



MARCH 2025 For contributions please email: sunraysiahmc.editor@gmail.com Our club website is: shmc.org.au

Hi, I would like to take this opportunity to firstly reiterate President Rob's thanks to Bonny Dietrich for her outstanding contributions in the past newsletters, again thanks Bonny.

My name is Graeme Irvin and I have elected to take on the newsletter role for the club. Please don't hesitate to contact me for any contributions or for sale items on the above email and I will endeavour to get it into print and please bear with me as we iron out any bugs in the system.

Thanks Graeme

UPCOMING EVENTS:

13/04/2025 Midmonth ride starting at Hudaks Bakery 15th st @ 9.30am

18/04/2025 Good Friday Club display in Langtree Mall

27/04/2025 Ride and general meeting

06-09th/05/2025 Club ride to Tibooburra via Broken Hill and back

17-18th/05/2025 Mildura Meander

25/05/2025 Ride and general meeting

29/06/2025 Ride and general meeting

27/07/2025 Ride then AGM and general meeting

RIDE REPORTS:

The March Midmonth ride was capably led by Greg Welsh along various backroads around Red Cliffs then along the web and finished up at Mildura Ski club. We got to sample Greg's excellent cooking skills with his coconut slice and coffee! It was a collective sigh of relief when Jeff indicated he wouldn't be riding his venerable Honda XL175 to Tibooburra, I don't think we need to witness anymore stern lectures on pace of play by Capt Greg! Also may have lost my wife to of all things a bloody Honda, may have to trade in the new Guzzi thanks, Peter?



SPEEWA RIDE REPORT

The Swan Hill historic motorcycle club hosted its biannual ride weekend on Thursday March 27th through to Sunday March 30th. Six club members including President Rob Ferguson, Vice President Danny Curran, Secretary Chris Sibley, Grant Ditchburn, Gordon Gunther and Jeff McCarthy travelled down in convoy to the Speewa Ferry location and enjoyed the hospitality of the Swan Hill and Echuca club members. Various meals were served and drinks were to be had. Grant apparently was poking the bear after several eagle fighting rums and had to serve his penance on kitchen duties with Gordon. Other incidents occurred on the weekend but as we know what goes on tour stays on tour! The boys had a ride around Lake Bonny led by Danny on Friday, where apparently the road descended into a goat track. At last Jeff's venerable XL175 was the appropriate machine. We had a group ride on the Saturday of 25 bikes and 1 Rat Rod (based on the rolling chassis of a '89 Ford Courier awesome machine) to Benjeroop Hall for morning tea and got to witness the firing of the magnificent Hornsby Gas suction engine coupled to a Robison 20" Centrifugal pump. The English sure knew how to manufacture incredible industrial equipment over 150 years ago. Lunch was had at Lake Charm where we got to explore the inner workings of Chris's BSA's ignition. Saturday night capped off proceedings where more drinks, poking of the bear and food was to be enjoyed whilst I ambled back to Mildura on the old Guzzi hoping I had enough fuel to get home... Thanks Swan Hill club members and see you in 2 years time.





Black Dog ride report

Several club members and around 100 motorcyclists participated in the annual Black Dog ride to Patchewollock on Sunday March 16th. The event has been running for many years and was again very well organised by Stephen Hegedus and his wife Leanne. This event is a fundraiser for Lifeline Loddon Mallee and assists with the Irymple call centre costs. It was great to see local Member for Mildura Jade Benham I think enjoying her pillion ride to Patchewollock for lunch on the back of a Harley. I like to think of our club as a mobile 2 wheeled men's (and women's) shed where we can have a good chat to our mates.

For Sale

For sale a Ducati 1974 750 GT, runs fine and ridden on club rides (spare dash as the one on it is cracked) \$26,000. contact Robert Ferguson for more details. Ph 0418118719



C'MON AUSSIES!

Seen here in 1300 cc form at the 2016 Phillip Island Classic. The Horner brothers have built at least 18 of their machines (including sidecars) over the years to compete in various categories of classic racing.

The company manufactures starters for the mining industry (mainly) so access to all the best casting, milling and CNC equipment was not a problem!

Design planning began in 1999. Ken and Phil Irving had many conversions dating back to the '70s on the "modernisation" of the Vincent and permission to use the 'Irving' name was obtained from Phil's widow after his death in 1992.

A lot of technology and design experience from NASCAR and V8 Supercar engines has made its way into the motor, particularly in the areas of cam profiles and combustion chamber shape.

A three-gear primary drive, far more efficient lubrication system, five-speed drum-selected gearbox, new cylinder heads and MoTeC electronic ignition system are only a few of the hundreds of changes made to the basic 50° V-twin's design.

The bike has been tailored to suit Beau Beaton, recently crowned Australian Unlimited Post Classic champion



Boxing clever... this is the Vincent-based racer poised to shake up this year's MotoAmerica's Super Hooligan class

The Irving Vincent air-cooled Super Hooligan entry will be a two valves per cylinder device, measuring 101.6 x 100 mm for a capacity of 1622cc. "The reason for using the two-valve is that we need to be conservative," says Ken Horner. "The two-valve will withstand more heat than the four-valve, so it'll be an upgraded version of what we used to win with at Daytona, where we had 162 bhp available. Essentially, this particular bike we'll start out with is a two-valve version of the four-valver we used for the Pro-Twins series wins here in 2015-2016. But we do intend to take two bikes to the USA, so with no upper capacity limit for Super Hooligans, I'm building a new 1760cc two-valve engine for the series. This will be known as the Lynton bike, in tribute to Lynton McPhail who was with us for over 20 years, and was taken by cancer a few months ago."

The existing 1622cc Super Hooligan engine is an externally faithful re-creation of the 50° V-twin high-cam OHV Vincent dry-sump motor, with a plain-bearing crank, Carrillo steel conrods, and Nikasil-bore cylinders housing full-skirt JE three-ring flat-top pistons specially made in California to the Horner's' design, running 11:1 compression suitable for the VP control race fuel mandatory at all MotoAmerica events, which the team already used on their Daytona-winning engine. The longstroke crank now scaling 8.44kg was milled at KHE from a solid billet of EN26 steel which started out weighing 80kg, and carries Timken taper-roller bearings on the drive side, with an INA roller bearing on the timing side. The 48mm slipper crankpin runs Clevite V8 Supercar bearings – just one example of the crossover technology employed in creating the Irving Vincents. "Especially in terms of cam profiles and combustion chamber design, we just treat it as one-quarter of a V8

Supercar motor,” said Ken Horner. “That way we can plug into the acquired knowledge of all the people we know who work on those engines. “The hefty peak torque of 190Nm/140 ft-lb is delivered at 5,500 rpm.



Barry and Ken Horner with Beau Beaton's Aussie Post Classic title-winning 1300cc bike

So the two-valve OHV cylinder heads each carry a single 2.2in/55.90mm inlet valve and 1.65in/41.90mm exhaust, both made of titanium and using US-made dual springs, all sourced from key NASCAR suppliers. They feature short 4140 steel pushrods, roller-bearing cam followers, lightweight steel rockers, and vernier cam timing, all aimed at producing greater power more efficiently from a pushrod motor. The roller-bearing cams were designed by Melbourne-based Eric Gaynor, an ex-Cosworth engineer who worked alongside Phil Irving at Repco-Brabham, before moving to V8 Supercars with the factory Holden team. Fuel injection employs a MoTeC ECU – conveniently, Australia's world-class engine management company is literally just up the road from KHE's Hallam factory on the outskirts of Melbourne – offering just a single fuel map, plus a pair of two-inch/50.8mm throttle bodies made in-house at KHE, each with a single side-mounted injector.

Transmission is a five-speed gear cluster entirely cut on the KHE CNC machines and based on a Quaife design, but with an RD350LC Yamaha selector mechanism (“If it works, who cares where it comes from?!” asks Barry Horner), matched to KHE selector forks and drum, and a multiplate carbon clutch with a straight-cut gear primary drive.

This meaty motor has been installed in the same modern chrome-moly version of a period Vincent spine frame as used on the Irving Vincent Pro-Twins champion, with the dry sump motor's three-litre oil tank incorporated in the backbone. But this now carries a fully-adjustable 43mm K-Tech KTR5 TRDS Inverted fork delivering a 1420mm wheelbase, resulting in a 52/48% distribution of the Irving Vincent 1620's current 175kg dry weight – the regulation minimum weight is 178.7kg with all liquids, measured at any time during qualifying or at the end of a race. Rear suspension comes courtesy of a fully-adjustable K-Tech Thru Rod monoshock fitted to a tubular-steel cantilever swingarm with twin 320mm Brembo front discs gripped by

four-piston AP-Lockheed radial calipers, and a 225mm rear. Finally, 17-inch Dymag forged aluminium wheels carry Dunlop tyres, with a high aspect ratio 125/80-17 up front, and wide 195/65-17 rear sitting on the 5.50in rear wheel.

“We already have an Austart office and warehouse in Houston Texas, so that’s where we’ll start out running the bike from,” says Ken Horner. “We’ve had fantastic support from the MotoAmerica officials, who are very keen on having an air-cooled engine involved in the class. We’ll do our best to make a show of it, but we don’t underestimate the task ahead of us, competing against the Indian and Harley-Davidson factory teams with our home-built Aussie special. But it’s going to be fun trying to keep up with them!”

Get to know...

Name- **Ron Brown**

How many years as a member of S.H.M.C.C and have you had any committee positions?

- A member for 40 years in July 2025.
- Secretary, president and club permit officer



Favourite food
Ice cream

Favourite drink
Ginger beer

My Dream bike-
Royal Enfield Interceptor

Work life-

- Served an apprenticeship at Tractor and Implements International Harvester
- Post apprenticeship-moved to Sunraysia Brake Specialists
- Moved to Melbourne and went to teacher’s college
- Post college-taught at Mildura Tech and Senior College

Your motorcycle journey-How did it begin?

First bike was a BSA Bantam. Stepped up to a 250 Jawa two stroke.

Got my licence on a 350 Royal Enfield Model and rode various bikes including Honda 175, Kawasaki 400, Honda CX500, Suzuki 400 and Honda XL250.

Current motorcycles-
Honda CB750



Pictured is me on my favourite bike, a 1947 Royal Enfield model G 350cc.

Best motorcycle memory-A trip with brother, Kevin through the Flinders Ranges on the Suzuki 400.

Worst motorcycle memory-Laying under the XL250 near SA border on the side of a sand dune in a porcupine bush.

Anything more you would like to see in the club?

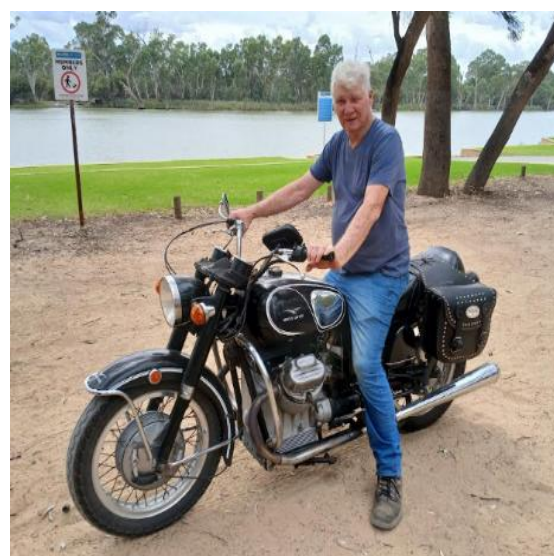
I know they are hard to come by, but more old bikes. The older the better!

Get to know...

Name- Robert Ferguson

How many years as a member of S.H.M.C.C and have you had any committee positions?

- A member for 14 years
- General committee, vice president and president



Favourite food-
Pizza

Favourite drink-
Coffee

My Dream bike-
Ducati 750 SS

Work life-

- PMG (Telstra), Auto Electrician, Paddleboat Engineer, Security Technician, Cinema Projectionist

Your motorcycle journey-How did it begin?

First bike was a BSA Bantam (Never Ran) Pictured below, 1971 CB450 Melbourne bound for Melbourne working for PMG and 1970 on a AJS 500, and with family on the block



Current motorcycles and past ones-

Ducati 750 GT x 4, Ducati 860 GT, Ducati 750 SS x 2, various Ducatis which include a 50cc, 125cc and 450cc models

1951 AJ5 500, BSA Firebird, BSA 1957 C11, 1970 Moto Guzzi

New Royal Enfield 650

Best and Worst motorcycle memory-

Flipping a side car at Nowingi Salt flat and breaking my pelvis and shoulder

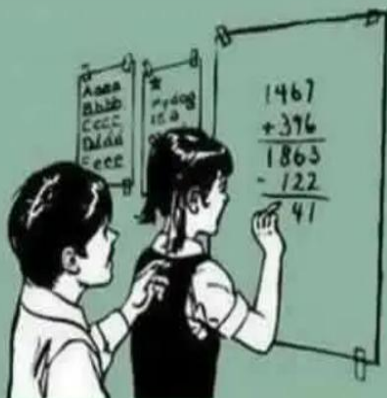
Anything more you would like to see in the club?

Increased involvement by general members in jobs like morning tea, ride leader e.t.c.

Well, that's a wrap on my first newsletter, I would like to thank Maree Irvin for her assistance in the setting up of this newsletter and building the template for the Get to know page. Happy Easter to all and rise safe.

Graeme

Billy has 7 bikes. He just bought 2 more. What does he have now?



Happiness.
Billy Has Happiness.

