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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

### Regalia

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

May-June 09



TAPPET  
RATTLE

Official Journal of the  
British Motorcycle Owners Association Incorporated of Mackay

*Made in England*

## **Editors Ravings**

**Rowan Bond – Editor**

At the May meeting, members saw the great t-shirt sent to the Club from Team Scruff – the sidecar team that is going for glory at the IoM TT this year. Bernie and Keith tell us it is a really professional outfit and have a very fast outfit. Our Club is providing some financial sponsorship to assist this team, so all the best guys – go for glory for the Aussies.

With the 30<sup>th</sup> Anniversary of the Club only just around the corner, it was great to see Bert Pulman from the Mackay Touring Club tell us of their 30<sup>th</sup> last week. Riders were treated with a Friday social get together, ride on Saturday and a longer tour (to Gold Coast and Northern NSW) for the rest of the week. Great going to one of our sister clubs – 30 years young. A number of our members went on the annual long ride this year to Cooktown. At the May meeting, Bob treated us with tales (some out of school) of the memorable run. The Lynd ride sounds like a bit of an event, dodging ore carrying road trains, and Craney was mentioned on a number of occasions. A great time was had by all apparently.

A couple of members also attended the Childers Rally at Easter. The Rally is annually hosted by the Burnett Branch of the HMCCQ, and as usual was a great weekend. So many like minded people all together certainly makes our sport very worthwhile.

I won't be at the June meeting unfortunately. I have finished swanning around Rockhampton and will be travelling to Perth on a holiday. I intend to look up as many of the participants of the Wheels West rally I attended there in 1987. Looking forward to that. It will also mean that I will miss the Queens Birthday rally being held in Rockhampton, the first I have missed since its inception in 1986. I know many members make the pilgrimage, and I wish you all a safe journey there and enjoy the hospitality of the Rockhampton Club.

Anyway, see you all when I return from Perth and keep the black side down.

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**

**For Sale:- 1994 Yamaha Virago** 14,500km and in very good condition. Reconditioned Brakes \$3,000 ono **0427 573083**

**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.**

**For Sale:- Suit BSA Twin** New Chrome front mudguard and rear damper units. Also Fuel tank for pre unit BSA twin (slightly dented). **Call Paul on 49593450 or 0407125817**

**Wanted:- Norton ES2 camshafts urgently required.**  
**Call Bernie 0418 776640**

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



# Pukekohe – New Zealand

By Keith & Val Pearce  
Bernie & Bev Stevenson

Been watching Border Patrol lately? Seems a well known club member tried smuggling a tent in his suitcase to New Zealand. Apparently Customs weren't impressed and he was very "lucky" to be allowed in. He couldn't see what the fuss was about and why Customs confiscated his tent as it was still in its original packing with price tag and never been used. He was just one of a large group of local British Club members and family, including a contingent from Emerald, who invaded Pukekohe Raceway for the 30<sup>th</sup> annual classic motorcycle festival in February.

This meet is well known for the huge rollup of racing motorcycles of all makes and ages from vintage and pre-war to post classic, including an 1927 AJS, 1927 Brough



Superior, 1975 model Harley, 1975 Windle Replica sidecar powered by a



Norton Commando, Moto Guzzis', Benellis' and more Nortons', Matchless's' and AJSs' than you poke a stick at, and plenty of Triumphs' and a few lovely Ducatis'. Who was the club member who couldn't resist buying another BSA to add to his collection? Even the caravans that are rented out to participants are classic. Conditions at the track were very hot so some of our enterprising members

purchased a tarpaulin plus all the gear and erected a make-shift shade area to view the track from, complete with, you guessed it, eskys (chilli bins – kiwi

speak), ice and tinnies. Some of us hired camper vans, camped at the track and attended a dinner there on the Saturday night where guest speakers were Kevin Schwantz, Dave Croxford and Rod Tingate, all of whom had some very interesting stories to tell.

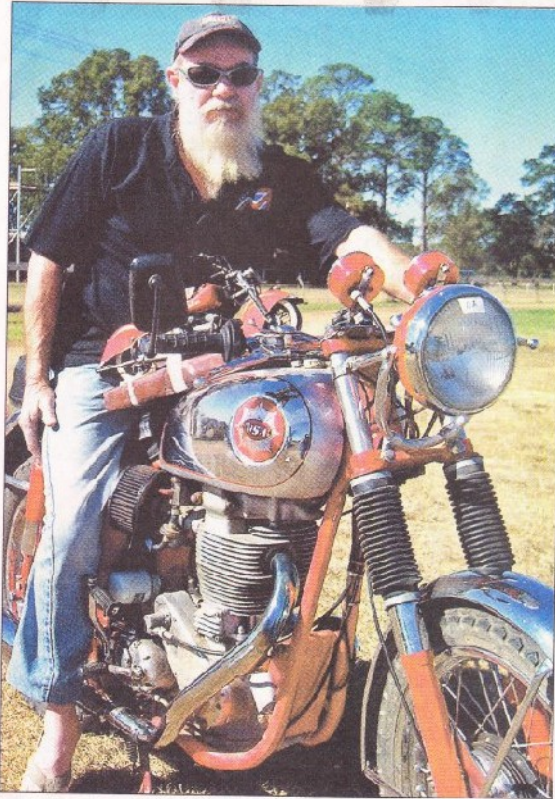


It was a fantastic weekend of classic racing and would highly recommend a trip to New Zealand just to partake in the atmosphere, the pits, the racing and the people. Sunday morning we were entertained by a camp neighbour playing the bagpipes. You can also incorporate a holiday and sight-see their magnificent country. Hiring a camper van is the way to go.

**Below is Jim Scaysbrook of Old Bike Magazine fame riding the famous Britten**



# Fastest Indians in town



Ian Skuse won the President's Trophy with his 1961 BSA Goldster.

If you thought you saw some old Indians on the back roads around Kumbia on the long weekend, you weren't imagining things.

The Historic Motorcycle Club of Queensland (Kingaroy) hosted the 25th anniversary Bunya Rally in the South Burnett area.

More than 50 motorcycles from 1915 to 1980 took part, including Indians, BSAs and Velocettes.

On Saturday the old bikes were tested in a timed event from Kumbia over the Bunya

Mountains and back again.

On Sunday they navigated the back roads from Kumbia to Woolroolin and then back via Crawford.

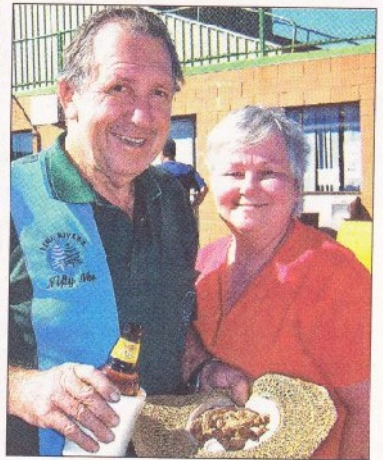
They enjoyed lunch at the Kumbia Racecourse catered for by local community groups.

The Bunya Rally committee was very pleased with the roll-up for the event which is held every year on the Labour Day long weekend.

Included amongst the visitors this year was a group of 15 from Mackay.



Andrew Gauld is pictured with father Ray's 1915 Indian. Andrew rode a 1954 MSS 500 Velocette.



Nev and Deanna Robertson from Bracken Ridge were impressed with the bountiful supply of Kingaroy peanuts at the rally. Nev rode a 1955 Matchless 500 Competition G80 while Deanna hitched a ride in the bus accompanying the riders.

Kingaroy Mail, Wednesday, May 14, 2008. Page 23

A newspaper article provided by Andrew Gauld. This may be the only way he gets his mug in the magazine so humour him please members. Thanks Andrew for sending it in.

## **BMOA “Emerald Mob” Member goes to the Dark Side**

Once upon a time there was this BMOA Emerald Mob Member (Jonsey ) who being a dedicated Classic Bike Rider even to the extent that He actually took out “The Peoples Choice Award” with his Royal Enfield at the Rockhampton Clubs Annual Weekend Awards the year before last. Apparently he has gone over to the dark side and bought a Harley Davidson Night Train.

Club Members should be warned the picture below now depict what can happen when you go to the dark side as those HD’s are apparently like Bucking Bulls.



Courtesy of an anonymous contributor – doncha hate it when someone sneaks a camera into a seniors moment.



## BMOA Northern Ride May 2009.

The planned "BMOA Northern Ride to Cooktown" consisting of 10.5 riders, ( Gerry Dempsey (Triumph America), Max Anzolin (BMW), Maurie Price (Spyda), Bob Inkson (Harley Davidson), Kingsley Honan (Triumph Bonneville T100), Alan Crane (Triumph Rocket), Lloyd Harmsworth (Triumph BonnevilleT100), Jim Schribrowski ( Suzuki V Storm 650 ) Lloyd Dornbusch (Honda VT1300 )& Garry Miller (Triumph Speedmaster), got underway on Saturday the 2<sup>nd</sup> of May leaving the Shell Northside at 8am with the first stop being Proserpine BP Servo for a leg stretch. The Next Stop was at the Caltex Roadhouse south of Bowen for a fuel stop and smoko break. We then ventured on to Ayr for a well earned lunch break.

After lunch we then rode north to the Giru to Woodstock turn off and headed to Woodstock. This road was one of the best rides as it passed through all types of picturesque countryside with some very good long sweeping corners and all the way it was fairly well inhabited. At Woodstock we were accompanied by John Mclean "Noah" a mate of Gerry's from Townsville who would accompany us through to Innot Hot Springs. After a very brief stop at Woodstock we then headed for Charters Towers but couldn't make it past the Mingle Pub for some refreshment. We eventually arrived in "The Towers" about 3.30pm and booked into the Waverly Hotel for the night. This newly renovated Hotel was quite suitable with rooms costing about \$25 each, and the meals were excellent at between \$15 to \$18 each.

Sunday morning saw us up and at it again leaving Charters Towers at 8am for the



ride "Up the Dreaded Lynd Highway" to Innot Hot Springs. On this ride there were 9 riders as Maurie & Lloyd D had elected to ride via the Townsville route. The "Dreaded Lynd Highway" did not turn out to be the horror stretch that had been previously communicated and in fact was a very enjoyable ride.

Gerry was running lead on the section to Blue Water Springs and 4 occasions had to take evasive action for some wildlife and in fact got so close to one Wallaroo in a cutting that Garry Miller reckons he clipped its tail. The First stop was a Blue Water Springs for a leg stretch then onto Greenvale for some petrol and a smoko break. To this point we had only encountered 2 Road

Trains carting cattle heading south. From Greenvale we headed to the Lynd Roadhouse for some lunch and then that afternoon onto Mt Garnet for a refuel and some refreshments at the Mt Garnet Hotel and then finally onto Innot Hot Springs. We encountered the most Ore Carrying Road Trains on the Lynd Junction to Mt Garnet section and they were quite easily coped with as there were very few "Drop off's" of the bitumen and the Road Train Operators were extremely courteous. I think all concerned would througherly recommend this ride again. The stay at the Hot Springs Motel was quite suitable costing about \$33 ea and Meals under \$20ea.



There was one member who was rather keen to take into account and use the healing qualities of the Hot Springs to help relieve a problem ankle that couldn't be cured with alcohol.

Monday morning saw us leave Innot Hot Springs at 7am and head over to Ravenshoe for breakfast. After leaving Ravenshoe we headed across the Table lands to our prearranged e inclement weather and low clouds that are common to that area at that time of the morning. I must say there was some pretty steady riding going on as the road was quite twisty and slippery as it wound its way along the tablelands to Atherton. We arrived at Mareeba at approximately 9.30 am and Maurie & Lloyd were there waiting for us as they had come across from their overnight stay at Milla Milla.

From Mareeba with Maurice in the lead we headed to Cooktown with a refreshment stop at the Mount Carbine Pub and then on for a photo opportunity at "Bobs Lookout" where Max has a slight problem with some short legs and some oily bitumen. The next stop was Lakeland Downs Roadhouse for lunch and a refuel before the final run into Cooktown where we arrived at around 3pm and a little cooling assistance from the heavens. That night the skies really opened up and it blew like we had never experienced before. However after some discussion with the locals/the

publican we were told that the wind last night was mild and was going to get worse and it gets consistently strong in Cooktown for about 4 to 5 months of the year after the summer rains.



Tuesday was a lay day in Cooktown with most members wandering around the majority of the tourist sites in the town. Most did it on foot but a couple did it on their bikes an apparently one of blue and black bikes had a bit of the same problem that Max has encountered at Bob Lookout. In Cooktown we stayed at the Cooktown Hotel which is commonly called the “Top Pub”, the accommodation was 3 to a room by 2 and one room with 4 in it. It was quite reasonable priced at approximately \$33 per person per night and meals were around the \$20 mark. This was quiet acceptable apart from some perceived problems with room keys which was quickly cleared up by one person actually offering up everything he had in his possession including his pants to prove he was not in possession of the “Said Keys”. The only other problem was at about 1.15am on Wednesday morning when one of the locals was found to be wanting to enter two of our rooms and one person not getting to bed until 3.15pm due to the Backpackers Party on the front veranda.

We left Cooktown at 8am after a hearty breakfast at a local coffee shop and once most of the wildlife had hopefully removed it self from the main road. Our first stop this time was at the Palmer River Roadhouse for a refuel and then onto Mt Molloy and down the Rex Range onto the coast adjacent to Mossman and Port Douglas. From there we ventured through Cairns and onto Gordonvale for a refuel and lunch stop. At the lunch break there was much discussion about the use of wet weather gear as it appeared that we had been extremely lucky to this point and had not got too wet. A couple of

riders decided to put it on but the majority dident and within about 10 minutes of departing Gordonvale we were given the biggest drenching of the trip and this continued all the way to Cardwell. Having persevered with the wet riding all were relieve to arrive at Cardwell for our overnight stop and to be greeted by Denis Laydon who had ridden up from Mackay to join the ride and then to find out that the Hotel hadn't logged our accommodation and only had 3 rooms. As Gerry had emptied about 1litre of water per boot a couple of times on the section from Gordonvale to Cardwell and He and Lloyd Harmsworth has a service appointment in Townsville the next morning it was decided that they and Bob Inkson would continue on to Townsville and stay over with John McLean "Noah" who had been with us on the first leg of the ride.

Thursday was another lay day in Townsville with Gerry & Lloyd getting their bikes serviced and the majority of the remainder of the group coming down from Cardwell.

5 members stayed at Noah's place and 3 others stopped over in a hotel. While for one reason or another Garry Miller, Alan Crane and Kingsley Honan decided to push on home to Mackay.

Friday morning saw us leaving Townsville to meet up at the prearranged refuelling stop of Alligator Creek south of Townsville where the two groups again became one for the ride back to Mackay. We left Alligator Creek at about 8.30 and after a refuel and lunch break at the Caltex Roadhouse at Bowen and we arrived back in Mackay at about 3pm

The Northern Ride to Cooktown via the Bruce, Lynd & Kennedy Highways and back down the Bruce Highway to Mackay was a total success with us covering approximately 2340 Klms (depending on whose trip meter you read) in the week. The group of riders were all pretty good company however I think Distance, Wet weather and Time away were wearing a little thin in a couple of cases towards the end.

Special mention must go to John McLean "Noah" who provided overnight accommodation and organised Refreshments, Meals and Motor Vehicle transportation in Townsville for our members at no charge.

Reported by GerryD