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This Journal is produced six times per year, and distributed at the ‘even number’ meetings. Contributions for the journal should reach the Editor no later than the **25th of the month prior to the distribution meeting.**

Calendar

April 2008

5 & 6th Ride TBA
World SBK Rd3 Valencia, Spain
12&13th Ride TBA and Meeting
MotoGP Rd 3 Estoril, Spain
19&20th Breakfast Ride 8am Shell City Gates
26 & 27th Ride TBA
World SBK R 4 – Assen Netherlands

May 2008

3-5th Club Rally South East Queensland
MotoGP Rd 4 Shanghai China
10 & 11th Ride TBA and Meeting
World SBK Rd 5 Monza Italy
17 & 18th Ride Shell City Gates
MotoGP Rd 5 – Le Mans France
24 & 25th^d Ride TBA
31st Ride TBA

Regalia

Club Belt Buckle \$30.00
Club Machine Badge \$25.00
Club Lapel Badge \$5.00

The opinions contained in this journal are those of the Editor and/or Contributors and do not necessarily reflect the opinions of the Association or it's Members

Mar/Apr08



TAPPET
RATTLE

**Official Journal of the
British Motorcycle Owners Association Incorporated of Mackay**

Made in England

Editors Ravings

Managed to survive the first of my editorials without being lynched, so will keep going. Seriously though, thank you all for your comments and encouragement regarding the new Tappet Rattle. I was talking with Keith Sander a few weeks ago regarding his time as editor. These days we have it easy with computers and software to make up these products. Earlier magazines were done on typewriters and copied using old spirit copiers or early photocopiers (remember those, after about 4 years the print completely disappeared). The other thing I am pleased about is the amount of information and articles/for sales/wanted etc that I am receiving. Thanks very much, and keep the great work up. It makes the editor job much easier. Don't be disheartened if your article isn't in the magazine following getting it to me. I will endeavour to put in topical items like ride reports in the magazine following the event, and will 'backfill' with those beautiful articles in subsequent magazines. You see if the event happened in your youth or years ago, then it will not matter if it is a magazine or two after you give it to me. It is no less important, but just doesn't need to be timely like a ride report.

As you can imagine, my job put me in charge of the response to the Mackay floods in February and kept me very busy for weeks. Sorry I could not take part in the club activities over that time. It was very sad that a number of members suffered severe damage to their properties and bikes as a result of that Friday, and I trust that you are all back on your feet as much as possible. It would have been heartbreaking to have your bikes go under. A couple of members came and saw me to pay tribute to the work of Lloyd Dornbusch in particular for his great assistance after the floods. It is essential that stripping and cleaning take place asap after inundation and Lloyd threw open his workshop, equipment, expertise and whatever else was needed to assist members in need. Joan weighed in with bottomless pots of coffee and tea whilst all this reparation work was taking place. A big thank you to Lloyd and Joan (and anyone else that assisted other members after the floods of course) for their selfless work to assist affected members.

I was in Rockhampton a couple of weeks ago and went to see Ken Alvey. Ken is not a stranger to many Mackay Club members and is an auto electrician from the old school (magnetos/Generators etc). To let you all know, he is leaving Rocky bound for Lismore his old home town. He promised to let me know his contact numbers when he settles and I will pass them on. I was very humbled when he presented me with a small bookcase containing hardbound volumes of all "The Motor Cycle" from 1946 to 1949 as I was leaving. They are magnificent and I really did not know what to say except thank you. You will all benefit from this gift as I intend to put in articles, cartoons, adverts etc from those books into the magazine over time.

Until next time – keep the tyres black side down, and happy motorcycling.

Rowan

For Sale and Wanted

Wanted Plunger B31 Fuel Tank. Good condition preferable **Ph Rowan 49553661**. Have \$ or swaps.

Wanted:- Speedo Cable for Vintage Corbin **Call Andrew Gauld 0407 112887**

Wanted:- Front Mudguard and brackets for 1969 Honda 750K **Call Mick Bugeja 0403 181807**

Wanted:- Any memorabilia from past bike show for display at the 25th All Bike Show 19th and 20th of July at Paxtons on River Street. **Call Dale as above**

For Sale – Replica Manx Norton Featherbed Frame locally made and to original dimensions. Contact **Lucky Kaiser 0419 787620** for details

For Sale:- Motorcycle work stand. Cable operated and very well made. \$400 **Call Lloyd on 49593452**

For Sale:- Galvanized Box trailer 6x4 good cond, 6 mths rego **Contact Andrew Gauld 0407 112887**

For Sale:- Large amount of Douglas parts 1920 to 1925, new tyres & rebuilt wheels, lots of hard to find parts. Near complete bike as seen at bike show. **Contact Andrew Gauld 0407 112887**

For Sale:- 300 x 20 racing tyre and 3.50 x 19 Rear or sidecar tyre
Arai Full Face Helmet **Call Keith Sander 49424259**

For Sale:- 1993 Yamaha FJ1200 Great condition Registered with hard panniers. \$5,500 ono. **Call Phil DeKnock 0403 460040**

For Sale:- 1986 Yamaha 1100 Virago Unreg and with 400 (yes 400) original Km Immaculate condition \$8,500 ono **Phil DeKnock 0403 460040**

For Sale:- 1986 Suzuki GSX1100 outfit. One off design sidecar. Bike heavily modified for sidecar use. Price neg. **Maurie 49426778**

For Sale:- Circa 1950 Matchless G80S. Motor rebuilt and rest in good condition. Unreg at moment. \$5,000 **Bradley Brown 0400 699388**.

For Sale:- HRD 1.5 Sidecar \$3,000 **Phone Dale 0418 185974**

BOWEN RUN 15-16 March 2008

We had a total of 25 Participants (Mark & Morena Botefuhr, Gill & Chris Mills, Goran & Brendan Kulik, Bob & Jenny Duma, Maurice Price & Joyce Sixsmith, Phil Deknock, Gerry Dempsey, Bob Inkson, Gary Miller, Steve Lindores, Max Anzolin, Lloyd Harnsworth, Peter Mills, Lloyd Donrbusch, Brett Berkshire, Mick Tyan, Allan Crane, Keith Wood, James Duffy, and Andrew Gould as Tail end Charlie with his ute & trailer.

We departed as planned at Approx 9am from the Shell City Gates and proceeded to our first stop at the Glenden Turnoff/ BP Junction Roadhouse. However Bob Inkson got a flat rear tyre just before the first stop so he was the first Occupant of the Trailer and some Company for Andrew in the Ute.

We then continued onto Glenden for Refuelling and had Lunch plus a few refreshments at the Glenden Workers Club. Good Food but pretty pricy (Approx \$20.00 for a Steak Sandwich). At Glenden Maurie's Royal Enfield joined Bob's BSA in the trailer and the engine noise that it has been making courtesy of the recent flooding became louder and it was decided not to ride it to destruction. We departed Glenden at approx 1.15pm and arrived at Collinsville at approx 3pm.

The New Newlands Mine to Bowen Development/ Collinsville Road is absolutely fantastic. On arrival in Collinsville we once again took a break and regrouped for approx 45 minutes and had just a couple of refreshments in one of the local parks. The ride up to this point had been very enjoyable as the 35knot wind was at our backs. On the next leg to Bowen, James Duffy's Matchless spun a primary drive gear and it then joined Bob's BSA and Maurie's Enfield in the ute and on the trailer. This section of the ride was preparing us for what we would encounter on Sunday as we all buffeted by sever side winds as everyone fought their way in to blown Bowen.

We overnighted at the Queens Beach Hotel Motel and partook in many more refreshment while approx 5 of us repaired Bob flat tyre courtesy of a spare Tube that Lloyd Dornbusch had carried for such an emergency. Later we enjoyed a beaut dinner and a chat with some locals,

before turning in at a reasonable hour.(about 12.30).





Up early for breaky and fill the tanks at the nearby servo, before setting sail for home. (a sail would have helped here, did I mention the bloody wind? — unbelievable!), but not before a quick photo session at the lookout.

At the first stop at

Proserpine, Andrew turned up with Lloyd & the Velo in the ute, (blown piston—again!) A near head-on for a young p plate lady driver, caused by an old rude bloke certainly woke us up- Bob & Jenny sorted him out -well done!

Other stops were made at, Bloomsbury(piddle), Calen(stretch) & The Leap(drink) before going our own ways home,— a reluctant end to a great weekend! To sum up, Thanks must go to Gerry for his great leadership, Andrew for supplying & driving the back-up ute with Bob's trailer, the "Girls" for keeping us in line, Michael & Debbie Brown(our hosts) for a great venue & genuine hospitality, and all who came on the run, to make it what it was- just great! A special vote must go to Steve, who rode the Bonnie the whole way & was still able to smile, & talk— amazing! Will we do it again? You bet!

I received two reports regarding this ride – one with pictures from Gerry Dempsey and one from Phil DeKnock – which one to use?????????. Well I solved the problem by using Gerry's story for Saturday's ride up and Phil's for Sunday's ride back. Hope you don't mind. I am normally muttering about getting no material but to have two stories from the same ride is great – Thanks guys. Editor

Bonneville

CHILDERS RALLY 2008 by Dale Kennedy

After a rainy Saturday the afternoon cleared up so a short fun ride was held thru the back roads to a local land mark the name of the hotel escapes me at present but it sound similar to worm tablets.



The Sunday was a glorious day and with the line up of bikes for the judging of the best bike there [which was won by a beautiful little 1930s Sunbeam].

The ride on Sunday for the Rally was on the back roads in that area and was quite exhilarating also the scenery is just tremendous and I can recommend the rally to everybody. Needless to say the Mackay boys didn't win anything but a good time

was had by all as can be see by the round table conference.




This rally is held annually by the Burnett Branch of the Historical Motorcycle Club of Queensland and provides an opportunity for those outside the south east corner to attend a HMCCQ rally without travelling the otherwise long distances to get into the south east corner. Of course the other HMCCQ rallies in the area are the Gladstone and

Rockhampton rally held on alternative years during the Queens Birthday long weekend in June. This year (2008) it is the turn of the HMCCQ Gladstone Area to hold the QB Rally. Quite a number of riders from Mackay attend these rallies as a rule, and they usually don't disappoint.

TRIUMPH

The February meeting presented discussion regarding "Tommy's Trophy" awarded at the Bike Show. A number of people asked what it was all about. Tommy Mullins was one of the early members of the Club who was a very hard worker. He was always willing to participate in all the bike shows and any working bee the Club had going. At the early Bike Shows, Tommy would always be at the entrance gate collecting entrance money. Unfortunately Tommy had marital problems, the biggest one being that he was refused access to his children. This obviously played on his mind with tragic results. Keith Sander

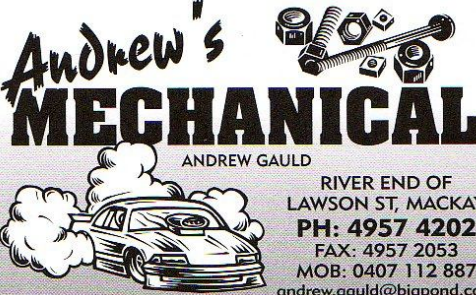
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The member's thoughts are with Ross Gordon recovering from serious surgery and ongoing treatment – **GET WELL AND BACK ON THE BIKE SOON ROSS.**