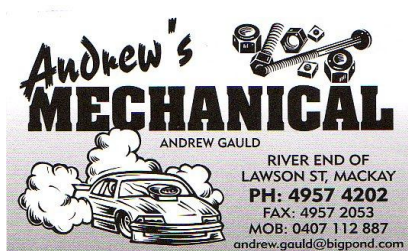


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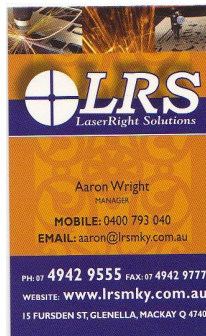
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Riding Rules:-

- If a ride is cancelled due to weather or other reason, the same ride will take place the following weekend
- If you want to find out about a ride, call Jerry Dempsey direct
- A decision to abandon a ride will be made by 8.00am that day
- The 2nd rider will stop at the corner and direct others before becoming the 2nd back rider.
- A person will be designated leader and permanent back marker for each ride.

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

May/June08



TAPPET RATTLE

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

Made in England

Editors Ravings

Hi there members. I trust you all had a good break over the spate of public holidays we have just finished. The last meeting was a bit skinny with 26 members on the ride at Esk. We heard a few rumours regarding a get off or two and perhaps a little unreliability here and there. I look forward to the stories from this rally.. At the last meeting it was reported that the club has now 70 members. What a great effort, and even better, almost half go to the meetings and a third went to Esk. I have been involved in Clubs that have almost as many members but the bulk of the rides and club duties were done by the 'magnificent 7'. Well done everyone.

By the time you read this, the Ulysses AGM will be over in Townsville. I took the opportunity to go to the AGM as it was close to Mackay this year. I do have difficulty getting away from work sometimes so this was a great opportunity. Interesting things in the camp area included a nice Egli-Godet Vincent, a Royal Enfield, an M20 and B33 BSA. I have never seen such an array or trailers or camping equipment ever in my life. Some camper trailers (usually pulled by large tourers seemed to have everything that opens and shuts. Then there were the minimalists with a small one person tent and not much else. It was all there that was for sure. Got to test ride quite a few new bikes as well, which were divided into the good (Anything Italian or Triumph) the bad (some Jap "tourer" that should be had up for false advertising) and the ugly (Suzuki BKing) pretty much. It was important to note that whether gatherings of old or new bikes, the storytelling doesn't change. A great experience.

Keith Sander gave me a number of cartoons from the old magazine featuring some of the members and their antics. All I can say is the artist is very talented as there is no doubt who each person is. I will put them in the magazine from time to time for old times sake. The first one is fitting as it is Andy Rixon

"THREE POINT MEANDY RIXON" MAKING
IT IN FOR ANOTHER "COPY BOOK"
LANDING...



appearing to be preparing for a rather ragged dismount of his old BMW. The cartoon is great for me, as the BM is the exact one I ride from time to time. I bought it off Andy in 2003. If he did have a get off, he has hidden the scratches well. The look says it all. I actually caught up with Andy at the Ulysses AGM and he sends his regards to members past and present.

For Sale and Wanted

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

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

STOLEN From Mooloolah – 1968 BSA A65 Lightning. Blue in colour, matching numbers **A65LB8719**. Tank not chromed and had small Canada flags on sidecovers. Reward offered for information Mike Jacobson 0415 057293

THE GREAT HELMET DEBATE

There has been some very intense speculation at recent meetings regarding the interpretation of AS/NZS1698:2006 which relates to motorcycle helmets. Well, ask no more as here is the definitive answer. Standard 1698 states that each helmet shall be permanently and legibly marked with the following info:

Name of Manufacturer, Model designation, Size, Month and year of manufacture, the words "Vehicle user helmet, and 6 instructions to user. These include 1 the shell construction, 2 what can cause damage, 3 no modifications, 4 fasten securely 5 if it has a severe blow, destroy and replace it and 6, if a visor is used it must comply with AS 1609 (my shortened version of the official words but you get the message).

There has been some angst amongst members that if the helmet does not have the sticker on the external shell, then it is illegal and you chance a fine. This is **NOT CORRECT**. The sticker is how **SOME** manufacturers choose to display the requirements. Others have the same information permanently displayed on the interior of the helmet, whilst others have some of the information on the inside and a sticker as well with the rest of the information. A quick check at the bike shop verifies that some new helmets do not have the sticker, but do have the info that complies with the Standard.

All 1698 says is that the markings can be easily read without removal of padding or any permanent part. So there you go, any of the above are permissible and you can use the helmet. This information has been verified by local Traffic Branch staff as the standard is in plain English and with no hidden meanings.

It is important to note that if there is a sticker on the outside and you feel the need to remove it, the words VOID will appear several times under where the sticker was removed and that renders the helmet illegal to use on the road. So even if you think your helmet is ever so much more enjoyable to look at without the stick, resist the temptation to remove it to see if VOID does appear – take my word for it, it will.

Cheers, Rowan

Bunya Rally 2008

On May Day long weekend 14 of our members rode in the Bunya Rally hosted by the Kingaroy Branch of the HMCCQ. Some of us stayed at the nearby Kumbia Hotel, the remainder camped at the Kumbia Showgrounds, race track, golf club. A very good utilisation of a venue. Day One, we did a run up and over the mountain, and back, with a short drink stop halfway. A winding scenic route and if you were able to look up.(the advantage of being a pillion) the Bunya pines looked spectacular.

Sunday, 47 bikes (I think) lined up and were flagged off 3 at a time at minute intervals. Morning tea was served at Kingaroy park. Sausage sizzle plus all the goodies these country folk are very apt at producing. Most of us were in at this checkpoint but missing were Dale Kennedy, Lloyd Dornbusch, Mick Bugeja, and Ian Skewes. Thought they must have found a pub but rumour went through the crowd some riders were down.

Seems with Dale in the lead, they were lost, up some gravel road somewhere. Dale finally woke up to the fact and did a u turn followed by all the sheep. Lloyd fell in some loose gravel and Mick in the attempt to miss him hit a mullock heap and skidded into a fence. A sore shoulder, grazed elbow and a very sore bottom and ankle resulted. Graham Townson also managed a fall on the first turn out from the start. We thought the run a bit short, all over by lunch time. Ian Skewes happened to state at presentation that "One day, a Mackay rider would 'jag' a win". Andrew Gould was placed 3rd in the time trial, and Ian's BSA Gold Star was presented the President's trophy for best presented bike. As stated previously, the run was over by lunch so a few of us decided to go back up the mountain.

Due to the fact that Mackay President didn't follow the 2nd bike 'stop at the corner' rule, we ended up in 2 different place. Keith on a narrow gravel road with no idea where we were, and Bob, Sao and Dale in another direction with Dale short on fuel. They all ended up in Dalby. We packed up camp on the Monday morning and moved to Esk, which is another story.

Val Pearce



Lost again????????????????????

Esk Run 2008

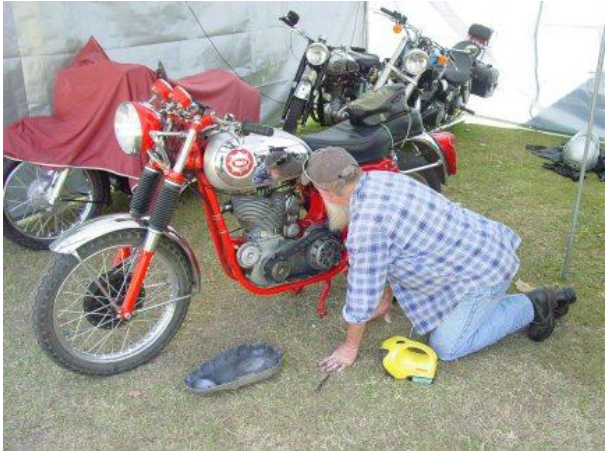
We were made most welcome at the Esk Caravan park with lots of the other residents checking out the bikes. The phrases "My Dad had one of these" or "I used to have one the same" became quite common in our time spent there.

There were 18 males and 6 wives in the camp. We were joined by Lloyd Dornbusch's brother Brian and another Toowoomba couple for a short while, Jeff and Julie. Three members of the Gatton Branch of HMCCQ joined in one run. Various days activities included rides to a Pioneer Park at Highfield, to see a mans incredible collection of all things old, a ride to Allan Smith's bike museum at Haigsleigh, an old pub at Mulgowie and a couple of rides around the Somerset Wivanhoe and Atkinson Dam. These visits were combined along the way with visits to bakeries. Kilcoy has a good one, ask Dale, and of course the inevitable pubs, whose doors are always open and welcoming.

Another day we set off to Malaney and Montville via a winding curved up, down mountain road. Most of us arrived at the top but, alas some bikes missing. Once again Dale had led some riders off on a goat track. A ride up Mt Glorious was a real test for old bikes. We agreed to stop at the lookout further up but Jerry missed turning and rode further up the mountain, turned and then missed us on his way back down.

GREAT TOUR
LEADER???????

There was all the usual maintenance problems, blown head gasket, magneto problems, leaking





Toowoomba Water Supply

fuel tanks, oil leaks and clutch problems amongst the other numerous troubles.

Evenings were spent around a camp fire with bottles of red and other beverages. One night even had an entertainer to go with the bottles of red. One very keen motorcyclist enthusiastic to join his club members left Mackay on Friday morning, rode to Esk that day, joined Saturday's ride and Sunday's ride before leaving for home again pm on Sunday. He had a plan to stay overnight on the way back. One keen Mann if you ask me.

We had a great week, beautiful days and very cold nights, lots of laughs and I's sure they will all front up again next year.

Val Pearce

“Excelsior”

Breakfast Ride 20 April 2008

“What is this, the last ride before the fuel runs out” was heard murmured around the Shell servo at 8am. No it was just the British Owners heading out for a great morning ride. Last count was 27 bikes and 38 people. Leaving the Shell just after 8am, it was down to Sandy Creek before heading west toward Homebush through Sunnyside. It was then on to Eton for a stop to regroup. Not much in the way of breakdowns or hold-ups, so it did not take long for the riders to all arrive. I spotted an old piece of furniture in a nearby shed and said it was lucky that Robyn was not around to see it. Ron said that that if Annette saw it, he had no idea how they would get it to Emerald. Too late, there goes Annette marching up the front stairs of the house. Luckily, the owners were looking after it for friends. Sighs of relief from Ron and we all headed off. The



ride through North Eton and onto Marian was wonderful. Fine weather, just the right temp etc etc. The bikes sounded great in the morning air. All too soon we arrived at the Walkerston pub for breakfast. The owners were a bit taken aback with the numbers of people in the group so there was some scurrying around finding more food. Anyway, the breakfast ended up good and the fellowship great. Most people started headed for home at about 10.45am which rounded out the ride to perfection.

