

Nov-Dec 09

Official Journal of the
British Motorcycle Owners Association Incorporated of Mackay

TAPPET

RATTLE

Merry



CHRISTMAS!

Editors Ravings

Rowan Bond – Editor

How quickly did 2009 go. What an exceptional year for the Club and particularly with the 30th anniversary celebrations. It was good to see many of the old members returning for the dinner in August. I am sure that the next 30 years will be just as successful for the BMOA Inc and the ideals of the Club will remain. Please remember to have a go at some stories for the magazine. This year, I have received quite a few articles, mostly from Gerry Dempsey and Phil DeKnock. The reports have dried up significantly later in the year, which coincides with me being pretty busy as well. Can you please give some report writing a go to ensure the magazine continues. It doesn't matter if you do not consider yourself a writer as what has been provided to me is fine, and I have no problems giving it the once over if necessary. You all have great stories swimming around in your head from years of riding. How about sharing them with us all – a memorable ride, a difficult restoration or just a tip for making the job easier. Go too it.

More bad news on the club member crash front. On the 6-10-09 Gill Mills called to tell me that Christine was carted off to hospital after a woman did a U turn in front of her at Andergrove. Christine received some minor injuries that will lay her low for a while, but nothing too serious I'm happy to report. Unfortunately the Bonnie did not fare as well and Gill fears it is a write off. We join together to wish Christine a speedy recovery both in health and back on two wheels

Is anyone else a bit excited about the new Moto2 class in the world championship for 2010. I don't know if you have been following the gossip, but it is a class that is to replace the 2 stroke 250s next year. The basis of the class is the use of CBR600 4 cylinder 4 stroke engines with many modifications allowed. The exciting part for BMOA Inc is that there are a number of specialist frame makers entering into the fray including some famous British framers.

I don't know about you, but I reckon that the Pommies have had the handling front nailed for over 60 years and highlights include the Featherbed, the swinging arm BSA frame, and the efforts of Rickman, Spondon and Seeley to name but a few. Well a number of the British frame makers are entering their efforts in this class next year. The class should be exciting and I look forward to the British makers including Harris holding their own in what promises to be a very close and competitive racing class.

Please have a happy and safe Christmas and I look forward to seeing you all in the new year. Who knows what 2010 will bring for us all.

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 1961 Panther M120. 650cc single cylinder fitted with a very rare all aluminium Tilbrook sidecar. Disk Brake on sidecar. All colour matched and a beautiful restoration. Reliable family club bike **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 2005 Triumph Sprint ST blue in colour 3500km only. VGC
Phone Mick on 0428194102. \$10 500 ono.

Message from Ken Cullen

I extend a hearty thank you to Club Members involved on the day of my accident Andy, Bob and Max for organising the Ambulance and Helicopter and staying with me until they arrived. Special thank you to Paul Eyles (non member) who helped me at the time and after the accident. Thank you to those who visited me in Hospital and at home. My wife Gail would like to thank those who rang and enquired after my health and those who offered help. I am recovering slowly and I may be back on my bike by the time this is published. Thank you Regards Ken Cullen

Kinchant Dam Run aka "Where the *\$#@ are they?" Run

Words and Pics Bob Dumma

Sunday rolled around nice and fine with a good contingent turning up at the Shell City Gates for the "mystery ride" to Kinchant Dam for lunch. The "pathfinders" were duly enlightened as to the track to be followed and, as usual, ride rules were re-emphasised to cater for the slow bikes, site-seeing types, poor souls who hadn't paid due homage to the British bike gods before leaving and those prone to wandering off to places unknown when the internal GPS unit goes on the blink!

Track took us out to Erakala, back along the Pioneer River to Pleystowe Road and then along Doyles Road to the Marian-Hampden

intersection where fate intervened and our little group became

"disassociated" from the main group! Why? See above mentioned homage to Brit bike gods! It



appears Graham "T" failed in his early morning prayers and Trumpy started backfiring on one cylinder, much to the discomfort of local wildlife and following riders. A few plug changes later and the Meriden gods won leaving Graham to sadly limp home from Pleystowe Road.

This left our group well behind and when we hit the Marian-Hampden Road, NO second rider as per ride rules. Hmmm! Which way? Well, we enjoyed a leisurely ride up the Devereux Creek Road to the Mount Martin loop road and back to Mirani before spying some bikes outside the pub. You beauty, they are waiting for us but no, different mob. So we waited and waited. At least we had some entertainment from one of the locals with a horse and dray which managed to catastrophically fail right in front of us. Not bad for over 100 years old though.

Off to Marian Markets when some of the other group finally rode into town. We finally made it to Kinchant to find everyone there along with a few other bikers and a heap of campers. Lunch and a few drinks were had while settling the debate over what went wrong. I believe that "go up past Duffy' place" needs to have WHICH Duffy included in the directions to ensure the proper location. Contrary to popular belief, a certain well known connoisseur of back tracks, dirt roads and forestry trails was not to blame for this excursion! All in all, a good day's ride without having to worry about suicidal cane haulout operators lurking behind every headland.

Sarina Beach Breakfast Run

The Sarina Beach Breakfast run started rather promptly at 8am and there was around 23 bikes and riders (some pillions as well) fronted at the Shell. After the off, the ride went down through Rosella, across to Homebush and into the wilds at the back of Sarina. Didn't see anyone have any dramas on the ride, and I don't think that Dale got lost (see Kinchant Dam Run) at all during this ride. He arrived at the final destination at the same time as everyone else.

Anyway, after finally heading around the back of Sarina it was down to the Sarina Beach where Phil DeKnock was awaiting with utensils in hand. He (with some willing helpers) got straight into cooking up a storm and set about feeding the hungry mob. I reckon only Phil could turn eggs into an art form as this picture shows. Come to think of it, I am not sure that Phil was responsible for the eggs.



The members spent quite a bit of time having a yarn and having a feed and a cuppa before heading their various ways back to home.

It was a great way to spend a Sunday morning and the brekky runs certainly don't bugger up your day too much if you happen to be busy that weekend.



Seriously, though, a special thanks to Phil and the cooks and providers of the bits and pieces which made up a great breakfast with friends.

If you have any ideas for future club runs, don't keep them to yourself, as the calendar committee are keen to hear about your ideas for the 2010 run calendar.

Lake Elphingstone Overnight Run

Words and Pics Rowan Bond

There was a leisurely start to this annual and much loved ride commencing at 12 mid day. At the start were about 25 bikes with another 5 or so riders having to catch up due to being late for the startup. It did not take long to find the rest of the pack, who had managed to ride all the way from Nebo Road to Eton Hotel without a rest. Being a hot day, it was time to resupply parched throats and dehydrated bodies for a small time.

When that was over, off the throng went for a decent ride up the range relishing the corners as they came up. All too soon the top of the range was reached, and the riders got down to the enjoyment of riding company until the party stopped at the Retreat Pub. It was here that I decided to service the carbs on the R60 as it was a hopeless starter at home and at Eton.

Ramon provided the necessary tools as I had the full tool kit in the toolbox, but unable to find the key to get into it. (Still cannot find that damn key). Both carbs showed plenty of little logs and other red stuff which would not have helped the low speed



combustion process. That will teach me for scratching around at work that morning and not servicing the bike. Still it was great having a yarn and Ramon even shouted me a beer. How good is that.

Everyone was off toward Nebo except Bernie who had to return back to Mackay. At the Crossroads Servo, many availed themselves of fuel both for bike and rider. Some interesting ideas for afternoon tea came out of the shop. Once away again, we soon came across a dead Triumph but not too much serious, and plenty of friendly banter while it was being worked on. Next stop was at the usual creek crossing for a drink and some photos. Triumph reliability was cursed for a while but all in a good nature. Following the obligatory stop, it was on to the Lake itself,

Lake Elphingstone is truly an oasis in the middle of not much else. The mountains are quite spectacular, and the lake was really quite good despite a

very poor rainfall this year. The surrounds were really poor with all of the grass replaced with fine dust. There were quite a few people camping in the vicinity, but the Club found quite comfortable digs further down the track from the ablution blocks. Tents were erected and swags unrolled so the various camps (flash jobs right down to a groundsheet next to the bike were seen) came to life. Then it was all hands on deck getting the club tent erected ready



for nibblies, drinks and food preparation for the evening feast. After dinner was plenty of time to have a few drinks and a some valuable information exchanged. The banter went on into the night. Unfortunately due to a total fire ban, open fires were not allowed, so we had to be content with sitting around a solar powered garden light. Oh the ignominy of it all.

Next morning it was a hearty breakfast and then riders started heading off back to Mackay. Some stopped to have a look at little know attractions and introduce our German visitor, Coco to local culture. Most riders stopped off at the Nebo servo for fuel for some and food for others. It was then onto the Retreat Hotel for an inspection and drop Coco off. After that it looked like everyone chose a different route home, as everyone went every which way most arriving home by lunchtime.

It was a pity the surrounds of Lake Elphingstone was so dry, as the Lake had survived the dry season quite well. There were the usual gathering of grey nomads (besides us) and waterskiers, but everyone fitted around the water quite well. Some of the other users of the Lake obviously did not know about the fire ban or chose to ignore it.

The Lake Elphingstone Run has been on the BMOA Inc calendar for a number of years, and never loses its popularity. I would recommend it as a "must do" ride for all the members. Thanks to those who drove backup and attended to the catering – a great job all round.