

# *Bush Chatter*

*A newsletter for the Sunraysia Historic Motorcycle Club Inc,*

## *Annual General Meeting results for 2020/2021*

*The following office bearers have been elected to the positions. Congratulations must go to each and every one of those elected.*

- *President: Jack McCarthy*
- *Vice President: Ian Kinleyside*
- *Secretary: Chris Sibley*
- *Treasurer: Graeme Brown*
  
- *General Committee*  
*Ron Brown, Max Foley (webmaster)*  
*Adam Zinich, Jeff McCarthy*  
*Peter Hammond (Bush Chatter editor)*
  
- *Events Committee*  
*John Basham, Rob Ferguson*  
*Jim McLeary, Andrew Thornton*



*Merry Christmas  
and Happy New Year to you all. May 2021 be  
all your wish for !!*

Thanks must go to those who step up to the plate to run the club. From the early days when meetings were held at members homes/ sheds/lawn areas to now, where the club has expanded remarkably quickly. This expansion (plus much more of that narrow plastic strip with a pungent red colour that seems to entangle seemingly simple tasks) has made the running of the club more complex and time consuming. As a result office bearers have to work harder and be more meticulous in executing their duties. They deserve our thanks and appreciation for their often unseen efforts.

While we have all been ‘confined to barracks’ for some considerable time, it has been an opportunity for many people to ‘tidy the shed’ paint the bedroom, renovate the laundry etc. More importantly, in many peoples situations, it also provided the impetus to carry out maintenance on their steeds as well as those bigger projects that have been on the back burner for a long time. We look forward to those bikes that have been renovated. If you have been restoring/renovating your bike, would you like to contact me for a short story in Bush Chatter? Many people would be interested in your journey.

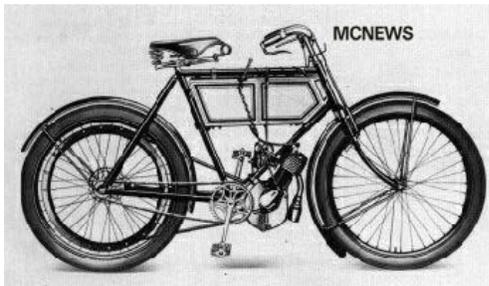
### *115 and going strong – A history of Triumph Motorcycles*

*By Trevor Hedge*

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*It is fair to say the Triumph brand has a history that reads like a rollercoaster of success and hard times, as is common among European manufacturers, also common is that Triumph's origins sprung from the bicycle industry.*

*While Triumph's image is as British as black pudding and mushy peas, the brand was actually started by a German. Siegfried Bettmann started an import and export business in London in the late nineteenth century, rebranding products under his own brand, Triumph.*



*The first Triumph motorcycle, in 1902.*

*As Triumph grew Bettmann moved from London to Coventry and started production of his own Triumph bicycles in 1902. In the same year the first Triumph motorcycle was produced with a Belgium sourced Minerva powerplant.*

*A Triumph advert from 1905*

*1905 saw the company produce its very first completely British motorcycle. Only two years later production numbers had grown to four figures. Somewhat surprisingly, considering Bettmann's Nuremburg origins,*



*The Triumph machine shop.*

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*the Triumph brand became a major supplier for the British war effort in World War I.*

*A decade after the war ended Bettmann was now regarded as a true Brit and was elected president of the British Cycle and Motorcycle Manufacturers Association. Only a few short years later Triumph entered the first of its financial difficulties and financier Lloyds appointed an overseer.*

*The 'Cycle' was dropped as a suffix to the Triumph brand name in 1934 as the company entered the car industry. Two years later the company was split into separate car and motorcycle divisions.*



### *Triumph Meriden Factory*

*Again, it was called upon to support the war effort and much of their manufacturing capacity switched to the production of military equipment.*

*Too often however production was interrupted by the infamous blitz of Coventry bombings but the industrious Triumph workforce battled against all odds to pump out 50,000 motorcycles during the course of the war.*



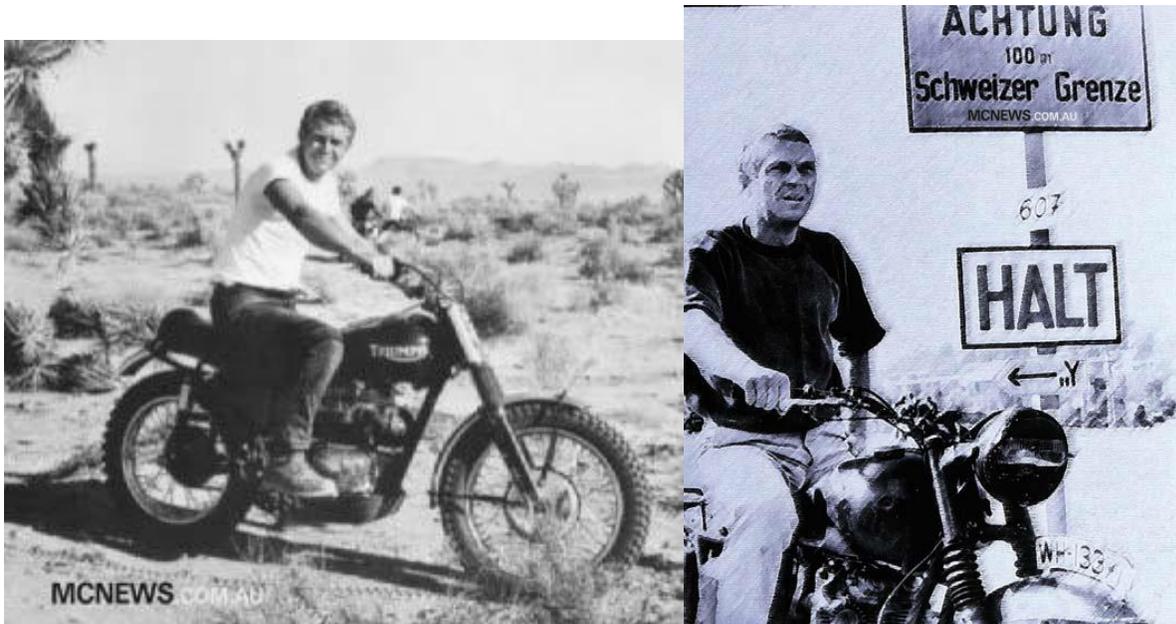
**1959 Triumph Bonneville**

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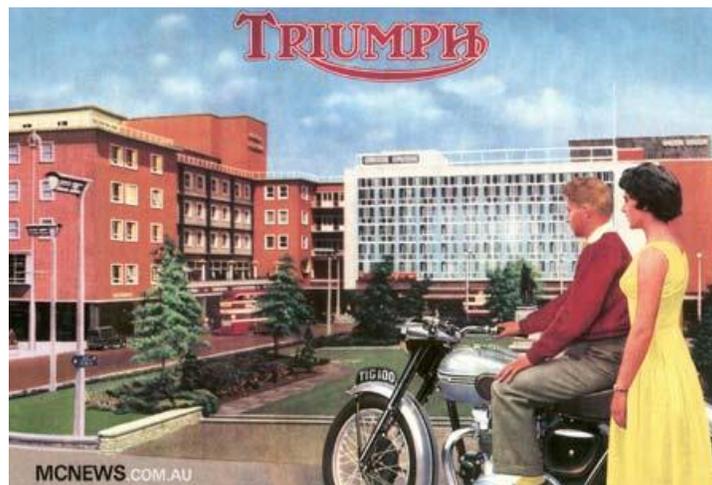
*BSA bought out Triumph in 1951 and helped the company towards its greatest success stories, and its biggest failure. The biggest success came with the launch of the Bonneville in 1959.*



*Steve McQueen on one of his many Triumph motorcycles*

*Steve McQueen also helped immortalise the brand for a generation after riding a Triumph Trophy TR6 in 'The Great Escape', with a number of celebrities such as Elvis, Bob Dylan and Clint Eastwood riding Bonneville T120s, and Marlo Brando on board a Thunderbird in 'The Wild Ones'.*

*In fact in 1967 Triumph produced over 46,000 motorcycles, a figure that was only recently eclipsed*



*The Triumph Factory at Coventry*

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*During the 1960s the Bonneville name grew to become one of the most heralded in motorcycle history with amazing success in both the marketplace and the racetrack. The heat of competition from the emerging Japanese brands however sent the company into perilous waters.*



*1982 Triumph Bonneville*

*A range of mergers and financial arrangements throughout the 1970s managed to keep the company afloat aided by millions of pounds from British taxpayers. The British Government wrote off the debt in the early 1980s to help keep the company afloat but it could not be saved and production ceased in 1983.*

*Property developer John Bloor then bought the liquidated company more as a real estate investment rather than a way into the motorcycle industry.*

### **Top 10 reasons Triumph riders don't wave...**

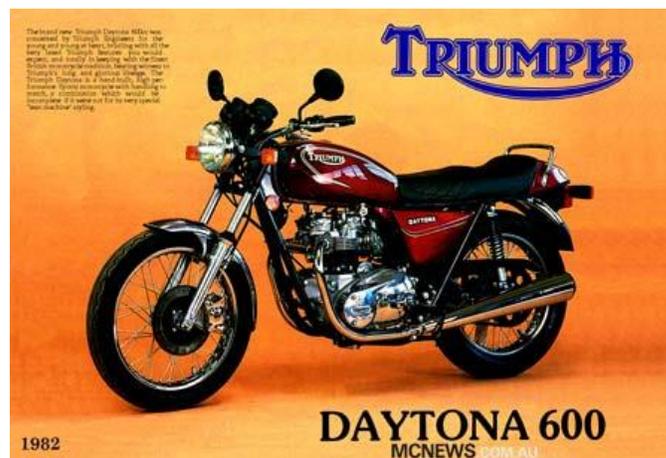
10. Don't want to spill their tea.
9. Waiting for a call from the Queen.
8. Signalling to turn into Long John Silver's for fish and chips.
7. Too busy counting their money for an over priced crappy and bitter warm beer.
6. Might be waving, but only using just the pinky.
5. Too busy looking for people on the wrong side of the road.
4. Too much of a hurry to reach home - don't know when it will breakdown on the road
3. Looking for a store to buy a quart of oil to replace the one that leaked out.
2. Already enough shaken because of the vibration in handlebar and foot-pegs
1. Too busy dodging underwear that the ladies are throwing at him.

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1956 Triumph Tiger Cub

*The Triumph factory was demolished and in its place a housing estate built. The Triumph motorcycle brand was allowed to continue in small numbers, through Bloor licensing the use of the name to Les Harris but in essence Triumph was no more.*



1982 Triumph Daytona 600

*That was until 1990. The real estate developer turned motorcycle entrepreneur invested heavily in a new manufacturing facility in Hinckley which led to the modern day Triumph brand we now know. In fact Bloor visited the Japanese manufacturers prior to his relaunch of the brand becoming public, to see just how they ran their factories, with the market largely dominated by the Big Four.*

*Following the successful relaunch, 1995 saw the company expand once again, into the all important North American market. By 1997 the company was well represented in every major international market and by 2000 was returning a profit on Bloor's rumoured 100 million pound investment in the brand.*

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*Triumph's Rocket III was originally launched in 2004 and named after the BSA model which had carried the same name.*

*A major fire hit the main factory in February 2002 and it took the company more than six months to recover and get fully back into production. For many this would have been an insurmountable obstacle, but Bloor instead took the opportunity, on advice, to remove the four-cylinder machines from the line-up and focus on the two-cylinder and triple-cylinder models, helping to create a point of difference from other manufacturers.*

*The following year Triumph opened a new plant in Thailand and again, in 2006, opened further manufacturing and assembly facilities in Thailand.*



*If there was ever any doubt that Triumph is gunning for some of the huge market share occupied by Harley-Davidson the new Bonneville Bobber certainly puts paid to that in 2017.*

*Recent years have seen the British marque introduce a wide range of models and in 2007 sales figures credited Triumph as the seventh biggest seller in the Australian marketplace, with more than double the sales volume recorded by Ducati.*

*In fact in 2006 Triumph sold 37,400 units worldwide, while 2016 saw that number increase to 54,432, with an almost eight per cent increase in sales over the previous year in Australia alone.*

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*Celebrity again no doubt played a part in Triumph's more recent popularity, with Tom Cruise showcasing the Speed Triple 955i in Mission Impossible II in 2000, while Chris Pratt rode a Scrambler in Jurassic World, with the brand making appearances across many movies and TV shows, including ridden by Angelina Jolie in 'Salt', in 'The Walking Dead', and in 'The Curious Case of Benjamin Button' just to mention a few.*



*Triumph Bonneville Scrambler – As featured in Jurassic World in the raptor chase scene*

*Within the Australian market, Triumph has moved into sixth position for road bike sales following 2016, just ahead of Suzuki and closing in on BMW Motorrad, who are currently ranked fifth and less than one hundred sales up on the British marque, but more than 1000 sales ahead of Ducati.*



*The 2016 Triumph Speed Triple saw a major model update.*

*Models of note were the Speed Triple in 1994, which would be later usurped by the Street Triple 675cc triple-cylinder as the brand's top seller, launched in 2007 and following on from the Daytona 675 in 2006.*

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*The Rocket III was also launched to much acclaim in 2004, while more recent additions include the Tiger 800, and Tiger Explorer in 2012 – Triumph's 110 year anniversary.*

*Most recently the Triumph line-up has further exploded with a number of new models in the Bonneville range such as the Street Twin, Street Cup, and Bobber, new T120 and T100 models and the coming Street Triple 765 line, making 2017 an exciting year to be following the iconic brand.*



*The latest update to be unveiled is Triumph's Street Triple 765 line*



2017

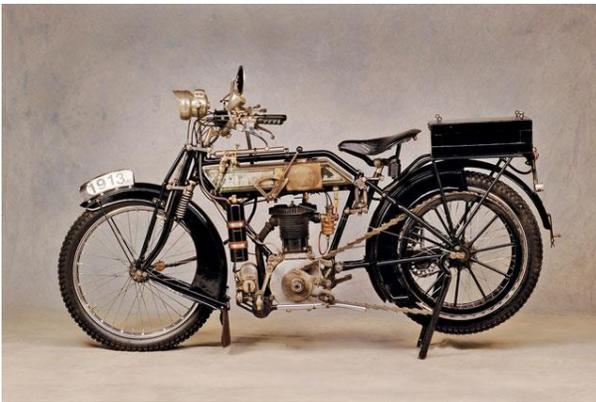
*Triumph T100 and T120*



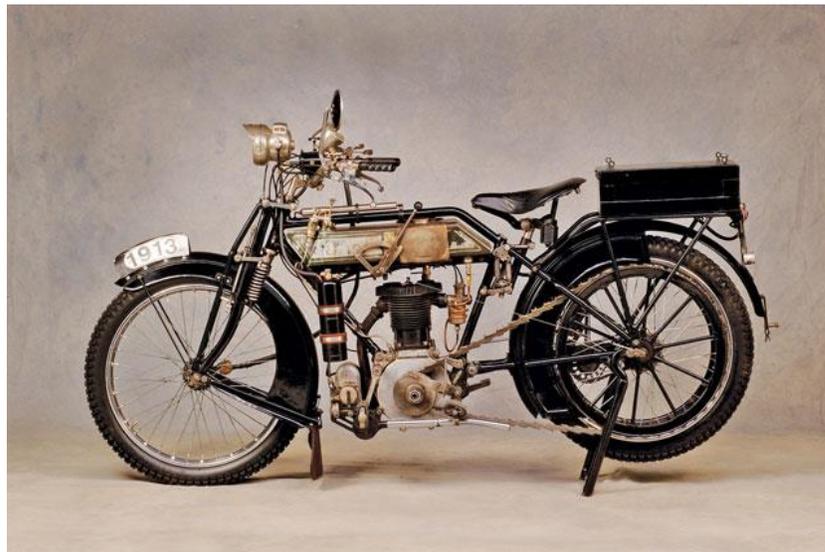
*A Brief History of Girder Forks  
Different forks for different folks*

*By Robert Smith*

**/ May/June 2011**



*Where it all began: Druid fork as fitted to a  
1913 Ariel.*



## *Bush Chatter*

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*Back when girder forks were status quo, various types were tried and developed. With most following the same basic principals, they were, not surprisingly, very similar in design. The types of girder forks found on motorcycles fall broadly into two main categories: parallelogram and leading link.*

*Probably the earliest example of the parallelogram type is the Druid, patented posthumously in 1917 by the estate of one Arthur Drew. Druid forks are recognizable as looking like a bicycle*

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*fork with a strengthening brace at the front and a couple of coil springs behind. Though some models included rebound springs, there was typically no provision for damping.*

*Most popular in terms of usage on pre-WWII British motorcycles was the Webb fork, which again used a parallelogram linkage to allow for suspension travel, usually controlled by a large central spring. Advantages over the Druid included the option of a rotary friction damper and tapered coil springs for progressive compression. Whether Mr. Webb ever made any money from his invention is unlikely, as just about every British motorcycle manufacturer built its own fork following the basic Webb design.*

*The Brampton fork, later fitted to Vincents, was similar in concept to the Webb. Vincent's own Girdraulic fork used forged alloy blades for extra strength instead of the welded tube construction of the Brampton, and added hydraulic damping.*

*The leading-link fork fitted to Harley-Davidsons carried the front wheel axle ahead of the spring leg, which slid against a coil spring carried in the main fork. The British Castle fork fitted to the Brough Superior closely followed the Harley design, but added large rotary friction dampers. The "modern" Harley Springer front end is essentially a development of the first leading-link design but with progressive compression and rebound springs.*

*Though not fitting into either category, Triumph fitted some of their 1920s motorcycles with a girder fork that paired a hinged lower link and a slider at the top, meaning the fork would move backward and forward during compression, altering the steering geometry. My father rode a*

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*500cc Triumph so equipped in the early 1930s and declared it to be an evil handling bike. He traded it for a 250cc BSA — but not before the Triumph had twice pitched him off!*

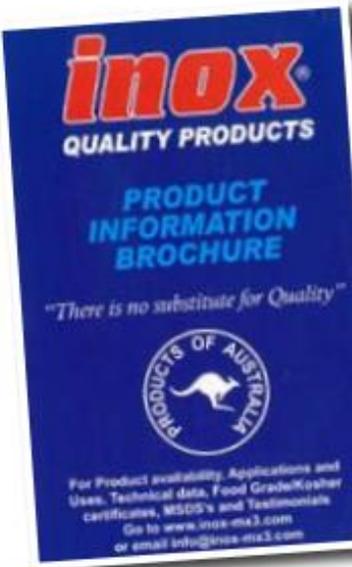
*Whatever the style, all girder forks have pivot points and/or sliders that need to be kept well greased. Bushings wear over time and may need to be replaced, especially if maintenance has been neglected. Spindles are made of special steels, and only replacements designed for fork applications should be used.*

*Regularly inspect fork legs for cracks and signs of rust. The slender tubes used on Webb/Brampton forks are especially prone to rusting from the inside. And before fitting a set of used girder forks, make sure they're up to the job. Many manufacturers produced forks using different size tubing for different applications. Norton, for example, built a heavyweight fork from tubes that tapered from about 7/8 inch O.D. down to 5/8 inch, and a lightweight fork tapering from about 3/4 inch down to 1/2 inch. **MC***



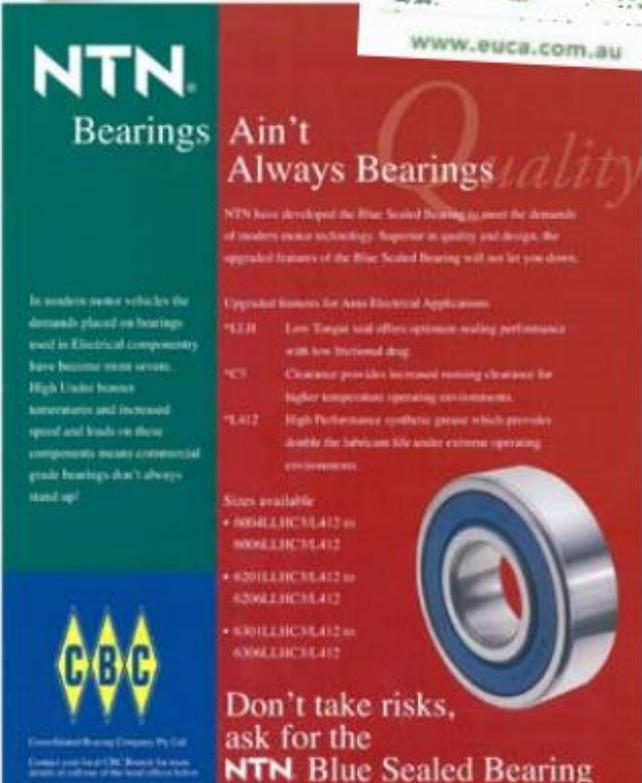
# This is a good deal...

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. The good stuff!











### Who's who in the club.

- President:** Jack McCarthy [jacmac@ncable.com.au](mailto:jacmac@ncable.com.au)
- Vice President:** Ian kinleyside [Ikinleys@bigpond.net.au](mailto:Ikinleys@bigpond.net.au)
- Secretary:** Chris Sibley, [christophersibley@inet.net.au](mailto:christophersibley@inet.net.au)
- Treasurer:** Graeme Brown [grbrown1@internode.on.net](mailto:grbrown1@internode.on.net)
- General committee:** Ron Brown, Jeff McCarthy, Adam Zinich, Max Foley Webmaster, Peter Hammond.
- Vehicle inspectors** Ron Brown [brownrg@bigpond.net.au](mailto:brownrg@bigpond.net.au)  
Alan Tarr [tarrs@ncable.com.au](mailto:tarrs@ncable.com.au)
- Chatter editor:** Peter Hammond [hammondmp@outlook.com](mailto:hammondmp@outlook.com)

Phone 0419 352 291

### Wanted To Sell

Up date: Sold to a happy club member!!

1987 Harley Sportster XLH 883 DLX. \$5,000 ono Ring Danny Curran 0418 303 964.

1984 Suzuki GSX250S. Reg 4386H. \$1,000. Roger Moser 0428 413 323

2000 Ducati Monster Dark 600cc, 56,000 kms, excellent condition, RWC, new tyres \$4,000  
Contact Roger Moser 0428413323

1950 BSA A7 500 twin \$10,500ono Phone John Stevens 0427 246 524.

### Wanted to buy

A pre 1976 2-Valve Jawa speedway engine in good condition or clean swap for a 894 4-Valve engine just been refreshed.

Contact: Peter Blaby 0478737216

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***Regular events Regular Club Runs***      *Monthly meeting rides leave from Hudaks on 15th Street opposite Centro at 10am. 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. Many more events listed on our website*



*Bush Chatter is always on the lookout for news and information around the club. If you have a tall tale, or a true tale, or some interesting stories/anecdotes/ photographs/ jokes etc. You know the drill!!! Send them to me at [hammondmp@outlook.com](mailto:hammondmp@outlook.com). or call me on 0419 352 291. Thanks in advance and cheers!! Peter Hammond*

### *Report from the 'Club Band'*



The brakes came off recently, and we are now able to return to practice – full noise !!! Due to the lack of practice over the lockdown we need to make up for lost time. Hence there will be some serious practice going on over the next few months. If you can sing, dance, make music with a gum leaf, play a didgeridoo, or any other musical instrument, then make it your business to have some fun and get together with a great bunch of people.

*Phone Peter Hammond on 0419 352 291 for information*



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### **'All you have wanted to know about the swingarm'!!**

A **swingarm**, or "swinging arm" (UK), originally known as a swing fork or pivoted fork, is the main component of the rear suspension of most modern motorcycles and ATVs. It is used to hold the rear axle firmly, while pivoting vertically, to allow the suspension to absorb bumps in the road.

Originally motorcycles had no rear suspension, as their frames were little more than stronger versions of the classic diamond frame of a bicycle. Many types of suspension were tried, including Indian's leaf spring suspended swingarm, and Matchless's cantilevered coiled-spring swingarm. Immediately before and after World War II, the plunger suspension, in which the axle moved up and down two vertical posts, became commonplace. In the latter, the movement in each direction was against coiled springs.

Some manufacturers, such as Greeves, used swingarm designs for the front forks, which were more robust than telescopic forks. In particular, sidecar motocross outfits frequently use swing arm front forks. The swingarm has also been used for the front suspension of scooters. In this case it aids in simplifying maintenance. In motorcycles with shaft drive, such as the Yamaha XJ650 Maxim, the shaft housing forms the left side swingarm.



[Yamaha XJ650 Maxim](#) has a driveshaft forming the left swingarm



### **Swingarm types**

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Swingarms have come in several forms:

*Swinging fork* - the original version consisting of a pair of parallel pipes holding the rear axle at one end and pivoting at the other. A pair of shock absorbers are mounted just before the rear axle and attached to the frame, below the seat rail.

*Cantilever* - An extension of the swinging fork where a triangulated frame transfers swingarm movement to compress shock absorber/s generally mounted in front of the swingarm. The HRD-Vincent Motorcycle is a famous early form of this type of swingarm, though Matchless used it earlier, and Yamaha subsequently. The Harley-Davidson Softail is another form of this swingarm, though working in reverse, with the shock absorbers being extended rather than compressed.

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*Moto Guzzi's CRDS variant of the parallelogram*

*Parallelogram Suspension was first introduced commercially in 1985 on the Magni "Le Mans". Magni called the system Parallelogrammo. Various parallelogram systems have been developed by other manufacturers.[1]*

*Whereas a chain-driven bike would "squat" at the rear under acceleration,[2] a shaft drive machine would do the opposite, causing the seat (and rider) to rise upwards, a phenomenon known as "shaft-jacking". This anti-intuitive sensation can be disconcerting to riders, and parallelogram suspensions seek to neutralize such unwelcome torque reactions.*



*BMW's Paralever rear suspension on a 2015 R1200RT*

*Paralever is BMW's version of the system. It allows the driveshaft to pivot along the same axis as the sprung rear frame due to the addition of a second link between the rear drive and transmission. The Paralever was introduced in 1988 R80GS and R100GS motorcycles to combat shaft-jacking.*

*Moto Guzzi has introduced a variant of the system, it named the Compact Reactive Drive Shaft system (patented and named Ca.R.C.). The main difference is that the driveshaft is free to float into its structure, providing much softer feedback from transmission. Additionally, the upper arm of the Ca.R.C. is not part of the structure but just a guide to close the geometry of the suspension (it means that, unlike the BMW version, the suspension will work also with a broken upper arm).*

*Drag racing motorcycles (called dragbikes) will often use longer swingarms to keep their center of gravity as forward as possible, which reduces the tendency to wheelie at the start.*

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*Starboard side, showing swingarm and suspension*



*Port side, showing rear wheel with no visible suspension.*



*Triumph Sprint ST with single-sided swingarm*

