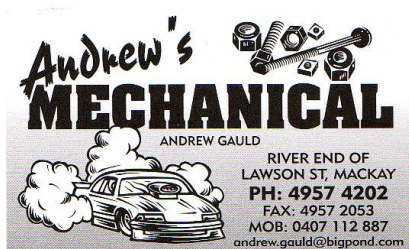


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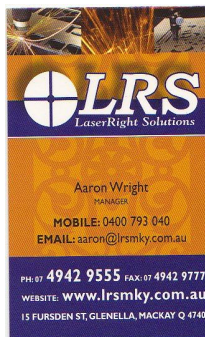
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The opinions contained in this journal are those of the Editor and/or Contributors and do not necessarily reflect the opinions of the Association or it's Members

July/August 08



TAPPET RATTLE

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

Made in England

Editors Ravings

Hello everyone, and welcome to the latest newsletter. Mackay's excuse for winter is just about over, and it is heading into perfect riding weather, so dust off those bikes and lets get onto the road. The Bike Show is over for another year, and with about 100 bikes exhibited, it was a raging success. Thank you to all those that assisting in organising and running the show and of course to the exhibitors as without you the show would be on.

Each edition of the magazine so far has been filled with stories from club activities and events, and some personal ramblings. The stories, I'm afraid to say have slowed to a trickle so have a think about doing something for the magazine and sending it to me. I can either collect at the meetings, email it to me, or leave it at work for me. I am open to any suggestions as to additional content. How about some stories about your restorations, why you ride a particular bike, or any technical tips. Can someone do a story and take some pics at the classic scrambles at Proserpine next weekend please. Of course, the Classifieds are a very popular read, so keep those things coming in as well. Lucky gets his face in this magazine twice, so get those articles coming if you don't want that to happen too often.

I have included a small story from the Daily Mercury dated October 26 (the rest of the page is cut off so year unknown. It features club member Nev Kay. I have included a picture and the headline story. The rest of the story is about only 9 motorcycles completing the trial. It must have been a ripper event. The main story did not scan well, but I will retype it for a future edition. Nev – can you let me know the year please.

Anyway, keep it tyre side down.
Rowan

TWENTY-FIVE IN WEEKEND TRIAL

TWENTY-FIVE entries have now been received for the motor cycle reliability trial to Rockhampton today.

First starters will leave the Drill Hall grounds about 6.30 a.m. and the rest will follow about an hour later. They will return tomorrow.

The trial is being sponsored by Mackay Motor Cycle Club. Entrants will spend the night at Rockhampton.

Final acceptances are:
250 cc Class: P. Curtis,

R. Curtin, D. Laird. 350 cc Class: G. Mountney, B. Thorpe. 500 cc Class: L. Barbat, M. Larkin, J. Vella, J. Bell, N. Holven, J. Larkin, N. Kay. F. Sliip, T. Scott, J. Dodd, Fredrickson, I. Trott, C. Etwell, J. Sherry, G. E. Gidding, R. Valena, R. Thorning, M. Keogh, W. Trevison, Chioppini.



For Sale and Wanted

For sale 1953 BSA Golden Flash Absolutely Immaculate \$10,000
1954 Matchless G9 Twin 4 miles since rebuild \$10,000
1961 Velocette Venom Clubman. Electric Start conversion
A1 condition \$21,000
To view any or all of these magnificent motorcycles call
Lloyd Dornbusch on 49593452.

Wanted:- Left engine sidecover and any electric start gear (starter motor, sprockets/jackshaft, etc) for **Ducati Darmah** **Call Rowan on 0419 775006**

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

For Sale:-BSA C15 parts – 1 x complete motor and heaps of engine/gearbox bits. No cycle parts. **Contact Steve Ruffle on 0438 765589**

Wanted:- 'Breadbox' fuel tank for Triumph Trident. **Call Rowan on 0419 775006.**

For Sale:- 1971 Triumph Daytona. Excellent original condition. A genuine barn find – been stored for past 8 years.\$5,000. Was on display at Bike Show.
Phone 0427 583326 or 49 555691.

For Sale, Matchless Super Clubman G9, 1955, 500cc.

The bike is in excellent condition and has done about 2,500 miles since restoration. It has a new monoblock carb fitted and is on Qld concessional rego till 3-09. Price \$6,000. For any further info contact the owner, **Gary Robertson on 41242016** Contact Rowan Bond for pics of this beauty.

Clue for finding parts – BRITISH MOTORCYCLE SPARES

At the July Meeting, a catalogue of parts for British, Indian and Harley WLA parts was handed around. What impressed most members was the extensive listings and the prices which were very reasonable for most part. The Club has a copy of the catalogue, or please contact Todd Jeanneret of BRITISH MOTORCYCLE SPARES on 02 49845656 or 0438 695356.

Email britmotorcyclespares@hotmail.com. The shop is at 1 Tanilba Road Mallabula NSW 2319. If you have had dealings with the business and can recommend or otherwise, please let your fellow members know.



Extract from "There's Some Bloody Funny People on the Road to Broken Hill."

Lucky Keiser, a self taught bush mechanic, cut two cylinders off a V12 Rolls Royce Merlin engine that came out of a World War II Mosquito Bomber and stuck it in a motorbike. Merlin the Monster is the result of three years and 2,500hours of hard yakka because Lucky wanted the biggest, noisiest, and most powerful motorcycle in the world. And he's got it!.

His obsession with speed and mechanical contraptions started when he was 11 when he pinched the engine out of his father's cement mixer and put it in a pram. On his first test tun, a speed cop booked him for being an unlicensed driver and having an unregistered and uninsured vehicle. Undaunted, he turned out several motorised billycarts in the next few years and followed that up by fitting a Harley Davidson motorcycle engine in his pushbike. Then he squeezed a Norton 500cc engine into a minibike so he could burn off the other kids on the block. But all this pales into insignificance compared with his latest piece of off-beat engineering.

"I did a lot of hard thinking, dreaming and designing to get Merlin the Monster right" he said. "I've devoted all my time to it because the knockers said it could not be done and I wanted to prove them bloody wrong"

One of Lucky's friends bought the bomber for a few dollars at a clearing sale just

up the road at Narromine. It

had been covered in grass in a paddock for 40 years and the weather had knocked it around pretty well, but he salvaged all the parts needed.

He cut off the two best cylinders, then spent hundreds of hours machining and balancing the engine parts on an old lathe and



making the frame. He used a Holden gearbox and clutch, which the powerful engine destroys every couple of runs, and added a supercharger and nitrous oxide injector for good measure. The power the bike churns out is anybody's

guess, but estimates put it around 300kw (400hp), four or five times more than the average family sedan.

Lucky uses a Douglas DC3 aerostarter to get the thing going. When the huge engine fires, the ground shakes, dogs, cats and horses flee and everyone for kilometres around knows Lucky is going for a burn. Kids with fingers stuck in their ears appear from everywhere to gaze in disbelief at the gleaming black machine. Lucky thinks it will be a long time before someone makes a bigger, more powerful bike. He expects any challenge to his supremacy to come from the Yanks. "If they do build one, I want to meet the guy, who does it so I can shake his hand because I know the headaches and the heartache it took to make mine"

Soon to be released – the next instalment. Lucky's streamliner.

HISTORY OF THIS CLUB From Chris Percy

To the best of my knowledge the following is the history of our club. I am sure I will miss some people as I slip through this quick coverage, so please bear with me and feel free to add anything I may miss. On the 28th August 1979, Fred Field, Shelly Field, Brian Payne, Phil Daise, Paul Mackenzie and John Langley formed the BMOA of Mackay.

The following meeting saw the inclusion of Mick Bater, Alan (Mary) Millington and Dave (Pretty Boy) Samuels. From there, the club was well on its way and over the next 21 years saw our membership build and dwindle only to build again to a membership of what we have today. Quality, not quantity in membership was the order of the day and I personally think that rule has paid off in the end.

Through the years, the Club has initiated many functions that have raised money for many charities around Mackay. Obviously the Bike Show stands out to be the most successful, beginning in 1984. Our club was the first Club to present a full motorcycle Show catering for all makes of motorcycles to the public in Queensland.

The Coppabella Cricket matches were held over the Queens Birthday weekend at Coppabella Oval and a trophy was contested for between the Central Tourists, ourselves and the black tee shirt boys. From the money raised, equipment was purchased for Coppabella ambulance. The matches continued for quite a few years with the last one finishing up at the Nebo Rodeo Ground. We even had a fellow by the name of Chris Nelson from Vic who would come up every year not so much for the cricket but the debating on Saturday night.

In partnership with the Touring Club we held the first Retreat Rally that still continues today. The Castrol Six Hour Sunday was popular. Our Club would hire the biggest TV we could find, buy a heap of steak and beer and invite anyone and everyone to come and join in. For a few years, our rock and roll nights at the Northern Beaches Community Centre were a popular annual

event with Fats Thommo providing the entertainment. The annual runs Lakeside although not an official club function definitely went down in history not only for the participants but the poor buggers that didn't go and had to listen to the re-enactments over and over again.

The runs to Bowen and St Lawrence are still a priority on our calendar although the first down south was to Lotus Creek on the inland road. No group has been able to break the record of the Bowen trip of 1990, that took 6 hours with 80% of the bikes having to be push started at some stage. The first Townsville Bike Show saw our Club take the best Club trophy as well as a swag of individual trophies.

There are so many memories that I could reminisce on and the characters that we have had the pleasure of having as members. I will skim across a few:-

Arab, Swampy, Sandwiches in Bin, Tom Mullins, Trip around Aust drip nose. Paul Freeman from Flaggy Rock who very seldom missed a meeting would arrive with a pocket of fuses because his fuses always use to blow when he got over 90mph. Paul Mackenzie's ride home from Yeppoon when he held his Bonny on the magic ton from Marlborough to Koumala only to hole a piston. (Could have had something to do with his brother on the back on a stinking hot day) Keith Messenger, Les Allan, Graham Proctor, Lance Blundon, Dave Samuels, Ross (HaveAchat) Heathwood. Well that's a short ride down memory lane. I'm sure I've missed heaps and that's where you lot get a go.

Footnote:- In either late 1978 or early 1979, Keith Sander and Jim Schiabrowski put an advert in the Daily Mercury for a meeting at Jim's place for anybody interested in forming a British owners club. The only takers at the meeting were Jim and Keith. Keith Sander.

What are those tools REALLY used for (Part 2):-

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake drum you're trying to get the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."

2008 Mackay All Bike Show.

The 2008 All Bike Show is over for another year, and what a great show it was. There was plenty of variety of bikes and something for everyone. Members were aware that people travelled long distances (ie from Sunshine Coast) just to attend the Show. It was very timely that last year's show was featured in the Old Bike which came out last month. That gave great exposure to this year's event.



Elsewhere in this issue are a number of pictures of some of the bikes featured in the Show, however, how could you go past this picture. Where else but Mackay Bike Show can you have a look at some really top class restorations, have a feed or a drink, and also try your hand at catching a fish or crab. The Judges had a really tough time with

the various categories for the Show. Here are a list of the final results:-

Best Pre-1942	1925 Douglas TS	Bob Inkson
Best Pre 1970	1956 AJS Model 30	Charlie Muscat
Best Post 1970	Yamaha RZ500 Roberts Replica	Terry Phillips
Best Custom	1992 Harley Davidson Sportster	Rebecca Donaldson
Best Competition	Kawasaki Drag Bike	Dan and Neil Rabnott
Best Paint	1992 Harley Davidson Sportster	Rebecca Donaldson
Best Oriental	1972 Honda CB750	Phil DeKnock
Best European	1972 Ducati GT750	Bob and Jenny Dumma
Best British	Norton 850 Commando	Doug Reid
Best American	1999 Harley Davidson	Michael Donaldson
Best three wheeler	2000 Honda Valkyrie trike	Lyn Jones
Tommie's Choice	2004 Triumph Bonneville	Andy Mann
Bike of the Show	Yamaha RZ500 Roberts Replica	Terry Phillips
People's Choice	1982 Ducati 900SS	Bob and Jenny Dumma

Congratulations to all the winners and to all entrants for the fantastic standard of restoration and presentation.

Puzzle time:- *The picture on the left show an oil leak from one of the bikes featured in the pictorial page. The picture has been enhanced to remove the oil leak, but I thought I would save this one for further embarrassment in the future. Can you guess which bike was having a small haemorrhage on the day???????*

