

Sept_Oct 09



TAPPET
RATTLE

Official Journal of the
British Motorcycle Owners Association Incorporated of Mackay

Made in England

Editors Ravings

Rowan Bond – Editor

First of all, congratulations to the incoming executive for the 2009-2010 financial year. There appears to be some swapped portfolios more than anything, but they do a great job don't you think and their continued elevation is well deserved.

We have had some injuries in the club as a result of the weekend of the 5th Sept. Lloyd Dornbusch suffered painful and significant injuries to his left hand as a result of a nasty workshop accident involving an impact wrench. Lloyd sustained tendon and flesh damage when a welded socket broke up and the jagged bits got him in the back of the hand.

Also, Lloyd Harmsworth and Rita had a nasty fall off their beloved Triumph whilst trying to avoid an errant utility on the Homebush Road on the 5th during the Vietnam Vets Poker Run. Apparently they managed to avoid the ute with some skilful riding but lost control and went into a culvert. Rita sustained some very nasty facial injuries as a result and Lloyd did not come out unscathed either. Our thoughts and best wishes to the 3 of them for a speedy recovery from their injuries.

Many of you will remember Ken Alvey from the Rocky Club. He of the love of Ariel Square Fours. Ken passed away in Lismore a couple of weeks ago after a short illness. He had left Rockhampton in 2008 to return to his home town. Ken was an auto electrician of some note, with a commanding knowledge of magnetos and generators. Every one of my bikes has some of Kens work on it, and the maggys have never let me down. He worked at Dysart for quite a few years, and still worked on the mine starter motors and alternators into well into his '70s. He was a gentle person and great mate and will be fondly remembered by those who knew him.

There has been a bit of a reduction in articles coming for the magazine. I really have to thank Gerry Dempsey and Graham Townson for getting the St Lawrence run story and photos together at very short notice. Thanks fellas – It was looking desperate. If you have any interesting material, or want to write a story, please get it too me for publication. We had an abundant supply of stories for the first couple of magazines this year, but they have dried up particularly since the Bike Show. I do love putting the magazine together but do need a hand with some content. Don't be shy, I can do a bit of editing if needed. I am sure everyone would like the magazine to continue so have a go.

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 – Manx spec featherbed frame (no engine) which was built to take a Hinkley Bonneville engine / swinging arm. Would make a very unusual / nice modern Triton \$2000 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:- 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-AJS 500 running condition contact **Bruce Read 49422481 / 0408779134**

Wanted – For 1928 Indian Scout. Flywheel assembly and crank cases, mudguards, front wheel, head and tail light. Urgently required **Call Graham on 0416 157 640.**

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

For sale by non member (SHED CLEAROUT)

1962 G9 500cc Matchless twin 99% Original runner

3 x 1949 Royal Enfield 350cc Bullets 1 complete runner and 2 in bits.

1967 BSA B40 x ex Army 100% Original runner

2 x BSA 350cc 1948-49 Singles 1 x 100%, 1 x 95% Both runners

C11G BSA 250cc 1948-49 4 sp Runner

1984 Kawasaki Z650 4 cylinder Rough condition

1 x Rabbit and 1 x Puch Scooter Both Rough condition

All prices neg - **Inquiries to Squizzy Tayler 07 34961149 (Maryborough area or 0428 113542.**

Wanted:- mudguard set for an Indian Chief. **Contact Allan Magann 0415 762626.**

30TH ANNIVERSARY RIDE AND DINNER

The dinner to celebrate the 30th anniversary of the BMOA Inc was held at the Aero Club on the night of the 22nd August 2009. What a great night. The meal was exceptional value, the drinks cold and free flowing and the company was sensational. I am not sure about some of the stories that were told, particularly about the apparent speed of BSAs compared with Nortons, but everyone is entitled to their opinions even if they are not that correct.

Seriously, the cutting of the cake by some of the foundation members was a real highlight and it was great to see some of the old faces once again. It was obviously a very proud moment for those members taking part.

Another highlight was the bestowing of life membership on member Bob Inkson. He has been a member of the executive of the club for a number of years, and has worked tirelessly as Secretary and other positions within the management committee. His appointment as life member was well received and deserved – CONGRATULATIONS BOB.



Also the day included a celebratory ride up the Pioneer Valley for a drink stop at the Pinnacle Pub. Over 30 bikes (counted at the pub) took part. The ride was certainly the long way to the destination with, travelling through



Dumbleton, Dow Creek and other far flung communities. There were no incidents that I was aware of, and all bikes made it to and from without incident. It was certainly great weather for a ride, and the party atmosphere of the anniversary run was evident. The attached picture was taken of some of the bikes on the run. It was the first run on the Ducati and I whinged when it ran out of fuel at 118km. A quick calculation

showed that the speedo had **kph** for indicated speed, but **miles** reading on the odometer and it was in fact 118 miles. Only the Italians could think that was a good idea. Teach me for riding an Italian bike on a British bike run – hey Jerry.

ST LAWRENCE RUN REPORT

The Annual Overnight St Lawrence (Keith Sanders Memorial Run) got underway from the Boomerang Hotel on Saturday Sept 19th at approx 12.30pm. Gerry D gave everyone a brief ride description with the planned stopping points(with Most people listening). There were 28 Riders involved and Brad Brown was driving The Back Up Vehicle which was supplied by Graham Townson with the camping equipment and the after ride nibblies.



All went well to the first stop which was at the Koomala Hotel where everyone arrived safely and Phil Deknock nearly had his immaculate Honda 4 turned into a Monocycle as a passing north bound fuel tanker for some reason decided to swap lanes as Phil was parking

his bike out in front of the hotel and very nearly took the front end off Phil's bike. The next stop was Camilla for a refuel and some more refreshments. and all was going great until Graham Townson who was changing a spark plug in his Triumph at the Servo looked up saw his Utility which was the support vehicle heading NORTH. This caused a bit of concern as not too many people were really interested as "Surly No One can get lost going ot St Lawrence!". anyway after a few frantic phone calls Andy Mann, Andrew Gauld & Mick Bugeja thought they better go and investigate and promptly dispatched themselves in a Northerly Direction looking for the Back Up Vehicle.

With them heading North and a fair bit of coaxing the remainder out of the Hotel we then headed south for our next stop at the Clearview Crab Pot. This leg caused a little bit of drama to the older bikes with some or maybe it was one of the bikes with "M" on the tank couldn't really handle the sustained high speed and the mid afternoon heat. anyway after nothing more than a bit of a "Stop & a Look around" they/it fired back into action with no apparent side effects. However there was one Trident that must have vaporised a bit when stopped at Clearview and caused its owner some concern as the "OI Bitch had never refused to fire before" Many of the more helpful and knowledgeable member suggested "Walk away and come back and it will be

ok", anyway after kicking the S - - T out of it checking the plugs and finding nothing it decided to fire up?? maybe the owner should have listened to the unwanted advice that was given earlier ??



After Clearview We headed to St Lawrence arriving at about 4.30pm still minus the "Lost Back Up Vehicle" and the Posse that was still out pursuing it. Members promptly started setting up camp and those stopping in the pub booked in, Refreshments were organised as was agreed at the last meeting and all members gathered to partake in some out the back in the "Big Shed " with the "One and Only" Rockhampton

Member that attended the run.

At approximately 5.30 pm the Posse turned up with the Back up Vehicle following with **most** of the camping equipment and minus one esky. Subsequently "Sao" Ron Kay had to make friends with someone who had pub accommodation and double up for a few hours as his Swag had become the property of some lucky passing motorist. With the arrival of the



Follow Up vehicle and the Nibblies the outside drinks went down very well and then everyone adjourned to the Hotel for dinner which to My knowledge no one had any problems this year with missing out of getting late meals. As usual there was great merriment and lots of Bull S - - T around the bar with most members (Those who had any brains) retiring for the night at or around 10.30pm . However as always there were a few who

ust didn't want to go horizontal and continued to play until well after midnight.and until the Juke Box was unplugged and they were unceremoniously ushered (with lots of noise and confusion) out of the hotel by the Publican. To the Utter Joy of those camping in the Shed the "Remnants Crew" decided to party on out there until somewhere around past 3am. thus the reason for Sao only needing some where to sleep for a few hours.

Sunday
morning saw
everyone up
and away
starting at about
6.30 am
heading for
Breakfast and a
refuel at
Camilla. There
were a few
stragglers but
everyone
eventually
turned up
without any
problems and



after being fed everyone departed for Mackay seeing most people back home before 11.30am.

The Ride was success and will be on the Calender next year. (If the Publican allows us back) and hopefully there will be a greater attendance from the Rockhampton Club.

Reported by GerryD

More what tools are really for:-

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last tightened 60 years ago by someone in Springfield, and rounds them off.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to cut hoses 1/2 inch too short.

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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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Regalia

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Club Machine Badge	\$25.00
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