. They should plan the ride, send out a copy of the ride in advance, conduct the pre-ride briefing, ensure that the ride speed is comfortable and safe for the least experienced riders and older and slower machines. He/she should also ensure that Tail End Charlie knows all the details of the ride. Also any back up drivers.

Role of Tail End Charlie (TEC)

Tail End Charlie is responsible for ensuring that the group stays together and renders assistance for any rider who runs in to difficulties. TAIL END CHARLIE is the only rider who should stop to render assistance (along with any back up vehicle).

If Tail End Charlie has stopped to render assistance, the last rider in the group assumes the role until TEC rejoins the group.

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SHMCC group riding rules

FROM PREVIOUS PAGE

Group Riders Responsibilities

Group members should assess the limits defined by you own riding skill level and the capabilities of your bike. If you exceed either during the ride, you compromise not only your own safety, but of the other riders in the group. You should prepare mentally and physically for the ride. Motorcycle riding always required an alert mind. Every member of the group shares the responsibility for keeping everyone safe and you should follow established procedures and remain alert at all times.

Corner Marking

Corner markers ensure that the group stays on the route and has plenty of warnings of any deviation to the ride plan.

Leaving the corner before being signalled to do so by TEC will cause the riders to be lost. Don't leave the corner until TEC signals you to do so!!

- The corner marker will be the rider directly behind the Road Captain.
- The rider behind the Road Captain should watch for the signal from the RC to mark the corner.
- The corner marker will indicate the direction of the ride by pointing and using the appropriate turn signal.
- The corner marker must be ready to move on immediately when TEC indicates to do so. TEC will not stop so you should not remove your riding gear.
- Corner markers may then join the group at the rear, or if safe to do so, resume their original position.
- In the case of a major delay, second & third corner markers may be required to ensure that the group stays together.
- A corner marker on a corner does not imply that riders do not obey all road rules such as STOP and GIVE WAY requirements.
- If you decide you need to stop for a smoke, photo, pee or whatever, please have the courtesy to wave the Tail End Charlie and back up vehicle past before they stop to see why you have stopped.

Finally

NEVER pass the Road Captain unless you are instructed to do so. In the event of a breakdown, stay with your bike and if possible, move it to a safe location and wait for Tail End Charlie. It can be dangerous and/or a distraction for other road users when more than one bike stops for someone who has broken down. The TEC and the bike rider will decide the best course of action.

NEVER leave the ride without telling either the Road Captain or Tail End Charlie that you are doing so.

MOST IMPORTANTLY – Enjoy the ride safely and have fun.

Wanted To Sell

- NORTON Model 7 Dominator crankshaft and conrods. Fully reconditioned. Complete Norton Dominator gearbox minus clutch. Serial # GB8 2418 Will listen to realistic offers. Call Adam on 5023 0977.
- LEATHER JACKET. Brando style. Large. \$80. Garry 0429 837 633.
- HONDA CB100 1970. Complete and running. Price to be negotiated. Bill Cox on 5023 0653.
- BSA Bantam 1954 125cc. Runs well. Mikuni carburettor, compression plates in crankcase and a 12volt CDI ignition all makes for a great little fun bike to ride, or restore back to how they were in their day. All this fun for only \$3000 ono. Was on club permit but has since ran out. Call Kevin Brown on 0409 107 572
- KH Ariel 500cc twin 1949. Eng no. HT 1763, frame H5664, gearbox G77G48. Has been completely rebuilt and travelled approx five miles since. The basics of the build are believed to be original. \$22,500. Doug Laird (03) 5023 5286.



Wanted To Buy

- SUNBEAM S7 1950 gearbox to tailshaft coupling or bushes. Also gear indicator bezel that goes between gearbox and gear lever. Please contact Paul Dunn 0408 999 120.
- CB450 HONDA Twin Leading shoe front drum and backing plate and linkage. Complete. 0407 364 692 or email dougo294@hotmail.com.

Coming Events

Regular Club Runs

- Monthly meeting rides leave from Hudaks on 15th Street opposite Centro at 10am. And remember, try not to park near the pet shop. The run finishes at the Mildura Scout Hall in 12th Street, Mildura.
- The mid-month ride leaves from Hudaks on 15th Street opposite Centro at 10am on the second Sunday of the month. Turn up with a full tank and try not to park near the pet shop!

This is a good deal...

Graham Burton-Clay at Sunraysia Bearings, 34 Orange Avenue, Mildura, telephone 5023 4337, is offering all SHMC members trade prices on a wide range of items including those featured below... All you have to do is flash your membership card to get one of the best deals going around. The Sunraysia Bearings team have 50 years experience in the industry, and the business is locally owned and operated by people that live and work in our community. Thanks Graham! Let's support the bloke who supports us. We will be featuring more of Sunraysia bearings' leading products in coming editions, but here is a handy starter list...

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