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the Editor and/or
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or it's Members

Jan_Feb 10

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



TAPPET
RATTLE

Editors Ravings

Rowan Bond – Editor

Well – Christmas is long behind us and I trust that those under tree spaces were bulging with goodies for bikes and owners. It was a pretty laid back time for me having a couple of weeks off. Never did that before, but you could get used to the idea. Prior to Christmas break, many members took part in the Ulysses Toy Run. It was all a bit hot (especially on my back under the bike on a bitumen carpark changing a fuse). Otherwise the run was uneventful and very well attended by riders from the area. No idea how many were there but it looked a lot.

The following weekend was the Club Christmas party. What a great turn out both in terms of numbers and also the party itself. Many thanks to all those great people who contributed to organising and working on the day. Very good effort and enjoyed by all who attended. I was chuffed to win one of the major raffles – an AirHawk which will be handy for riding a few of my bikes.

The following weekend some of us were treated to witnessing the firing up of a Rolls Royce Merlin engine. After a couple of puffs and pants, the motor roared into life with all the ferocity of 12 cylinders firing out of a dozen foot long exhausts. It didn't actually sound too loud in the shed but that was until I went outside and realised that I couldn't hear much and ears were ringing. Is that oratory overload? Hearing came back shortly afterwards, but the memories will remain for quite a while. I understand that the motor cut down to 10 cylinders after I left due to an ignition problem of some sort. Never mind – it was worth it.

I am not much of a TV watcher but I stumbled across a Channel called Turbo Max on Austar Ch 634. It does feature some uninteresting content (to me anyway like American Chopper/Biker buildoff) but in the short time I have seen it there has been several history of motorcycle companies ie Suzuki, Bimora, MV Augusta etc, a feature on the Banbury Vintage bike run in the UK and the history of Bonneville (the salt lake racing, not the bike). There is some handy viewing coming up for those interested in things motorcycling. Also OneHD has been featuring interesting gear like the IoM TT races and replays of old GP races. It looks like finally motorcyclists are being looked after a bit more in TV land.

2010 is shaping up to be a busy year for BMOA Inc if you have a look at the calendar features. Try and support your Club by taking part in rides and organised events. That way we all can make 2010 the best yet.

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 1964 Matchless 650 CSR. Norton forks and wheels standard. Motor all new and disassembled for inspection. New exhausts and guards. You only need to paint and assemble for a great usable bike **Call Lloyd 49593452**

For Sale:- 1952 Triumph T100 500cc Alloy motor, sprung hub, new pistons, bearings, Exhausts/silencers and tyres. Not Running and;
1963 Matchless G80 500cc single Runner 2 new tyres. Needs Paint and;
1957 Sunbeam S8 Complete and totally original. Paintwork has been damaged in shipping and;
Ariel Red Hunter, Girder forks, Running but ready for major restoration
All of these bikes **Contact Spencer on 0437 189104**

For Sale Centre Stand for 2005 Triumph Bonneville. Fits all new Bonnies, Call Christine on 4954 0393

WANTED-AJS 500 running condition contact **Bruce Read 49422481 / 0408779134**

For sale 2005 Triumph Sprint ST blue in colour 3500km only. VGC
Phone Mick on 0428194102. \$10 500 ono.



M/S 12-90-02

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Some dates to remember for those with a whiff of Castrol R in the veins

- Easter, 2nd, 3rd, 4th, April, Barry Sheene **Festival of Speed** at Eastern Creek in Sydney. Bernie and I are already planning this one contesting both solo and sidecar.
- Lakeside Park, Brisbane. Round 3 of the Qld V NSW Interstate sidecar challenge. This meeting is generally run with classic cars and they put on some good racing
- I also hear through the grape vine that the Australian Historic Championships will be run at Phillip Island this year, will validate this once I have confirmation. *Kind regards, Keith Wood*

Rules of the Ride

At the recent January meeting there was some discussion regarding the apparent failure of the ride rules which the BMOA have long practiced. This can result in confusion and some harsh words. So there is no issue, I have been requested to outline the rules which should be followed whenever possible on a club ride. These are:-

- Each ride will have a designated ride leader and 'tail end charlie'
- The identity of both these people will be revealed at the riders briefing immediately preceding the ride.
- Unless special circumstances exist, neither the lead or tail end rider will change for the duration of the ride.
- The ride heads off following the ride leader. At corners, turns or significant changes of direction the rider **immediately behind the leader** will stop at the turn in a safe position that clearly indicates the direction the ride has taken.
- That rider will remain there until the rides 'tail end Charlie' appears and will rejoin the ride in from of that rider ie end up the second last rider until the next turn.
- At the next turn it all happens again.
- Note – it is permissible for the rider waiting at the turn to exchange with another rider. This is particularly true if you are riding a slower or older bike that will have trouble keeping up with the pack. So if you are on your 2009 Bonneville and see the stopped rider is on a 1950's single for instance, please stop and see if you can take over to allow that rider to rejoin the ride at his/her pace. Otherwise both that rider and tail end Charlie get further and further behind.
- See – lots of words for a fairly simple procedure.

Upcoming Events

There are a number of events in the first half of the year which should satisfy even the keenest long distance rider. Here is a taste of things to come:-

Mary River Valley Ride 5-12 May This ride backs onto the Bunya Rally held by the HMCCQ. There is enough time to travel to Gympie to start this one. The week is a 'hub' type ride with each day travelling to a different place.

Karumba Ride 8-14 May Simultaneously with above will be a ride to Karumba for a maximum of 12 participants. I believe that this event is fully subscribed at present but check with Gerry closer to the date for pull outs.

Greenmount Display 30 May. Yes, snuck this one in. 9am-3pm at the Homestead for those interested in displaying their bikes at the Open Day

Noccundra Race Day 22-29 September. For those who haven't heard of the place it is actually near Quilpie in far west Qld. The ride gets their via Longreach and Windorah. Big ride this one. The Races refer to the four legged variety by the way. See Jim Schibrowski for further details. Better get those Air Hawks out to give the bum a bit of a rest with all these long rides ahead. Great times to be had by all.

More Rust Bin

For Sale

1971 Triumph T120R 650cc Bonneville
1971 BSA A65 650cc Lightning.



Both Bike are Matching Numbers, Show Condition and both bikes are Trophy Winners. Regular Club Riders.

Contact Max Anzolin
Ph 4942-2834

New Year Ride

Just after New Year, got a call from Phil DeKnock organising a bit of a ride for anyone interested for the Sunday. There must have been quite a few calls made because when I arrived at the Shell, there were more than 15 bikes lined up ready to go. What a great turn out. Anyway, we all headed off toward Dumbleton and then



on to Conningsby where we met the highway. As I was on my own, I had decided to take the Ducati for a canter, which obviously unleashes the demons on a British Bike club ride. As I left the servo, Phil (and I) picked up a small but ominous noise in the motor. More of that later.

We headed up the highway and turned off at Kuttabul heading toward Mt Jukes. Tim's Ariel was in front of me and seemed to be singing its own song for it sounded very crisp and like a long stroke single should. It was a pleasure to follow for a while, then the corners of Mt Jukes beckoned. I think we all had a great time taking the corners – the air was clear, the road in good condition, and the company great.



We found our way through the rest of the road and onto the Seaforth Road, which of course also includes the little range you have to travel just past Yakapari and onto the flats. In short order, we all arrived in Seaforth just in time for a seemingly endless line of people at the shop. As the day was hot, and the shade beckoning, cool drinks were

distributed and we settled down for a chat. Interesting things abounded, like the lovely little 250 BMW that made its (I think) maiden run and ran like a sewing machine. There was a vast array of different bikes, and they certainly attracted some attention with the townsfolk and visitors alike.

However, when I pulled onto the shade of the big tree, there was that ominous noise out of the Ducati. A few gathered around and there were some helpful discussions regarding the noise, but most listeners agreed it was either a big end going or



perhaps main bearings. Either way, things may be disastrous for the trip home. Not much could be done, so it was back to yarning with the other members who I will say were commiserating on my misfortune, and also a little bit of humour detected (all those Ducati bottom end jokes – you know how it is).

Was not able to continue with the ride to Cape Hillsborough with the rest, as I slowly nursed the Duke back home with fortunately no further damage. I understand that no other bikes disgraced themselves on the run in any way. A strip down has revealed indeed a shot big end, and a little gear box issue previously undetected. It was really nothing to do with the bike – the previous owner had removed all the electric start gear and omitted to fill in the oil feed to the sprag clutch, so drastically reducing both flow and pressure to the crankpin. Bugger, but I probably should have checked. The main point is that, even with mechanical problems, I still arrived home with a smile and great memories of good company, good roads and wonderful sights and sounds. Cannot get much better than that. See you on the next ride.

Rowan