

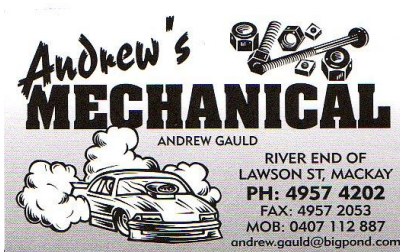
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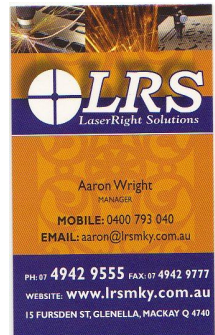
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Regalia

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-Apr 09



TAPPET
RATTLE

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

Made in England

Editors Ravings

Rowan Bond - Editor

Hi to you all. Well the weather gods have conspired to stop me attending the last meeting, but everything went well with Cyclone Hamish. I eventually got to the club hoping that some members would still be there, but the weather must have sacred everyone away. It is great that the rain has finally stayed away for a few days, so on Sunday I was able to take a couple of the bikes for a ride. It was a good feeling, but riding should be shared with like people. It is too selfish to ride alone. It appears that plenty of people had a great time at the Bowen run, unfortunately I had to go to Townsville. Due to work commitments I am having a tough time being involved at the moment, but am salving my conscience getting the magazine together. Many thanks to Jerry for putting the major contributions into this Magazine. Everyone, Please keep the articles rolling in.

It is with a deep regret that we mark the passing of Garth McBryde in Rockhampton on 25 February. He was just over 81 years old. Garth is well known to many of you as a former Mackay rider and competitor, and a superb clubman and mechanic. I count him as probably my closest friend for well over 30 years. We shared many great experiences, rides and memorable together and our families are very close. He was a great influence on not only me but also my sons as they grew up. His bikes were usually a bit tatty looking but were seldom anything but mechanically sound. He was capable of truly wonderful restorations of bikes as diverse as his round tank BSA, his beautiful 1911 BSA and a Indian Power Plus he was contracted to restore for an enthusiast in Townsville.

He was very proud of the fact that the 1911 BSA he lovingly restored was generally regarded as the oldest surviving BSA in the world. Garth had a tough time since a stroke in Sept 2000 and the past couple of years has seen him slipping frustratingly into dementia. I visited him a couple of weeks ago, and the frustration he felt regarding this was very visible. The funeral was a fitting tribute and with a fine lineup of bikes attending. It was quite fitting really, a huge gathering of Triumphs (not Garth's favourite marque, and only a couple of BSAs. He would have found that comically ironic I am sure. I am sure all our thoughts go with Faye, his children and his family.

Not much more to report at this point in time. Caught up with a heap of Rocky guys over the weekend and they asked that I remind you all of the Queens Birthday Rally. Being held in Rocky again this year, and arrangements are well and truly underway for another memorable ride and fellowship. Keep the June long weekend free for the pilgrimage.

Cheers and safe riding over Easter and beyond. Remember black side down always.

ROWAN

THE RUST BIN

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

For Sale 1957 BSA Golden Flash 650cc twin Plunger suspension model Beautiful restoration inc full mechanical **also 1954 Matchless G9 500cc twin** also fully restored inc mechanicals **Call Lloyd 49593452**

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**

This Picture was taken on the Thursday before Hamish headed down the coast. Is this Lucky on his way to the dry lakes for a ride, or was it he who seeded the clouds. Certainly looks like it was headed in the right direction



BMOA Bowen Ride 2009 .

The yearly Bowen Overnight Ride was held on the weekend of the 14th and 15th of March.

The ride started with the usual gathering of members at the Shell City Gates Service Station. There were 16 riders with the additional support of James Duffy running the support/drinks vehicle for the club.

The Attendees were, Andy Mann, Ken & Robbie Ussher, Lloyd Dornbush, Max Anzolin, Lloyd Harmsworth, Mark Botehfur, Bob Inkson, Steve Lindores, Bruce Hurren, Kingsley Honan, Alan Crane, Gerry Dempsey, Phil Deknock, Alan Brittnell, Maurie Price, Joyce Sixsmith.

The ride got underway by approximately 9.30 am and so that there would be no confusion as to where we were supposed to be going on this ride and that so that nobody could be robbed of further demerit points our Club Ride Controller "Andy" led the way as we headed for the "Junction Servo" at Nebo as our first stop. There we were joined by four additional riders from Moranbah, who had been invited to join the ride by one of our club members.

From Nebo we headed to Glenden but unfortunately couldn't make the distance and had to stop at the Lake Elphinstone Turn off to relieve James of some of the load that he had on the back of his Support Truck. Once his load was lightened we then proceeded to Glenden for a refuelling stop and a counter lunch at the Glenden Workers Club.

After Lunch we headed out again on the Collinsville leg of the trip which took us via Newlands Mine Access Road to the Collinsville Mount Coolan Road. To ensure that no one lost any demerit points or got



lost this far from home we made sure that the 2nd at the corner rule was enacted. Ken Ussher was first to stop and then Gerry Dempsey took over and was then accompanied by Bob Inkson. As Bob needed an excuse for a smoke. The gap back to the Support Vehicle was pretty long as one of the Moranbah riders was in the novice category and as they were part of the ride James elected to follow them in case there was any need for support. While we were waiting for James to arrive we were confronted by two additional BMOA riders with Dale Kennedy and Tim Lucy turning up unexpectedly. Some would say that Dale just had to come so that

no could talk about him but the real reason was that He just wanted to “Ring the Neck” of his new Ducati. This He certainly did on the way into Collinsville as He left Tim, Bob & Gerry in his wake.

Once we got to Collinsville there was a quick relief stop at a local park and once again James was relieved of some of the load on his support truck. with this out of the way we headed on into Bowen arriving at The Queens Beach Hotel Motel at approximately

4.30pm. with everyone booked in the next thing was to relieve James of the remaining load on his vehicle, This was quite easily done and then most members adjourned to the hotel for further refreshment and some light entertainment over dinner by Phil Deknock.



Sunday morning saw nearly everyone fronting over for breakfast except at

7am except for a few that couldn't find their beds until around 2 am that morning. After much discussion about which entrance we would use at the Proserpine BP Servo, We departed Bowen at 9am and headed for the Proserpine BP Service Station. From there it was onto Mackay via the Leap Hotel with most; let's say some of the members being home to the welcoming arms of the loved ones by around lunch time.

Special mention should be made of the two Triumphs of Steve Lindores and Mark Botehfur that performed exceptionally well the whole weekend as they were the only 2 Classics on this run and they stood the pace without any problems.

The only mechanical problem for the weekend was when a bolt came out of Gerry's left hand front indicator and hit his neighbour Lloyd in the foot. This was quickly refuted by Kingsley as somewhere along the way He ended up with a cracked Headlight and was trying to get Gerry to pay for it.

All in all an excellent Bike Ride to Bowen and back and a good time was had by everyone and it surly will be on again next year.

Reported by

Gerry D

THE SOLUTION TO SOME RIDERS PROBLEMS

By Anon

When I saw it I thought Ummmmmmmm. That would be the answer to the "Walkerston Connections" problem of staying upright that they endured while on the Esk rides late last year. I am sure that the Motorcycle Experience and Engineering and Manufacturing Expertise that exists between 71 & 73 McColl St Walkerston and Trojan Court Mackay could come up with the goods and between themselves settle the argument as to "Who is going to be the Test Rider" to ensure that it works successfully.



It actually makes you wonder what they were thinking calling some poor motorcycle a Dayun. Obviously a Chinese copy of a Honda of about 125cc. The handling would be interesting to say the least, but it is interested to note that the right wheel has more toe in than the left. This is obviously a carefully thought out engineering masterpiece and is all to do with compensating for the camber of the roads in that part of the world. It is definitely not just a shonky alignment job.



Dry Lake Racing at Lake Gairdner

There was a goodly contingent of Mackay bikes roaring down Lake Gairdner in South Australia earlier this month. As you know, Lucky Kaiser had his streamliner tuned to the max, and sporting a generously proportioned BMOA sticker on the side as he ventured south. Lucky reports that after an uneventful trip, they arrived only to receive the 2 ins of rain that the Lake receives per year on the day before racing was due to start. Scratch a couple of days there. The meeting was reduced from 5 days to 2.5 days and only about 3 miles of salt lake was suitable for racing and trials. This year was meant to be a shake down run for the streamliner and thankfully there was

enough runs to indicate the bike is good power wise, handles superbly and certainly looks the business.



One qualifying run was allowed and

showed up no issues. The next run was a high speed run, and after backing off at about 180mph, Lucky was informed he broke the beams at 136.467mph. Enough to get a record in the S-G 1000 class at this stage. With no real issues to be found with the whole package, he lined up for another run next time. Unfortunately some mischief was had in the clutch when taking off (would that be launching) and that was it for the run. Lucky had a spare motor, but the meeting was abandoned at 10am on Friday due to the conditions. BUT look out next year.

Also making the trip from Mackay was Keith Allwood who rode his Corish Ariel to a creditable 107.168mph and Mark Burrows, who got his Side valve BSA up to 77.532mph during the meet. It is a pity the rain came in and did not do wonders for the track conditions for the week. Better luck next time gents. We cannot wait for the next tilt at the record books.