

# Bush Chatter

July/August 2016

## A photo simply called 'Reflection'



Snapped by member Ian Smythe at an Olympic Park historic speedway event. If you look closely there's a tasty Vincent in there!



PO Box 2071 Mildura 3500

# The status quo is maintained

The AGM has come and gone, and our office bearers for the next 12 months remain unchanged. All were elected unopposed.

President: Jack McCarthy  
Vice president: Ian Kinleyside  
Secretary: Chris Sibley  
Treasurer: Graeme Brown

Our machine inspectors remain the same too. They are Ron Brown, John Stephens and Alan Tarr.  
See contact details below.

**DON'T FORGET:** That the September meeting has been brought forward to Sunday, September 18, because of the Sunassist Show.

## Years of club service recognised

For the first time at this year's AGM, special plaques were awarded to those members who have shown a commitment to the club through their years of membership. Plaques were presented for 10 years, 20 years, 30 years, and even 35 years for some of our founding members!

It was a very special day indeed for the recipients, and their efforts were warmly recognised with a round of applause from their fellow members as they stepped forward to receive their plaque from president Jack. The recipients were:

1. Wally Ditchburn, Life Member, Founding Member, Member 35 years
2. Bill Parkinson, Founding Member, Member 35 years
3. Doug Laird, Founding Member, Member 35 years
4. Bluey Moore (dec), Founding Member, Member 31 years
5. Jack McCarthy, Member 30 years
6. Ron Brown Member, 30 years
7. Jeff McCarthy, Member 30 years

### 20-year members

1. Kevin Brown
2. Grant Ditchburn
3. Rob Drysdale
4. Ken Chapple
5. Cyndie Kempton
6. Chris Sibley

### 10-year members

- Jim Fox
- Steve Watts
- Jim McLeary
- Trevor Scholar
- Jim Holland
- John Stevens
- Adam Zinich
- Frank Piscoineri
- Danny Curran
- Elaine Brown
- Malcolm Traeger
- Ian Kinleyside
- Adam Blair
- Peter Diggle



## CLUB OFFICE BEARERS

### PRESIDENT

**JACK McCARTHY**

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### VICE PRESIDENT

**IAN KINLEYSIDE**

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### SECRETARY

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### TREASURER

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## CHATTER EDITOR

**GRANT MAYNARD**

[grant.m.maynard@gmail.com](mailto:grant.m.maynard@gmail.com)

• Isn't 2016 getting away quickly...? The AGM has come and gone, and we now look forward to another 12 months of club runs, events and good times. The good riding weather is coming up fast, so get that bike ready and remember contributions to our club newsletter are always welcome. This month I thank Ian Smythe for his front page photo contribution.



**PO Box 2071 Mildura 3500**

# Diary dates...

Trying to get ahead of the game, the club executive is working on a calendar of events for the coming 12 months to give members plenty notice of impending events. These are some of the events planned for the next few months...

**11 September** - Mid month ride to visit Paul Dempsey's in Renmark. Nice bloke and good bike collection. Basic BBQ Lunch there at nominal price. Numbers to Jack for catering by 7 September please. O408 528 091 or jackmac@ncable.com.au.

**18 September** - Club monthly meeting brought forward due to the Sunassist Show on 25th.

**25 September** - Sunassist Show At Irymple footy ground. There by 9.30am until 2.30pm. The club is paying the entry fee for members who display bikes

**8-9-10 October** - Douglas Rally. Marshals will be required for both days and possibly Monday morning. More info will follow after 5 September when the organiser is visiting Mildura.

**14-15-16 October** - Is our annual visit to Broken Hill. Go for a ride Saturday 12 noon with their club. Then a shed crawl and out for tea. Sunday 10am another short run and head home early afternoon.

**30 October** - monthly club meeting.

**11-12-13 November** - Bendigo Swap Meet

**13 November** - Mid Month ride

**27 November** - Monthly Meeting

**10 December** - Christmas Party at Irymple Pub

**11 December** - Mid Month Ride

**18 December** - Monthly club meeting

Other additional events in 2017 include the Ballarat Swap meet 23-24-25 February; Mildura Meander 12-13 May and Winton Classic Racing 27- 28 May.

## The bikes of our August meeting

We have a very interesting and wide selection of bikes amongst our club members, from vintage and veterans to modern classics. Sharon Needham snapped these at our latest monthly meeting. Thanks Sharon.



**More  
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page**



You'll find an increasing number of club bikes featured on our website too...and plenty of new information being added all the time...it's worth a visit...

## You won't see one of these very often...

### Minerva ca. 1905 3 ½ HP 433cc side valve single engine

Mr Sylvain de Jong, born in Amsterdam on 5 January 1868, moved to Brussels with his parents and two brothers to Brussels when he was thirteen years old.

After working for some years as a journalist, he went to the U.K. to study the safety bicycle production.

In 1895, S. de Jong, his brothers and other investors started a factory in Antwerp, to produce and repair bicycles. For these bicycles, they selected the name "Mercury".

Only two years later, after a dispute with the other investors, S. de Jong created on 15 October 1897; "S. de Jong & Cie".

This time he selected the name "Minerva" for the new plant in Antwerp.

Minerva the Roman goddess, daughter of Jupiter, sprang from the head of her father, fully grown and in full armour.

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# Are these classics of the future? Discuss

This are a list that one respected motorcycle magazine editor is tipping that members of clubs like ours will be looking for in pristine condition, or to restore, in a few decades time.

## 1. 1998 DUCATI 900SS FE

Probably not the Ducati you might have expected to see top this list, was it? While the 916 is a jewel in many a collector's eye, the 900SS FE, or Final Edition, is arguably as significant. It marked the last of the carbureted, air-cooled Ducati Supersports that debuted at the dawn of the 1990s. Just 800 were produced. The following year saw the launch of a drastically redesigned and little loved 900SS penned by Pierre Terblanche that eventually killed Ducati's Supersport line. Delivering about 70 horses to the ground, it wasn't the fastest Ducati, but it was nonetheless a fun and capable motorcycle thanks to its light weight. Early Supersports had a reputation for shaky build quality; the FEs, being the last of the line, don't tend to have those issues. As an added bonus, FEs were the only Supersports to get silver fairings, adding to its uniqueness.



## 2. KAWASAKI ZX-7R



The solid workhorse when the 750cc four-cylinder Superbike era came to a close, the Kawasaki ZX-7R was never significantly changed during its eight-year run (1996 – 2003). Yet it endeared itself to loyal followers both on and off the racetrack. It may have been portly in comparison to its rivals of the time, but many were drawn to its wide, muscular looks that gained a cult following. The engine was nothing to rave about, but the confidence and sure-footedness of the front end is the stuff of legend. Eric Bostrom was once quoted as calling it one of the best front ends he's ever ridden. Of course, this was on his ZX-7RR AMA Superbike, but you get the idea.

Best of all, 7Rs can be had for cheap these days. Look for low mileage examples, as beaters are practically worth nothing. However, a low-mileage, properly maintained 7R (and especially 7RR) will retain its value well over time.

## 3. TRIUMPH ROCKET III

At 2.3 litres, the Triumph Rocket III's three-cylinder engine has a larger displacement than many cars on the road today. It is a big, burly and muscular cruiser able to rip your arms off at the twist of the wrist. And that's why we like it. For the record, the last time we tested the Rocket, the 2.3-litre Triple put down nearly 119 horses to the ground. While not a particularly impressive number, the torque figure of 136 ft.-lb. to the wheel makes the Triumph feel like it earns its name. The Rocket III shows the kind of statement a relatively small company can make when not hampered by the corporate bureaucracy of, say, a Japanese manufacturer. Above all else, the gargantuan engine is the talking point here. It'll be worth something someday.



## 4. PIAGGIO MP3 500i.e.

Call it blasphemous if you want, but we're including a scooter on this list. Not just any scooter though, but the Piaggio MP3 500i.e. Yes it has three wheels and looks like it's fresh off the set of Mad Max, but the 500cc Thumper is rather stout for a scooter. And, most impressively, this three-wheeler leans! It turns heads wherever it goes, but it's also surprisingly capable in the twisty stuff — the two front wheels provide a ton of confidence to lean'er over in turns. The MP3 is enjoyable even for sportbike riders and deserves accolades for its distinctive engineering. It's a fun scoot, no doubt, but the clincher is its practicality.



## 5. APRILIA SXV 5.5



We've always maintained that a street-legal supermoto is a one-way ticket to jail, though the fun they provide is completely worth it. But among these license-jeopardising fun machines, which one is tops? Look no further than the Aprilia SXV 5.5. A dirtbike stuffed with a 549cc V-Twin pumping nearly 62 horses and 35 ft.-lb. of torque plus 17-inch wheels and proper street tires is a recipe for absolute canyon-shredding performance. Short gearing means the front wheel wants to paw the sky all the time, and you'd be doing a disservice not obliging. Considering there hasn't been anything quite like it before or since, the SXV holds a special place in motorcycle history. It's certainly a unique motorcycle for a specific type, but as a tester said of his time with it, "The Aprilia SXV 5.5 is uncomfortable, impractical and could be the silliest way to spend nearly \$10K. And we love it!"

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## 6. BUELL 1125R



No-one ever accused Erik Buell of being an ordinary guy, and, similarly, the motorcycles that bore Erik's surname were pretty far from the norm. With gas in the frame, oil in the swingarm, a single perimeter front brake disc, sharp geometry and rather impressive handling, the one major knock of all Buells was the archaic, pushrod, air-cooled V-Twin plucked from a Harley Sportster. While fun motorcycles, you almost felt as though Erik should have been allowed more. Well, ask and you shall receive. Parent company H-D gave the okay to contract Rotax to build a liquid-cooled engine and the resulting motorcycle was the Buell 1125R. While certainly the highest-performing Buell, again, there were questions about the 1125's identity. It most closely resembled a sportbike, but not exactly. Many enthusiasts weren't sold on its quirky styling, a condition blamed on decisions handed down from Harley HQ. Further, early models suffered from fuel mapping issues. So while

it answered many questions, it raised a few more. Why is the 1125R significant? Because it symbolises both a high and a low point for Erik Buell. He finally had a liquid-cooled flagship motorcycle, but as it turned out, H-D would later axe Buell, leaving the moto-visionary out to dry. Erik would later start again with his own company EBR (Erik Buell Racing), and his first model, the 1190RS, was the 1125 he always wanted to build but wasn't allowed to.

## 7. 2000 HONDA RC51

When Honda introduced the RC51 (also called the RVT1000R or SVT1000, depending where you are in the world) in 2000, it did so with World Superbike domination in mind. Rule changes for the 2000 WSBK season allowed V-Twins a 1000cc displacement, while four-cylinder machines were limited to 750cc. This meant the venerable (and very sought-after) RC45's days were over. As we now know, Colin Edwards captured the WSBK title in the RC51's first year, while Nicky Hayden beat Mat Mladin the same year to win the AMA Superbike crown. Meanwhile, the street version of the bike was so impressive we wrote, "As nit-picky as we are, there was nothing that we could find to fault." The RC51 meets some major criteria for being a collector bike: it was a bold move by Honda, it looks great, it achieved racing success worldwide (Colin Edwards vs. Troy Bayliss, anyone?) and the production model is equally adored by consumers worldwide. Later versions received various minor updates, but the introductory (2000) model will likely be most collectible.



## 8. HARLEY-DAVIDSON V-ROD



"Harley have just done the improbable, nay, impossible by producing a (gasp) water-cooled motor..." is what we wrote in 2002 (has it really been that long?) when Harley-Davidson introduced the VRSCA V-Rod. The thought of H-D producing a thoroughly modern engine astonishes many today just as it did back then. Of course, Porsche had a significant role in designing the engine, but the fact it exists at all is mind blowing. Look past the motor, which, admittedly is hard to do, and you're left with a motorcycle that complements the Revolution engine. It's a

capable cruiser able to turn heads down the boulevard, while also carving a canyon at a respectable clip. And it does this with enough muscle to spin the rear tire on command. The V-Rod is cool, it's significant and it's affordable.

## 9. 1999 SUZUKI HAYABUSA

The 1999 Suzuki Hayabusa is the reason why the Japanese manufacturers have a gentleman's agreement in place to limit the top speed of their motorcycles to 300 kph (186 mph). To stun the industry so much that you get the four major players to agree on something means you've accomplished a major feat. At the time, the all-new 1999 Hayabusa's 1299cc four cylinder was capable of pushing the bike to speeds up to 194 mph in stock form, nudging the edge of the magic 200-mph mark.

The following year, the gentleman's agreement was established and has been honored to this day, making the '99 model the fastest stock motorcycle ever built. Needless to say, the original Hayabusa was a beast. And if you can find an unmolested one today, grab it.



## 10. YAMAHA V-MAX

Talk about a game changer; when the original V-Max was introduced in 1985, everything else suddenly felt inferior in a straight line. In fact, the V-Max arguably introduced the term "muscle cruiser" into the motorcycling lexicon. The fact it was relatively unchanged for 23 years (when the all-new VMax, no dash, was introduced in 2008) meant it still held its own, even amongst much newer competition. Sure, the V-Max couldn't negotiate a turn very well (okay, it was awful), but the ferocious dual overhead cam, liquid-cooled, four-valve, 1198cc V-Four "with V-Boost!" was a monster, reportedly making nearly 20 horses more than the Suzuki GSX-R1100 of the day. It was relatively comfy, too, so you could actually ride the thing like a motorcycle, not like an impractical exotic. Late-model versions in fairly good condition are well under our \$10,000 cap, so if you're in the market, now is the time to buy.



## 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.
- 1987 Harley Sportster XLH 883 DLX. \$8000 Ring Danny Curran 0447 568 829.
- 1984 Suzuki GSX250S. Reg 4386H. \$2000 ono. Roger Moser 0428 413 323. See RIGHT >
- HARLEY 883 SPORTSTER, 2007 model, 18,000km, very good condition, new rear tyre and battery. Includes RWC, 12 months rego and transfer fee. \$8,500. Ride away no more to pay! Great entry level Harley. Lady owner. For further info and/or inspection contact Jack 0408 528 091. See BELOW LEFT.
- HONDA Honda SS50 x 2. One from late 1960s. Other is a mid-1970s bike. The 1969 bike is mostly original with a disc brake modification. In original green. The 1975 bike has been cafe racer-ed and is in red and silver. Interested parties can contact Scott on 0438 308 881. See BELOW.



## 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.
- MOTORBIKE trailer. Call Nicky on 0417 629 875

## Coming Events

### Regular Club Runs

- **Monthly meeting rides leave from Hudaks on 15<sup>th</sup> Street opposite Centro at 10am. And re-meber, try not to park near the pet shop. The run finishes at the Mildura Scout Hall in 12<sup>th</sup> Street, Mildura.**
- **The mid-month ride leaves from Hudaks on 15<sup>th</sup> 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...

**ThreeBond**  
adhesives and sealants

## SUPER ENGINE CONDITIONER

ThreeBond Super Engine Conditioner treats the combustion chamber and induction system on petrol engines by removing carbon, sludge, varnish and gum without demanding major work on the engine. Should only be used by experienced mechanics with proper ventilation systems and equipment.

- IMPROVES PERFORMANCE (see independent test results)
- REDUCES FUEL CONSUMPTION - Less acceleration is required
- REDUCES POLLUTION
- HELPS COMPRESSION RATIO
- HELPS SMOOTHEN ROUGH IDLE & PINGING

**How it works**  
ThreeBond Super Engine Conditioner is sprayed into the throttle body of your engine. This initial stage removes the soot and build up inside the throttle body caused by normal engine operations (20,000km approx.) The application also requires a proportion of the can to be sprayed into the throttle body whilst the engine is running. This then attacks the carbon build up that is inside your engine that has attached itself to the pistons, combustion chamber and valves leaving the parts clean, as like a new engine and to top the flow of air, fuel and the performance.

**Results and Warranties**  
Results are guaranteed. We provide a 30 day money back guarantee. If you are not satisfied with the results, we will refund the full purchase price. This is subject to the product being used as directed. We do not accept any liability for damage to property or persons caused by the use of our products.

**RESULT OF TEST - JAGUAR**  
As it was the engine consumed approximately 2400 ml of fuel. The test average speed at 100 km/h is 100 km/h. The test average speed at 100 km/h is 100 km/h. The test average speed at 100 km/h is 100 km/h.

**RESULT OF TEST - HOLDEN VE**  
Performance increase of 8.20% and approx. 20% fuel economy.

## Chemical Sealing Solutions

**ThreeBond**

### FLASHLUBE DIESEL FILTER PARTS GUIDE

FlashLube Diesel Filter Parts Guide

### TERRAIN TAMER FILTERS TRAVEL IN PACKS

Terrain Tamer Filters Travel in Packs

# You won't see one of these very often...

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She was the patron of warriors, goddess of knowledge and wisdom and goddess of artisans and industry.

Sylvain de Jong anticipated on a slackening bicycle market and announced in February 1899, the production of light cars (voitures) and motorcycles.

In 1900, S. de Jong & Co. bought an engine from the Neuchâtel - Swiss based Zürcher & Lüthi. Zürcher & Lüthi did not only build the engines, they also patented the bicycle set-up.

The engines were "clamped to the framing" (clip-on). S. de Jong & Co. bought the licence and started the production of all parts needed to turn a Minerva bicyclette into a Minerva motorcycle.

Due to the reliability of the clip-on engine, success was immediate.

1904 was the first year that the engine was positioned in the "New Werner Position", although a 2 HP clip-on model was still catalogued in 1906.

By 1904 three models were available in 254, 345 and 433cc capacities.

All models had both valves mechanically operate and were equipped with a Longuemare patented carburettor that was made under licence in the Minerva factory.

The veteran seen here is an almost complete restoration project. This one was listed for sale at 20,000 Euros, about \$30,000 AUD.