

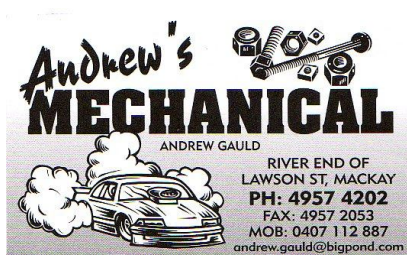
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This Journal is produced six times per year, and distributed at the 'even number' meetings. Contributions for the journal should reach the Editor no later than the **25th of the month prior to the distribution meeting.**

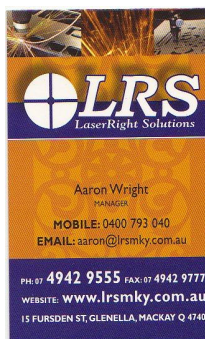
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Jan-Feb 09



TAPPET
RATTLE

Official Journal of the
British Motorcycle Owners Association Incorporated of Mackay

Made in England

Editors Ravings

Rowan Bond - Editor

Welcome to 2009 – it is hard to believe that we are in our second month already. Can you believe what a great day the Christmas Party was. Congratulations to all that had a hand in organising, or assisting on the day. You all made it very special for everyone who attended. At the January meeting, an Aussie challenge for the sidecar racing at the Isle of Man TT was discussed. Apparently a Darryl Rayner is trying to get there this year and has requested financial assistance from clubs around Australia. BMOA voted to put in a few bob to help him so it will be a thrill to see the familiar Club sticker adorning a sidecar at the IoMTT. It is also good to put something back into the sport as well.

Please don't forget that, if you haven't paid your club subs by this meeting (Feb) then you are unfinancial. The club relies on your subs to continue to exist and provide the great range of activities we almost take for granted. There are not many who haven't paid, and you know who you are.

One of the big thrills this year will be the 30th Anniversary celebrations in August. Please see the rust bin in other parts of the magazine for things that are wanted for the 30th birthday party. Please dig up your old photos of club activities, and any anecdotes you may think of from the past. There are plenty of them I know. On another note, Dale has organised a swap meeting for the past 2 years and support from members has been underwhelming to say the least. There appears to be no shortage of crowd expecting to see some bikes, bits and bargains. It will be held later in the year and the dates are being worked out. Please start thinking now about what YOU can take along to the swap meeting to make it a success. Mackay definitely needs something like this as we are all sick of travelling to Gatton and Malany etc to get the bits. Even Rocky has a very successful swap every August (with varying amounts of bike stuff I will admit) We have a rich cross section of bikes and interests here, so we should be able to put on a pearler. Please think seriously about this.

Don't forget to download the letter from the Dry Lakes Racers Australia and send to SA re their land speed record races. They are in danger of being scuppered over land use and rights issues. Details are contained in the Rust Bin section.

Also don't forget to send in articles for this Magazine. I cannot do it alone, and your articles have great interest to other members. If you are sending photos, can you restrict the size of the file to under 1 megabyte at the extreme. You only need pics of 150dpi and about 6x4ins to send. If you don't know what that means, you probably will give the articles and pics to me on paper and that is terrific as well. I wont be at the next meeting as my family bought me a ticket to the Top Gear show in Sydney – yes the English one. I cannot wait and will let you know how it goes when I get back. Until next time – cheers and have a good one.

THE RUST BIN

Wanted:- 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 1949-51 Matchless G80S. Full Rego Complete with spare motor and gearbox, saddlebags and helmet \$5,700 Call **Andrew** on **0407 112887**

WANTED - Old Photos or Club bikes or activities. Club wants to put them all together on a CD for members to celebrate the Club Anniversary in 2009.

Also – Do you know any ex members who have lost contact with the Club over the years. Please inform them of the 30th Anniversary celebrations and request them to contact the Secretary as we would like them to take part.

Wanted petrol tank for 1954/55 MSS 500 velocette

Also wanted old klaxon type horn,6 volt or manual type **Ph Andrew** **0407112887**

Wanted:- Complete rear wheel for BSA C15 – Must have the brake and sprocket on the same (left side) Preferable to have a 'mudcatcher' alloy rim if possible but not absolutely necessary. Also interested in early (70s) Yamaha dirt bike rear wheel. **Bob Inkson** **0418 728 273**

Wanted:- Your support for the Dry Lake Racers Australia. This group race on Lake Gardner in South Australia. Their racing (once per year) is dependent upon many things including weather. Also they depend upon the support and permission of the traditional indigenous owner. There are some issues regarding this approval, and the DLRA are requesting your support in the form of a preformatted letter which will provide your support to the relevant Minister in the SA parliament. Please use only the preformatted letter that can be downloaded from <http://www.dlra.org.au/letter-to-the-minister.htm>. Just download the letter, insert your address and name to the letter and email to the address on the above page. Your support will support our fellow club member and DLRA racer Lucki Keizer.

Wanted:- The three members who have not paid their subscriptions for the 08-09 year to pay before the February meeting or you WILL BE UNFINANCIAL.

Roadside repairs

by Rowan Bond

Just having a read of Bernie's Ducati having a little sulk at the Pinnacle Pub reminded me of the many times bikes of elderly or lets say dubious reliability have to be worked on at the side of the road. I remember one instance very clearly. The Rocky Club was heading down to meet with the Bundy Club at Miriam Vale – around half way. Our old friend Herb Everett had his Vincent at the time, and it was usually a very reliable mount. We all headed down on the Saturday (cannot remember if I was on the Adler or the Matchless so must have an uneventful trip). Anyway, many lies were told around the camp fire before we all turned in. As was Herb's usual style, he arose early and had a bite to eat at the service station and then it was time to fuel up the Vinnie. Try and he might, the mighty Vincent was silent – it just refused point blank to start.

After many kicks out came the plugs which were dripping wet, and not a sign of spark. Checks of the high tension area, and points did not locate any dramas but it was soon noticed that the magneto was seized and the advance unit was uselessly spinning on the shaft. Auto Electrician Ken Alvey was not on the run so it was up to everyone to come up with the probable cause and effect some repairs. Out came the magneto, and after much tapping etc, the shaft and armature assembly was coaxed from the body. It was immediately obvious that the magneto suffered from varnishitis where the old varnish on the armature had liquefied in the heat and flung out into the body. Of course when it cooled down, it solidified again and gripped the armature rather solidly to the body. After much scraping and carrying on, the body was mostly varnish free, and the armature was cleaned up as best we could with petrol and rags before banging everything back together.

Now to time the beast. No sign of TDC gauges or rules etc as would be expected to time such a thoroughbred in the workshop. After hunting through plenty of toolboxes, a good hardwood stick down the plughole was used to find TDC and then a 3/8 UNF open ended spanner used to mark the approximate advance required. With the points set it was all back together. You would not believe it, but the Vinnie started after a couple of kicks and performed faultlessly for the remainder of the 180km back to Rockhampton. I believe that Herb got the magneto to Ken Alvey as soon as possible for a full rebuild, however it does show you that there is much that can be accomplished on the side of the road if you are willing to give it a go. Of course some bodesges are downright dangerous and should not be attempted, but a failing magneto will only leave you stranded so why not have a try.

Do you have any similar stories you would like to share in these pages. Just send them along as it may get someone else going one day.



Another one of the brilliant cartoons from the Keith Allwood archives. No prizes for guessing who this is – yes it is that well known member from the south, Bruce (Bart) Simpson.

FRONT NUMBER PLATES

*Why do we need to have front number plates and what useful purpose do they serve. If the motorcycle is travelling it is the rear plate that people try to read and if the machine is stationary, then it is easier to walk around and have a look. Take away this useless object. Save steel time and labour and provide a cleaner motorcycle. Another point, do we need such enormous letters on the plates. The Services are satisfied with quite small ones. If smaller letters were legalised, the letters could be fastened or painted directly onto the back mudguard. This would be particularly easy in the case of the new Sunbeam Signed T H Y BONSEY ***(Letter to the Editor - The Motor Cycle 11th December 1947)**. See they were bluing about front number plates over 60 years ago, and not a speed camera in sight then.*

February ride by Jerry Dempsey.

We met at the city gates at 8.30 for a 8.30 start but got away by about 8.45am. I believe we had approximately 16/18 Riders. We proceeded (was supposed to go to the Garget store for our first stop/ some refreshments) via , Habana, to Conningsby, then across to the River via The Nubia Rd towards Pleystowe then up Doyle's Road to The Marian Hamden Road and then on a loop road behind Marian (Roughest Road in the district) back onto the Deverux Creek Road that led us back to Mirani and then up the Eungella Road to Garget .However the group of about 18 riders was fairly spread out by this time and when the front runners 9 6) got to Garget (the store was closed) and it took no convincing that we should slip up to Pinnacle for a Pie.

Bernie Stevenson pulled a very unique trick at Pinnacle. When He was about to leave to go home for some reason he seemed to have a problem getting the Ducati Desmo going. After he had successfully got the majority of the member out of the Pub and gathered around the Duke (Like a mob of crows looking down the neck of a beer bottle offering heaps of useless advice) the Little 250 mysteriously fired into action with one kick and ran absolutely perfectly thereafter.(Good Trick Bernie)

After the refreshment stop at Pinnacle some of the group split off and returned home however the majority went back to Marian via Garget and doing the Mia Mia Loop Road and ended up stalled at the Marian Hotel.(getting past these pubs seems to be a problem) There was some dirt on this section that created some interest.

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