

TAPPET RATTLE

May - June 2011 Edition



Official Journal of the British Motorcycle Owners Association Incorporated of Mackay



The Formalities



This Journal is produced six times per year, and distributed at the 'even numbered' meetings. Contributions for the journal should reach the Editor no later than the 25th of the month prior to the distribution Meeting.

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

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Club Machine Badge	\$25.00
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THE EDITORS RAVINGS

Lawrie Kapitzke - Editor



Well we have a bumper issue of the Tappet Rattle to present to you this time around thanks to an abundance of excellent contributions from members. The Lightning Ridge ride takes up a large proportion of the available space and deservedly so as it was a memorable ride for all participants not least of all this one.

Most of you are probably aware by now that my Triumph suffered a blown head gasket on the Lightning Ridge ride and I would like to take this opportunity to thank my fellow riders for the assistance I received at the time. I would particularly like to extend my heart felt thanks to Arthur & Denise Scott who went above and beyond the call of duty by giving me the use of Denise's Moto Guzzi Brevia for the balance of the trip while Denise rode pillion with Arthur. Thanks guys, your kind generosity will not be forgotten.



Since returning from the Lightning Ridge ride I have been without transport, well motorised transport at least, and have been forced where necessary to resort to pedal power. For some unknown reason this seemed to be a source of amusement for some members who have obviously not been astride a bicycle for many many years (would that be true Gerry?). Being a source of amusement is a small price to pay for essential mobility in my eyes although I refuse to wear lycra shorts OK.

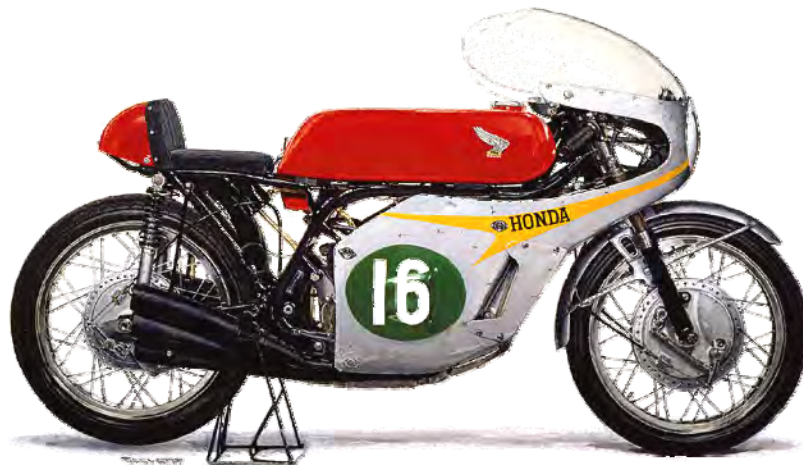
As I type my bike is sitting in my shed partially assembled after fitting a new head gasket and, to be honest, I would much rather be down in the shed finishing it off than sitting here working on the Tappet Rattle but I'm sure that I'll be astride my favourite beast again before too long. You sure do start to miss being able to go for a ride once your bike has been down for a

while and the terrific weather we've been having lately only serves to rub salt into the wound.

We have our annual All Bike Show coming up next month so I hope you all get behind it and help make it a great success, it is the highlight of the year for me and I'm sure many others as well so let's get behind this one and make it one to remember. In the meantime we should all be out there taking advantage of this glorious weather while it lasts. See you next issue.

ALL BIKE SHOW
Celebrating 65 YEARS of
HONDA Motorcycles
Presented by the BMOA Inc.

16th & 17th July 2011
at PAXTONS on River Street



Entry Fee: Adults \$8.00
Accompanied Kids Free
Food & Drinks available
17 Classes

TIMES:
Saturday: 12 Midday to 9.00pm
Sunday: 9.00am to 3.00pm

IN THE SHED

Contributed by Bryce Bathe

Things you do to stay under the radar.....the SHE radar. (Shit Happens Essentially).

New to the club a few years back, the underlying mantra "it's easier to ask forgiveness than seek permission" penetrated the firewalls of my mind and became a living thing. Armed with my peers "permission", I decided to give it a go and started syphoning funds from my wife's shopping addiction so that I could have one BIG spend and hopefully get it into the shed, under that SHE radar. I have always been of the belief that when you pop up on that particular radar, flowers help, however a florist shop of roses wasn't going to change the look on her face when I rolled up grinning from ear to ear with "that black thing" on the trailer. Foolishly I had not set aside any of those syphoned funds to camouflage the beast on the trailerI had left my run to the florist way too late and potentially created a beast of unforgiving proportions. Dam!

Nearly a year has passed and every time I go into the shed I repeat the mantra "it's easier to ask forgiveness than seek permission". It has been an expensive year. Not only the expenditure of a money sucking near classic in the shed, but a new car at twice the cost for the love of my life...."happy wife, happy life!" New players to this game be warned! The indirect costs of "it's easier to ask forgiveness than seek permission" are staggering!

"That black thing" on the trailer is a 1982 Bonneville TSS, totally original with 5985 miles on the clock. Sourced from Alabama USA, it is the last of the Bonneville's from the Meriden factory. 112 were built for that market to specifically comply with the Californian emission laws. I have cleaned it up as it was left unused for nearly 3 decades and repaired the damage that this caused, including a strip down of mechanicals and rebuild with new bearings, seals, O rings etc. Another story for another day.

If all goes well (or less than well with she who must be obeyed) and I have enough "escape to the shed time", I anticipate having it on the road midyear. By the way. My source of funding this project seems to have befallen a drought....even the kids are now crying poor. Double Dam!!

A couple of photos of my journey of forgiveness.
Enjoy the ride.



IT ALL STARTED HERE!

Virtually new inside, however found a few problems the previous owner created when converting the head to unleaded petrol. All sorted now.



Discovered stainless valves in the head. She just cannot understand that this saved money!

I call it a bargain.



BLOOD DONATIONS

The date for blood donations is
2nd July 2011 from 9.45am - 11.15am

There have been 12 appointments made. Please be sure to have had a good fluid intake (water or juice) 24hrs prior to the donation and to have a good breakfast.

Contact Chris Mills on 0429 184 011

THE POT HOLE DODGING RIDE—17th APRIL 2011

Contributed by Lawrie Kapitzke

At 9AM on Sunday 17th April 2011 23 BMOA riders gathered at the southern end of Nebo Road in front of Pack & Send for a day ride to an unknown destination. The weather was perfect and this probably accounted for the excellent turn out of members for the ride as it was the first fine and clear weekend for some time. It was certainly an impressive line up of bikes that sat patiently waiting for the ride to start as their owners stood around chewing the fat and generally telling lies. Eventually word filtered through that our first destination for the day was to be Sarina Beach and the route was via Hay Point Road & Grasstree Road. It took a little time for everybody to get geared up and for all 23 bikes to file out onto the highway but by about 9:15am we were on our way heading south on the Bruce Highway. It really did feel great to finally be out on the open road and cruising along at a nice clip in such glorious weather.

The traffic on the highway was not too heavy but it was still a relief to turn off the highway onto Hay Point Road which allowed us to settle into a slightly more sedate pace with less worry about other traffic at least. Unfortunately riders were unable to devote much of their attention to gazing at the scenery as the state of the road deteriorated somewhat once we turned onto Grasstree Road and ones full attention was required in order to avoid the many potholes that littered the road. This was accomplished with varying success, for me at least, and the words of the ride organizer at the previous club meeting rang in my ears as I recall he asked for volunteers to go "pothole dodging" the following weekend when referring to this particular ride.

We took a short break at Sarina Beach to stretch our legs and chat about the state of the roads and other matters bike related but the atmosphere was generally very jovial and how could you not be so when the weather was so perfect for motorcycle riding. Word was passed around that the next destination was the Eton Hotel and that the route was via Sarina, the old highway, West Plain Creek Road and Homebush Road so off we set. Now maybe I didn't hear the full instructions but due to my attempts to get some video of the bikes I was last away and as I rounded the first bend I was surprised to find Gerry parked up on the next corner and a couple of other riders stopped at the nearby service station but no sign of any other riders. It turned out that the bulk of the pack had taken a "detour" up to a local lookout to have a bit of a gander at the view, apparently this was all part of the schedule but the carrier pigeon mustn't have completed his assigned task because this was the first I had heard of this part of the plan.

As we sat stationary on the corner in full sun and in full gear awaiting the return of the pack Gerry made some colourful comments about the heat and the slowness of the return of the other riders, little did he know that I had the video camera rolling in an attempt to get some "on-bike" video of the ride so I now had some extra editing to do, thanks Gerry. We eventually smartened up our act and moved over to the service station in an attempt to find some shade. The view from the lookout must have been impressive because it took some time for the pack to reappear and for the show to finally get on the road proper. Back to pothole dodging we went.



The run though Sarina and on to the old highway was done at a fairly steady pace, mostly due to traffic and road conditions, but once we hit Homebush Road some of the riders on more modern bikes (stop pointing you) decided to take advantage of the improved road conditions and increase their speed to something more closely resembling the cruising capabilities of their machinery so they quickly hit the front. This all came to an end though once Homebush - Eton Road was reached as this road was in a very poor state and it was back to pothole dodging and a more sedate pace again.

Some light refreshment was enjoyed at the Eton Hotel while we again stretched our legs and exercised our vocal chords before word filtered through that the Leap Hotel was the next port of call. Some more potholes to be dodged just outside of North Eton before the road became once more suitable for higher speeds and this was quickly capitalized on by some riders. I noticed a recently purchased BSA that passed me doing a considerable clip but resisted the temptation to catch him up for fear of tempting him to push the old girl any harder, she certainly did sound sweet as she went by though. Thankfully the balance of the road to the Leap Hotel was fairly, although not completely, free of potholes and the ride up through the Marian - Hampden Road is always enjoyable.



Some more light refreshment was partaken of at the Leap Hotel and many riders also partook of one of the Leap Hotels excellent burgers for lunch while mixing with the locals. The atmosphere was great, the beer was cold, the food excellent and the company terrific so a really good mornings ride was topped off in the best way possible. Most riders made their way home from the hotel in ones and twos after a couple of hours but I elected to stay on for another hour or so to allow my lunch and the couple of beers I had with it to settle before getting on the road and was rewarded by winning a \$30 meat voucher in the pub raffle. It was definitely a good day all-round.



The MOB will celebrate their **First Anniversary on Saturday, 11th June 2011**

Live music & celebrations from 4:30pm till late
at 26 Fursden Street, Glenella
\$10 entry, food & drinks available, raffles
and a lucky door prize.

All welcome

Enquiries - Please phone: 0427 055 776

LIGHTNING RIDGE RIDE - 30th APRIL to 8th MAY 2011

Contributed by Gerry Dempsey

Saturday 30th April The " BMOA Lightning Ridge Ride" made up of Lawrie Kapitzke, Max Anzolin, Arthur & Denise Scott, Gary Miller, Lloyd Harmsworth, Jim Schibrowski, Bob Inkson, Kingsley Honan & Gerry Dempsey got underway (with some minor hiccups), leaving from the Mobil Service Station opposite Racecourse Mill. The 9am departure was postponed a little, as the oldest bike on the ride had a bit of a "Burp" when the "Ol Tractor" fired up after refuelling, blew the carby clean off the intake manifold. While "The Forward Scout" Gary Miller went to get some spanners, the only Beemer on the trip also decided it didn't want to go and actually "Laid Down on the Job". Anyway with everything fixed and upright, we finally departed for our first overnight stop of Rubyvale via Nebo and a refuel at the Moranbah Turnoff Servo, then on to the Clermont Roadhouse for the first of many "Cholesterol Enhancing" meals. We then headed on to Capella for some refreshments, before ending up at Rubyvale for the overnight stay - **394 Kms for the day**.

Sunday 1st May saw us all up early in the morning ready to head off to Emerald for breakfast however, after a reasonably cold night at Rubyvale, the "Ol Tractor" was not interested in doing the right thing and after much persuasion of pushing her up and down the road outside the Rubyvale Hotel, she fired into life. Low and behold, the bloody Beemer decided to lie down again. Anyway, we made it in to Emerald where we had breakfast and awaited for Bernie Cannon to join the ride, as he had made an early start at approximately 4.30am from Mackay and rode through to meet us in Emerald. Once everyone was fed and fuelled, we headed out towards our destination of Roma via Springsure, Rolleston, Injune then onto Roma. All went well, apart from Kingsley getting tuned up by a Highway Patrol Car Officer just outside Rolleston for going too fast. ?? One has got to ask the question - how does the last rider or tail ender get chatted for speeding??. Maybe once Kingsley took off his helmet, the copper would have realised that his instrument must have been wrong and he subsequently sent Kingsley on his way with a warning for the rest of us. We arrived in Roma at approximately 3 pm after refuelling and getting some refreshments at the Injune Pub. Tim Lucy also joined the trip in Roma, after leaving from Rockhampton earlier in the morning. It was starting to look like the "Moto Guzzi" trip to Lightning Ridge at this stage, as we now had 4 of them on board - **458 Kms for the day**.

Monday 2nd May - By now the Harley had taken prominence in order of being parked up for the night so that it could take early advantage of the early morning sun to warm it's innards and thus it never played up again but soldiered on out in front leading the pack. Being a public holiday in Roma, there was not a lot to do so we ventured down to the "Big Rig" Information Centre and some of the members partook in a tour of the Centre that has a very good interactive display about the Oil Industry in the Roma area.



After that was done we decided to go for a ride out to the "Muckadilla Pub" for lunch which is a Biker Friendly Pub and had absolutely great burgers as well as beer.

From there "The Forward Scout" found an alternative route back to Roma via various back roads that helped to fill in the rest of the afternoon, before we adjourned to the "White Bull Tavern" for some more refreshments and dinner meals. The White Bull Tavern is owned by John Hannay of the Mackay Oriental Hotel fame and Bob and a couple others actually got him to shout them a drink.

Tuesday 3rd May saw us up and getting ready to leave Roma for Lightning Ridge at about 8am but some thought they might get a bit of a relaxed start until it was pointed out, that we had better depart pretty soon as we were about to get "Stormed On. We scampered out of Roma and just skirted the edge of the storm which was to be the predecessor to a wet & cold day. As we had beaten the storm out of Roma, we stopped and donned our wet weather gear and then headed off to Lightning Ridge via Surat, St George, Dirranbandi and Hebel. The problem we had was that the weather was clearing from the north-west and as we rode south-west, we continually kept riding into the back end of the clearing weather front. The amount of rain was barley 1mm all day but just enough to keep you wet and reasonably cold. Our plan of going to the Nindigully Pub for one of their famous "Road Train" burgers for lunch had to be abandoned, as the road from Thallon to Dirranbandi which had some dirt sections had been destroyed by road trains, so it was straight from St George to Dirranbandi for lunch at the Dirri Pub for most, while a couple sought out the local cafe. Just as we pulled up in



Dirranbandi we were greeted by about 20 gleaming Harleys and a couple of BMWs heading north in the other direction. We thought it was a "Ulysses Chapter" out for a ride. I can just imagine the look on their faces when they came across the slush hole roadworks that we had just come through. It was pretty amazing to see the number of backpackers that were working in all of these towns, as it appeared most of the locals had left for work in the gas fields and all the cotton work was carried out by backpackers. Most of the roads this far had been pretty reasonable, apart from a couple of repair jobs that had been churned

up by the rain and the road trains, so by now the bikes were looking pretty ordinary.

From Dirranbandi we moved onto Hebel where once again we could not make it past the right hand turn and ran straight into the Hebel Pub which is pretty ordinary, as it was built in 1849 I think, and not much has been done since. Being wet & cold, some of us decided to soldier on the last remaining 65 klms to Lightning Ridge which was OK apart from Gerry giving an "Ol Man Emu" the biggest fright of his life. I don't know who got the biggest fright but I thought that it was curtains for me. Anyway Lawrie who was following close behind saw it all, and was amazed that I didn't hit it. He thought I must have, as it was upside down in the table drain with it legs facing skywards. The noticeable thing was the improvement in the roads once we crossed over the border into NSW. There was a really distinct improvement - **475Klms for the day.**



Wednesday 4th May was a free day in Lightning Ridge, so most people took the opportunity to do the tourist thing and had a look around the town and visit the Opal Shops and a couple of the local Art Galleries that were really good. 7 of us took in a tour of the "Chambers of the Black Hand Opal Mine" which was a must do if you are ever in Lightning Ridge. It is now one of the most visited tourist attractions, as it is not operating as a mine but has been turned into a "Art Gallery" with one complete level transformed into carvings of every description by the Owner / Artist Ron Canlin. This place has to be seen to be believed, as his carvings in the sandstone were really unbelievable and are all done by hand with a normal bread & butter kitchen knife and it was well worth the \$30 for the tour. You are picked up from your accommodation and delivered back after the mine tour which also includes a bus tour of the Lightning Ridge town itself. For a town that depends solely on tourism, it has some really good facilities including Art Galleries, 1 Pub + 1 Bowling Club that has very good facilities and meals. The other members thought that they would venture out of town to find "Some Legendary Water Hole" but once they left the bitumen they individually turned back as the road got progressively worse and/or risked the chance of getting lost in the outback of NSW. I think Bob ended up about 60kms out of town before he gave up. Also don't know if it was him or the Harley that was going to self destruct from the dirt road and lack of directions.



Thursday 5th May was an "up and at it again" day, with our plan to head further into NSW and Walgett across to Moree and then on to Goondiwindi for the night. This was not to be, as while Arty, Denise, Kingsley, Gary and myself were having breakfast at the Morillas Café, 2 doors down from the "Chasing Opals Accommodation Park", when Bob came over and informed us that we had a problem and that while Lawrie was starting his Bonneville that "Ol Rump, Rump, Rattle, Rattle had blown a head gasket. This was the first major maintenance problem we had encountered on these long trips and as such caught us a little unprepared. After a lot of ringing and running around, it was proven that NONE of the Bike



Transporters were prepared to come to Lightning Ridge and pick up the bike.

Kingsley had been talking with owner of the "Lost Sea Opals Shop" next door to the accommodation, so it was decided that we would approach him and see if he would look after the bike until Lawrie could retrieve it. Subsequently, he agreed to store the bike on his front veranda for Lawrie. In the meantime Arthur & Denise had very generously offered up Denise's bike for Lawrie to ride for the remainder of the trip and that she would ride pillion with Arti for the rest of the trip. Arti quickly modified the suspension back to normal settings and we spread Lawrie's luggage around the other bikes and finally hit the road for Goondiwindi a couple of hours late at about 10am.



Had this generous offer had not been forthcoming, we would have had another problem which most probably would have seen Lawrie looking at the back of Lloyd's helmet on the back of the Big Thunderbird. Can you imagine what this would have been like?? This then proved to be a pretty full on day, as we didn't get into Gundi until about 4.30pm. We stopped at the Queensland Hotel in Goondiwindi, which is a biker friendly hotel and which has been frequented many times by Bob and Mark Botefuhr on their annual pilgrimage to the Russian Rally in NSW - **416 Klms for the day**.

Friday 6th May saw us on the road again at about 8.30am, after having another "Cholesterol Enhancing Roadhouse Breakfast" at the BP Roadhouse just outside Goondiwindi. We headed across to Dalby where Tim left the ride to go and visit his parents while he was in the area. From Dalby we continued on to Kingaroy for lunch and then on up to Gayndah for our overnight stay. This was also a pretty big day, as we started to encounter traffic and roadworks on the way which slowed us down some as well, as nearly everyone was getting lost and having lunch at different locations in Kingaroy. After you leave Dalby, this ride turned into a fairly scenic and enjoyable ride as you are off the flat flood plains and not dodging the road trains carting cotton - **464 Klms for the day**.

Saturday 7th May had us heading from Gayndah up the Arcadia Valley via Mundubbera, Monto, Biloela and of course the Dululu pub for refreshments and then on to Mount Morgan where a number of participants visited a local motorcycle collection before reaching Rockhampton for the last overnight stay. While refuelling in Monto, we ran into some bikers from Gladstone who were out for a Saturday morning ride and surprise surprise, Bob just happened to know them. They were very impressed at the ride that we had been on and showed keen interest in how it was planned and put together.



Bernie was explaining how the ride plan worked out when he said to them "It's just like organising a bunch of kids" to which I replied "Fn Crap, Ya give a kid a clip under the ear and they do what they are told. Your mob, you do the opposite!" - **395 klms for the day**.

Sunday 8th May saw us meeting at the BP Roadhouse on the north side of Rockhampton at 7am for the trip back to Mackay. We left at 7am and had some more "Cholesterol Enhancing Roadhouse Breakfast" at the Shell Roadhouse at Marlborough. Once that was done and everyone was refuelled, we headed for Mackay with a 5 minute leg stretch at Carmila and then on to Mackay arriving at approx 11am which was just in time for about 5 participants to make it to the monthly BMOA Meeting at the Aero Club.

All in all, this was another great "BMOA Long Distance Ride" in which we went to many different towns and saw many different things and rode on many different roads and even drank in a few different pubs, Eh Bob? The duration was 9 days and in all we covered just about 3000klms. I believe we all had a good time and (apart from Lawrie's need to Retrieve "Oi Rump, Rump, Rattle, Rattle,") in a few cases these rides set the scene for return visits. I am sure we will do another one as this is the 4th one I have planned and we are already discussing the planning for the next one which we are open for suggestions for suitable destinations.

LIGHTNING RIDGE RIDE – May 2011 Contributed by Bernard Cannon (Skinny)

This is my two bobs worth on the Lightning Ridge ride.

I could not leave on the Saturday with the rest of the crew due to other commitments and had planned to ride to Roma on the Monday with Laydo. However, he pulled out due to work commitments, so it was back to one rider doing the catch up on Sunday. I was up at 4.00 am and away by 5.00 am and after a fuel stop at Moranbah Junction, breakfast in Capella and delivering some repaired oxy gear around the Emerald industrial estate, I arrived at the Crossroads Servo in Emerald at 9.15 am, just as the rest were finishing brekkie and fuelling up. The ride out was cool but not freezing, with a little fog and no signs of wildlife. The Bonny must have thought she was back home in the mother country climate and loving every bit of it, as she ran like a dream and the pace was pretty good. All up the lone ride was great.

After fuelling up and giving the bum 15 minutes break, it was off to Roma via Springsure, Rolleston and Injune. The floods certainly gave Queensland some curry for a while, but to see the centre of our state as we have not seen it for decade's, looks like the short term pain was worth the long term gain as the scenery was pleasant and the countryside lush. It was on the Springsure leg that our lucky tail end Charlie got away with a 117kph warning, trying to catch up. No names will be mentioned but Kingsley apparently knows the whole story.



Wet & muddy and looking for cover

A rest day in Roma was welcome after a nearly 900 kilometre ride that first day. You could not believe that Roma was underwater in parts a week before we arrived, as there was no sign of anything and the place looked a treat. Tim joined us in Roma and had a bit of starter motor trouble and by chance a local bike repair bloke happened across us thinking it was his mob heading out for a ride without telling him. I cannot remember his full name but he goes by the nickname "Pom" apparently short for his very long

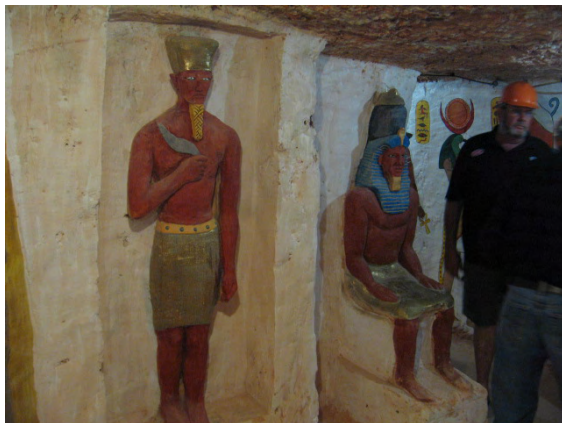
and hard to remember last name that starts with those 3 letters. Definitely not a pommy and a very nice and helpful bloke who led Artie and a very anxious looking shorts, t-shirt and thongs clad pillion passenger Tim Lucy with starter motor in hand out to his workshop about 6 clicks out to fix the starter. Artie and Tim spoke highly of him. So if in Roma, don't forget Poms Bike Repairs.

The ride from Roma to Lightning Ridge started out in the middle of a 7.00 am thunderstorm which lasted 7 hours and stayed with us for the whole day. It made for interesting riding, especially the bare dirt road works and potholes. Everyone must have been keen to get away and enjoy the wet riding because Lloyd had to leave half a breakfast behind so we at least could keep up with the pack.

We caught them about 4 clicks out, all huddled under a roadside stop like chooks trying to put wet weather gear on which we did over the top of wet clothes. It was here that, the consensus was, that Kingsley lost his club hat and no Kingsley this is mine and I know it looks like yours but it's not and no I don't want to give it away and no, you can't borrow it. Maybe it's with Jims UHF radio.



The next day at Lightning Ridge before most of us got out of bed, Gerry's bike was back to showroom condition (at least he cared) and ours looked like we had competed in the Sarina Mud Trials and the trees in the tourist park looked like something from a Chinese laundry movie. Sadly it was here, that Lawrie's bike spat a head gasket and after a few mods to Denise's bike by Artie, Lawrie was back in the game. The Bonny was on some strangers back veranda and Denise was two up with Artie.



Talk about bring the missus along and have her on ya back for the trip. Artie and Denise sure did enjoy the trip home though and I know that Lawrie will be forever grateful and I thought what a top club to belong to and a top bunch of people to travel with when the chips are down and everyone springs to action to get things going again. The upside is that Lawrie has the Bonny home safe, so the trip is now officially

over. One of the highlights of Lightning Ridge had to be a tour of the "Chambers of the Black Hand" Mine and if you're ever down that way, look it up and have a look for yourself. The carvings are simply amazing and we got to meet the man himself. It was a great tour at a good price.

The ride home was great, the weather perfect and the country pubs and tucker as good as it gets. As usual I start thinking about next year's ride about the time I pull into my driveway and can't wait wherever it may be. You can never tire of the rides and I wish to thank Gerry and Bob for putting together a great ride and thank all the others for their company. It's not easy to put something like this together and pull it off successfully and keep everyone happy all the times, as we are all individual in our thoughts of where we should stop, start, stay or visit along the way. However, I bet the crew will be lining up next time as well because it is and was simply great.



the Rust Bin

For Sale - Replica Manx Norton Featherbed Frame locally made and to original dimensions. **Contact Lucky Keiser 0419 787 620** 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 787 620** for details.

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 0427 561 577**

For Sale - New Bonneville Crankcases. One set of 2008 Bonneville crankcases. Suit 2001 - 2010 Bonneville, Thruxton, Scrambler, America or Speedmaster. Very good condition. **\$700 firm Phone Lawrie 4955 2337**

For Sale - Genuine Triumph TOR mufflers. Suit 2001 - 2008 Bonneville or T100, VGC. **.\$350. Phone Lawrie 4955 2337**

FOR SALE - Triumph Rocket III. Excellent condition. Extra's include, saddle bags, Triumph off road pipes, cat box eliminator and more. **\$13000 for members or \$13500 for non members. Phone 4954 0393 or 0432 862 619**

For Sale - Hinkley Bonneville front forks & triple trees. Complete, straight & in good condition. Will sell as is or rebuilt with progressive springs and/or intimator valves and / or Thruxton preload adjusters. **Price negotiable. Phone Lawrie 4955 2337**

For Sale - Staintune Stainless Sports Mufflers suit Triumph Rocket III Touring, part no. TR MS ROC T. As new condition. **\$750. Phone Col 0409 582 823**

FOR SALE
Phone 0407 171 898

1x Pair Of Size 10.5 Thomas Cook Johnny Reb Boots (Minus Buckles). Excellent condition. **\$75**

1x Universal "Smoked" Eagle Screen with Laminar Lip to suit America or Speedmaster. Could be modified to suit most any cruiser style bike. VGC. **\$150**

1x Set of Chrome Standard Dampening Triumph America or Speedmaster Genuine Rear Shock absorbers (6,000Klms) 320mm Centres 14mm Dia Mounts. **Make an offer**

1x Set of Chrome Mid Range Dampening Hagon Rear Shocks to suit America or Speedmaster (300klms max) 330mm Centres x 14mm Dia Mounts. As New. **Make an offer**

1x Set of Triumph America or Speedmaster Rear Foot Rest Mounts (Silver). New.

Make an offer

1x Set of Triumph America or Speedmaster Front Sprocket Chain Cover (Silver). New.

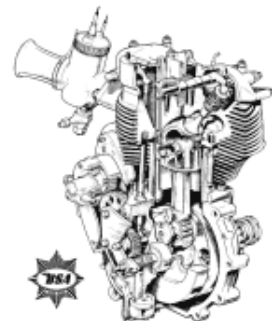
Make an offer

1x Hinkley Triumph 790 or 865cc Cam Cover (Silver). New. **Make an offer**

1x Hinkley Triumph Front Drive Sprocket 18Tooth. (Std. size for 865, one tooth larger for 790). As New. **\$20**

Members, place your AD here for free. Contact the Editor.

For Sale - 1959 Triumph 3TA T21 - Phone Sam 0429 050 580



DIGWELD ACCREDITED SERVICE AGENTS

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