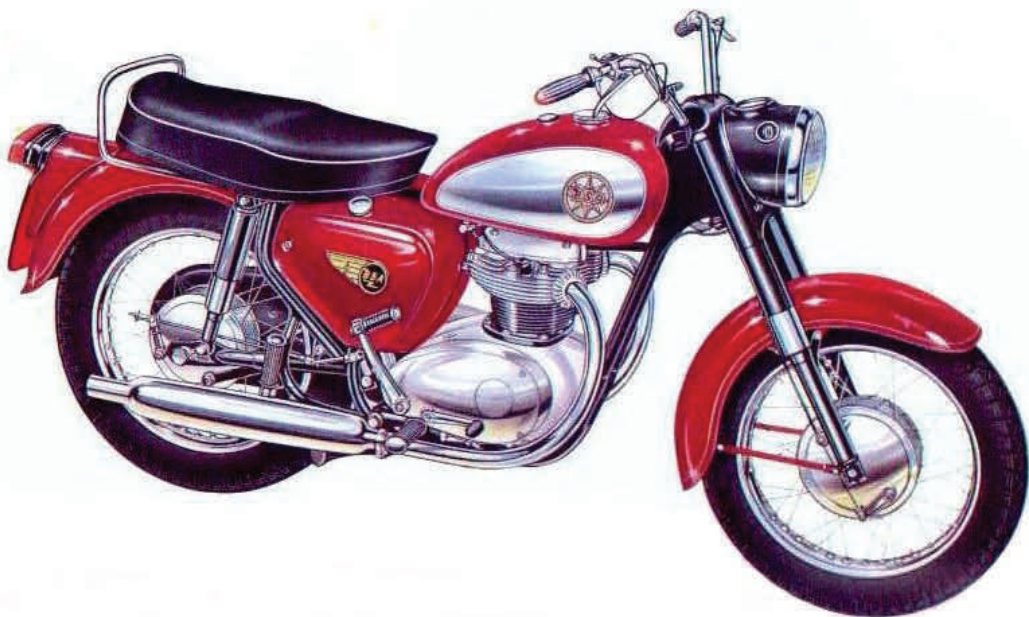


TAPPET RATTLE

January-February 2013 Edition





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 its Members

REGALIA

Club Belt Buckle	\$25.00	Club Caps (Folding Pocket Type)	\$20.00
Club Machine Badge	\$25.00	Club Singlets "Black"	\$18.00
Club Lapel Badge	\$ 5.00	Club T Shirts "Black"	\$20.00
Club Badges (Sew On)	\$ 8.00	Club Polo Shirts (S/Sleeve)	\$30.00
Club Stubby Coolers	\$ 7.50	Club Polo Shirts "Grey/Black" (L/Sleeve)	\$35.00

N.B. Polo Shirts & T Shirts dependant on sizes in Stock

President:	Bob Inkson.....	0418 728 273
Vice President:	Dale Kennedy	0418 185 974
Secretary:	Andy Mann	0402 213 972
Treasurer:	Gerry Dempsey	0407 171 898
Dating Officer:	Lloyd Dornbusch.....	0427 561 577
Ride Co-ordinator:	Graham Townson.....	0416 157 640
Spiritual Guidance Officer:	Bruce Hurren	0412 768 657
Editor:	Lawrie Kapitzke	0407 639 884
Contributions to the Journal.....		lkapitzke@westnet.com.au

Official Address:- British Motorcycle Owners Assn. Inc of Mackay
PO Box 591, Mackay Qld 4740

Web Address: www.bmoa.org.au

THE EDITORS RAVINGS

Lawrie Kapitzke - Editor



Welcome to the first edition of the Tappet Rattle for 2013, I hope you have managed to get some riding in despite the extremely hot weather we have been experiencing locally. I know that many of us have been grumbling about the inconvenience the very hot conditions are causing us however we also need to keep it in mind that many of our fellow Queenslanders are currently experiencing far greater inconvenience than that caused by a little hot weather. A little reflection on their plight certainly puts things back into perspective. Having had some personal experience of the devastating effect severe flooding can have the scenes being displayed on our television sets recently have avoided the worst of this particular weather system. One should not become complacent however as the next one could very well have our name on it.

We were lucky in that the December & January Club rides were able to take place unhindered by summer weather conditions and both rides were well attended. The early morning breakfast ride in January was particularly appropriate with the extreme heat in the middle of the day making riding uncomfortable. Maybe this is an option that should be considered more often during the summer period. Planning and organisation of the Black Dog National One Day Ride, which our club is sponsoring locally, is well under way and you can find information regarding this ride elsewhere in this journal. I encourage members to get involved in this ride as it is in support of a very worthy cause and should be a very enjoyable day. Please take the opportunity to volunteer your assistance wherever possible to make this ride the success it deserves to be.

For this issue we would like to extend birthday wishes to the following club members - Jeff Burt, Colin Jones, Neville Kay, Keith Pearce, Alf Smith, Graham Townson and Steve Whykes.

Happy Birthday guys, I hope you have a good year.

Ride safe and I'll see you next issue.



A Fighter Pilot's Guide to Surviving on the Roads...

What's wrong with you - are you blind?!!

Who hasn't formed these thoughts, or similar, at some point while cycling or driving? Probably in response to a vehicle that had just moved directly into your path - and you might congratulate yourself that only your alertness and superior reactions saved the day. If you were cycling then I expect that you may have even shared your thoughts, loudly, with the offending driver, and if you were driving then I imagine that there would have been some accompaniment from the horn section. Hopefully you were able to prevent the collision.

Now, before we go on, who can say that, at some point in their own driving history, they have not been about to manoeuvre - pull out from a T-junction, etc - when a car or bike seemed to come out of nowhere? Hopefully, it was just a close shave, and no doubt quite frightening. You may have wondered how you failed to see it, and probably concluded that they must have been driving 'far too fast' or you would have seen them. Perhaps, on such an occasion, you were the recipient of that loud and urgent query, 'Are you blind?!'

Well, here's the bad news - yes, you are. For small but significant periods of time you are completely incapable of seeing anything at all. Most of the time, as I shall explain, this is not a problem. But if it means that you fail to see a vehicle that is just about to occupy the same point in space and time as you are - then this is a big problem! The good news is that understanding why we sometimes do not see things allows us to adopt some defensive strategies that tip the odds back in our favour. This article then, is a fighter pilot's survival guide to avoiding collisions...

First some background. We all inhabit bodies that have evolved over hundreds of thousands of years to our environment. We are highly adaptable, omnivorous creatures, which is why we have prevailed when other species, those suited to specific environments, habitats or diets, have not. We learned how to grow crops but we started off as hunter/gatherers - we have eyes in the front of our heads which gives us binocular vision for judging distance to prey, or threats. Our eyes, and the way that our brain processes the images that they receive, are very well suited to creeping up on unsuspecting antelopes. We are even pretty good at spotting sabre-toothed tigers creeping up on us! We are, however, rubbish at spotting vehicles that hurtle towards us at high speed. Let me explain why...

Light enters our eyes and falls upon the retina, whereupon it is converted into electrical impulses that the brain perceives as images. Clever stuff. Only a small part of the retina, in the centre and called the fovea, can generate a high-resolution image. This is why we need to look directly at something, by moving our eyes, to see detail. The rest of the retina contributes to our visual experience by adding the peripheral detail - hence peripheral vision. Peripheral vision cannot resolve detail, which prevents the brain from being overloaded with too much information, but it is very good at detecting movement. Any movement, such as the twitch of an antelope's ears or the swish of a tiger's tail, immediately alerts us to something of interest which we can then bring our high-resolution fovea to bear upon. And our eyes move fast, really fast - no doubt spurred on by the motivation to see the slathering chops of our sabre-toothed friend in glorious technicolour detail with enough time to do something about it. So what?

Well, first, it is an unfortunate fact that if you are going to collide with another moving object, and assuming that you are both travelling in a straight line, then there is no *apparent* movement between the occupant of either vehicle. That is, to the driver of each vehicle, the other will remain in exactly the same position in the windscreen up to the point of impact. There is no *relative* movement - so our peripheral vision is not suited to detecting it. For completeness, this does not mean that you cannot hit a vehicle that is turning, but as the other vehicle adopts a path that will lead to collision then it will cease to move *relative* to you - it will become stationary in your windscreen.



Whether they are on the road or in the air, vehicles travelling at a constant speed will stay in the same position relative to each other as they approach a point of collision.

In the illustration left, a car is approaching a cross-roads but it is on a collision course with a motorcycle approaching from the right. The car is going faster, and so at any one point in time it is further from the collision point - but they will get there at the same time!

To the driver of the car, the motorcycle is about 30° right, or in his 1 o'clock, and the motorbike will stay in exactly that same relative position in the windscreen until impact. To the motorcyclist, the car is 90° left, or in her 9 o'clock, and it will also remain in exactly that relative position until impact.

Remember, our peripheral vision is not good with detail - in fact, just 20° away from your sightline your visual acuity is about one tenth of what it is at the centre. Not convinced? Well, the standard eyesight requirement for driving in the UK is to read a car number plate at 20m. Go outside, now, and stand just 10m from a car, look just one car's width to one side, and try and read the number plate - *without* moving where your eyes are looking! Try again from 5m. Clinically, you are blind in your peripheral vision.

That's not to say that we cannot see something in our peripheral vision - of course we can. As you approach a roundabout you would be hard pressed not to see a dirty great articulated lorry bearing down upon you, even out of the corner of your eye - obviously, the bigger the object, the more likely we are to see it. But would you see a motorbike, or a cyclist?

To have a good chance of seeing an object on a collision course, we need to move our eyes, and probably head, to bring the object into the centre of our vision - so that we can use our high-resolution foveal vision to resolve the detail.

Now for the really interesting part. When we move our head and eyes to scan a scene, our eyes are incapable of moving smoothly across that scene and seeing everything. This makes perfect sense, just like trying to take a picture without holding the camera still, the image would be blurred. So, our clever brain overcomes this by moving our eyes (really fast, remember) in a series of jumps (called saccades) with very short pauses (called fixations), and it is only during the pauses that an image is processed.

Our brains fill in the gaps with a combination of peripheral vision and an assumption that what is in the gaps must be the same as what you see during the pauses. This might sound crazy, but your brain actually blocks the image that is being received while your eyes are moving, which is why you do not see the sort of blurred image that you see when you look sideways out of a train window.



Unless you are tracking a moving object, such as an antelope, then the human eyes are incapable of moving smoothly across a scene; they jump and pause occasionally to take a 'snapshot' of the scene.

Definitely not convinced? Okay, go to a mirror, now, and look repeatedly from your right eye to your left eye. Can you see your eyes moving? You cannot. Now have a friend or partner do the same thing while you watch them. You will see their eyes moving quite markedly. You couldn't see your own eyes move because your brain shuts down the image for the instant that your eyes are moving. Experiments have shown that it is impossible to see even a flash of light if it occurs within a saccade.

The saccade/fixation mechanism has always served us rather well, and means that we can creep up on antelopes without being overloaded by unnecessary detail and a lot of useless, blurred images. But it does present us with some shortcomings now that we routinely climb into metal boxes and hurtle towards each other. Our eyes and brains are just not designed for this - our world has changed far faster than our bodies can adapt. So what?

If you get to a junction and move your head right and left to look for oncoming traffic, you need to understand that you cannot guarantee that you have seen approaching traffic. It is entirely possible for our eyes to 'jump over' an oncoming vehicle during one of the saccades. The smaller (and specifically, the narrower) the vehicle, the greater the chance that it could fall within a saccade. You are not being inattentive, you are physically incapable of seeing anything during a saccade. Remember the 'Think Bike!' adverts, where a driver pulls out into the path of a motorcycle? I am convinced that it is the phenomena of saccades and fixations that is *most likely* to lead to this sort of accident.



Motorbikes and cycles, being narrow, are more likely to fall within a saccade. This image represents a driver looking quickly left, and the approaching motorcyclist falls within a saccade and is never seen in high resolution - simulated by the toning down in this image.

It gets worse. The faster you move your head, the larger the jumps, or saccades, and the shorter the pauses, or fixations. So you are more likely to jump over an oncoming vehicle and less likely to detect any movement in your peripheral vision (because there is even less time available for slight, relative movement to become apparent).

It gets even worse. Not only can we not see though solid objects (well, opaque objects, to be more accurate) but research has shown that we tend not to look near to the edges of a framed scene. In plain language, we tend not to look at the edges of a windscreen. So not only do the door pillars of a car represent a physical blindspot, but our eyes tend not to fixate near to it, leading to an even bigger jump, or saccade, past a door pillar. This is called windscreen zoning.

One further point of interest, our ears usually contribute to the process of building up a picture of our surroundings too - the snap of a twig from an unwary paw is another prompt for us to direct our vision towards something of interest. But in our metal cocoons, with the radio or mp3 playing, this is yet another cue that we are denied.

So, consider this scenario - you approach a big roundabout or junction, looking ahead at the junction of course, and the road seems to be empty. As you get closer, you look right and left as a prudent, final check. You see no other vehicles and proceed through the junction. Suddenly, and it's your lucky day, there is an indignant blast of horn and a car flashes across in front of you, missing you by inches and leaving you thoroughly shocked, and confused. Sound familiar?

So what happened? On the approach you did not see that another car was on a perfect collision course, with no relative movement for your peripheral vision to detect - possibly compounded by being behind the door pillar. Lulled into a false sense of security you looked quickly right and left, to avoid holding up the traffic behind you, and your eyes jumped cleanly over the approaching vehicle, especially as it was still close to the door pillar in the windscreen. The rest of the road was empty, and this was the scene that your brain used to fill in the gaps! Scary, huh?

You were not being inattentive - but you were being ineffective. Just when you thought it couldn't get any worse, there is also the phenomenon of '*expectation*' and your brain is less likely to recognise something that you are not expecting to see. This now enters territory that pilots prefer to leave to a scary breed of creature called the aviation psychologist but suffice it to say that if you *think* the road is empty, you are less likely to register that a vehicle is actually present.

So what can we do about it? Well, quite a lot actually, as forewarned is forearmed.

Drivers:

Always slow down as you approach a roundabout or junction, even if only by 20 mph or so, and even if the road seems empty. Changing your speed will immediately generate relative movement against a vehicle that was otherwise on a collision course - not only are you then more likely to see it, but you are no longer on a collision course!

Never just glance right and left - this leaves it entirely to chance whether you see an approaching vehicle or not - and if you glance quickly, the odds decrease markedly. Always look right and left methodically, deliberately focusing on at least 3 different spots along the road to the right and 3 to the left - *search* close, middle-distance and far.

With practice, this can still be accomplished quickly, and each pause is only for a fraction of a second, but this means that you are now overriding the natural limitations of the eye and brain. Fighter pilots call this a 'lookout scan' and it is vital to their survival.

Always look right and left at least twice. Not only does this immediately double your chance of seeing a vehicle, but if you repeat the same scan as you did the first time (which, when it becomes a well-practiced habit, you almost certainly will) then an approaching vehicle will have moved to a different part of the windscreen by the time you look the second time and is less likely to be masked by a saccade. Just note that this will not work if you charge into a junction at a constant speed because any vehicle on a collision course will stay in the same position in the windscreen - if you miss it the first time, you will probably miss it the second time too!

Make a point of looking next to the windscreen pillars. Better still, lean forward slightly as you look right and left so that you are looking around the door pillars. Be aware that the pillar nearest to you blocks more of your vision. Fighter pilots say '*Move your head - or you're dead*'.

Clear your flight path! When you change lanes, especially into a slower lane, you should, of course, check your mirrors, and will have undoubtedly been watching the road ahead of you, naturally. Your last check must be to look directly at the spot into which you are going to manoeuvre, otherwise you could easily have missed a slower motorbike or cyclist in that lane, one that was only in your peripheral vision as you looked ahead, and over which you 'jumped' as you looked over your shoulder or checked your wing mirror.

Drive with your lights on. Aviation research shows that contrast is the single most important factor in determining the likelihood of acquiring an object visually - this is why military aircraft camouflage is designed to tone down their contrast. On the ground, dark coloured vehicles or clothing will result in reduced contrast against most usual backgrounds, and this is why high-visibility clothing (for pedestrians, cyclists and motorcyclists) and/or bright lights are so important, in the daytime as well as at night.

While it is generally understood that a low sun can make it difficult to see, it is probably not generally understood why: driving into sun reduces contrast, especially when vehicles and pedestrians fall into the shadow of larger, up-sun objects. You must beware that even large vehicles, and especially motorbikes, cyclists and pedestrians, can become completely impossible to see under these circumstances, and you must moderate your driving accordingly. This is why fighter pilots attack from *out of the sun!*



This image is taken on an overcast day – what photographers might call a 'low-contrast day'. However, the vehicles in this scene can all be seen easily, and the light coloured top of the scooter rider provides reasonable contrast against the generally darker background. Note that the headlight is especially effective.



This image captures almost the exact same scene, but on a clear day with a low sun. Note how the contrast is much poorer, making it difficult to see the details of anything into sun. Vehicle lights provide the best defence, so turn them on - remember that the additional load on the engine, in running the alternator as it powers the headlamps, is completely insignificant as compared to the cost of an accident repair!

When objects fall into the shadow of 'up-sun' objects they are especially hard to see – did you see the moped coming towards you in the preceding picture, even with its light on?



Keep your windscreen clean! Seeing other vehicles can be difficult enough, without tipping the odds against you by having to look through a dirty windscreen. You never see a fighter jet with a dirty canopy.

And finally, don't be a clown - if you are looking at your mobile telephone then you are incapable of seeing much else. Not only are you probably looking down into your lap, but your eyes are focused at less than one metre and every object at distance will be out of focus. Even when you look up and out, it takes a fraction of a second for your eyes to adjust - this is time you may not have.

Motorcyclists and cyclists:

Recognise that you are especially at risk - not only are you more vulnerable but the narrow profile of a motorbike or cycle makes it far more likely that you can fall into a sac-cade. So tip the odds in your favour - always wear high-contrast clothing and use lights. Flashing LEDs (front and rear) are especially effective for cyclists as they create contrast and the on-off flashing attracts the peripheral vision in the same manner that movement does.

The relatively slower speed of bicycles means that they will be closer to a point of collision if a vehicle begins to pull into their path. Turn this to advantage - when passing junctions, look at the head of the driver that is approaching or has stopped. The head of the driver will naturally stop and centre upon you if you have been seen. If the driver's head sweeps through you without pausing, then the chances are that you are in a sac-cade - you must assume that you have not been seen and expect the driver to pull out!

Die-hard cyclists are unwilling to compromise their training for such inconveniences as poor weather - I know. But be aware of when the odds are really stacking up against you. If you are cycling into a low sun, have a think about how difficult it is to see the vehicles in front of you. Now imagine that you are also looking through a dirty windscreen, or one with rain beating against it! Are you content that drivers approaching from behind have a realistic chance of seeing you. Maybe today is the day to take a different route - or time your journey to avoid the sun being straight into the eyes of drivers on that particularly busy stretch of road. Or take the bus. Having a really low heart rate at the point at which you go under the wheels of a truck is rather pointless. This is risk management.

So is wearing a helmet - every fighter pilot wears a helmet, even though it won't make much difference if they hit the ground at 700 miles an hour! It's about reducing the chances of less dramatic incidents causing fatal cranial injuries, unnecessarily. Go figure.

About the Author

John Sullivan is a Royal Air Force pilot with over 4000 flight hours, and a keen cyclist. He regards himself as 'a simple fighter-pilot' and in this article he describes why collisions can occur and, in layman's terms, how some of the techniques of flying fighters can be used to increase your chances of survival on the roads. All proceeds from this article are going to charity.

Sale of Old Club Merchandise

Bike show "T" shirts only \$5.00 each	30th Anniversary shirts only \$10.00 each
2010 bike show "T" shirts (AJS) 2 of 3XL 2 of medium	30th Anniversary black polo with logo on front 3 of 3XL 1 of XL 1 of Large 2 of Medium 2 of Small
2011 bike show "T" shirts (Honda) 2 of 3XL 2 of 2XL 1 of Large 5 of Medium	30th Anniversary "T" shirt with logo on front 1 of 3 XL 2 of XL 5 of Large 3 of Small

All of the above will be sold on a first in first served basis

**15th
Annual**

Pinevale **Motorbike rally**

(Formally W.O.G.S.)

Mia Mia 55km west of Mackay (follow the signs from Mirani)

- * All bikes welcome - Good camping sites by the river *
- * Food and drinks – No BYO (Fully Catered)*
- * Gymkhana - Saturday afternoon *
- * Usual rally awards * /

June 28th – 30 June 2013

Host Details-

Bert Ph 0428 540 843

Entry – \$25

**includes badge, camping
& an awesome time**

**We donate to various charities throughout the year.
Part proceeds from this event will be used in support
of TBA**

**CCMTC and the property owners take no responsibility for
any loss, damage or injury to any person, property, or
equipment whilst attending the rally or whilst travelling to
or from the rally.**

ccmctc@hotmail.com

**PROUDLY
BOUGHT TO
YOU BY**



New Zealand Exposure...

Most of us have undertaken a tour of some sort on a motorbike whether it's a couple of days with your mates somewhere for the weekend, or a couple of weeks around the country. For motorcyclists more often than not it's the journey which is more interesting than the destination. How many of you though, have shipped your bikes to a pre-determined destination, ridden for a few weeks and then shipped them back home again? One or two I'm sure, but an increasing number of motorcyclists are doing just that to experience motorcycling in New Zealand, or taking the easier option and renting a motorcycle on arrival in 'The Land of the Long White Cloud' to commence their touring experience.

For many New Zealand is the land of sheep and the mighty All Blacks rugby team, but for those in the know NZ also represents motorcycling nirvana. New Zealand is roughly the same size as the US state of Colorado or just under one-quarter the land mass of South Africa – big enough to see plenty of varying terrain and small enough not to have daunting distances. Both the North and South Islands are roughly of similar size and there are regular inter island car-ferry (similar in size to the English Channel car-ferrys) sailings traversing the three hour journey of Cook Strait. Foreign motorcyclists are always pleasantly surprised how readily kiwi motorcyclists return a wave, or to receive help from fellow motorcyclists if they involved in a breakdown on the side of the road.

If you have ever considered motorcycling in New Zealand, you will be in for a treat. The North Island has the volcanic activity, great beaches with many awe inspiring coastal roads, whilst the South Island has the majestic mountains, sweeping forests and relatively uncongested roads and wide open spaces. If one is pushed for time, two weeks motorcycling can adequately cover the major points of interest throughout New Zealand. Summer is the main touring season from November through to March, and indeed in the month of February both islands are jam-packed with touring motorcyclists. Highways in New Zealand are classified by a State Highway (SH) numbering system and virtually all are tar-sealed. Many of New Zealand rural tar-seal roads are undulating and windy, so it is relatively easy to approach a corner with too much speed.

South Islands roads are of a better quality tar-seal than the North Island roads due to a ready supply of river shingle for seal chip. Whilst there are thousands of kilometres of gravel roads in the rural parts of New Zealand, nearly all arterial roads are tar-seal, though in the more remote areas motorcyclists do have to pay attention to the locality of fuel stations – petrol is currently (Aug 2012) about \$NZ2.10/litre. Also to factor in are many one-lane bridges throughout the country, and each bridge with their own give way protocol which can easily catch out an unsuspecting motorist. Earlier this year New Zealand changed its right hand turn give-way (yield) road rule of the past 35years, to that of the international community which brings the right hand turn rule in line with Australia.

Three recognized must rides routes within the New Zealand motorcycling community for the North Island both starting from Auckland are: the 1000km Northland three day loop and the four day 1200km Round East Cape Run. The third candidate is the Volcanic Plateau 200km day ride loop from Taupo passing the three central North Island volcanoes of Mount Tongariro, Ngauruhoe and Ruapehu. For the South Island the must ride routes are the world rating 120km State Highway 94 - The Milford Sound Road- which is hard to beat with majestic mountains and alpine scenery, along with SH6 which goes the length

of the South Island and includes the remote Westland coastal forests and accessible glaciers. If your looking for New Zealand's motorcycling festival calendar show-piece then the four day Burt Munro Challenge held in mid November will be for you (Munro was a Bonneville Salt Flats motorbike speed king from the 1960s). The Burt Munro Challenge is a four day festival of all sorts of motorcycle racing located at the southern most city of Invercargill. One thing you can not escape in New Zealand is the drizzle and/or rain and even if your planning to ride in the height of summer expect to encounter wet weather at some point of your motorcycle vacation. It always surprises me than when kiwi motorcyclists regale their bike yarns from yester-year they always seem to remember the rides that involved inclement weather.

New Zealand is one of the few countries in the world where Suzuki is regularly the annual top selling motorcycle marque, and with Honda second, they both have dealerships in nearly all the provincial main centres of the country, should any problems be encountered. BMW, Yamaha and Kawasaki have dealerships dotted around the country whereas Harley Davidson dealerships are not quite as prolific. Like any tour, failing to plan is planning to fail, however having said that New Zealand is an easy country to 'wing it' and to motorcycle tour on a day to day basis. There has never been a better time than the present to start making your kiwi touring plans a reality for the upcoming motorcycling season of summer 2012/2013!

Robert Scott
Auckland, New Zealand
www.twowheeltouring.co.nz



BURNETT AREA FOUR DAY

EASTER RALLY 29TH, 30TH 31ST MARCH & 1ST APRIL, 2013

NEW VENUE

BASED AT ACROSS THE WAVES AFL GROUNDS, CLAYTON ROAD,
THABEBAN -off Thabeban Street, BUNDABERG

CAMPING -\$20.00 PER CAMPSITE ENTIRE WEEKEND

TOILETS & SHOWERS AVAILABLE

SOME POWER AVAILABLE - BRING LONG 10 AMP LEADS

SELF CATERING - THURSDAY ALL DAY, FRIDAY BREAKFAST &
LUNCH

- FRIDAY - SOCIAL POKER RIDE THEN CLUB BBQ & TRIVIA NIGHT - \$10.00 (PAY ON THE DAY)
- SATURDAY 9AM - STATIC DISPLAY QUAY STREET CARPARK - UPTOWN CLOSE TO SHOPS ETC ON RIVERBANK
- SATURDAY 2PM - OBSERVATION RUN - STARTS FROM QUAY STREET ENDS AT ATW AFL GROUNDS
- SATURDAY NIGHT- CLUB CATERED SOCIAL DINNER AT ATW AFL GROUNDS - \$10.00 (PAY ON THE DAY)
- SUNDAY - TIMED NAVIGATION RALLY. LONG & SHORT COURSES. CATERED ALL DAY SMOKO/LUNCH
- SUNDAY NIGHT - 6.30PM PRESENTATION DINNER
- MONDAY 9.30AM - SOCIAL COASTAL RIDE - FINISH WITH SAUSAGE SIZZLE LUNCH (free)
- BREAKFAST AVAILABLE SATURDAY, SUNDAY & MONDAY MORNINGS \$5.00 EACH DAY (PAY ON THE DAY)
- REFRESHMENTS AVAILABLE AT VENUE

RALLY ENTRY - \$ 40.00 ENTRY FEE, INCLUDES Presentation dinner, smoko & lunch Sunday

ACCESS TO THE CAMPING GROUNDS IS AVAILABLE FROM THURSDAY 28TH MARCH

Len Jones and Fred Clarke's 1926 Circumnavigation of Australia

On 21st November 1926, Sydneysider Len Jones and W.A. lad Fred Clarke, swept into Sydney on a 1922, 5 hp Indian Scout, eight months after leaving. Jones left Sydney, with William Kennedy as passenger, on March 26th, travelling via Adelaide and the Nullarbor, arriving in Perth on 25th May. Near Port Augusta, at Lincoln Gap, they crashed in loose gravel and Jones was in hospital for a week, nursing a knee injury. Going round the Great Australian Bight, the duo went without food for four days. Rain overtook them on the way to Eucla and made travel impossible. They shot a black rabbit with their last bullet, which was eaten inside 15 minutes. On reaching Perth, Kennedy was forced to return to Sydney, due to injury sustained to his knee, after another fall outside Kalgoorlie, when they collided with a tree stump and his place was taken by 20 year old Leederville lad Fred Clarke.

Jones and Clarke left Perth on 25 June after a one month period of working and fixing of their mount. They had to carry a fortnight's supply of provisions, 6' x 8' tent, three blankets, rifle, a revolver each, tomahawk, full kit of tools, oil, water and petrol. They rode north towards Broome, via Geraldton and Meekatharra and then the Northern Territory, via Halls Creek. Jones related to the Sydney press on his arrival "It took us nearly eight months to do the full circumnavigation. We found all the fun and adventure we wanted and more. Owing to the terrible travelling conditions, and the mile upon mile of shifting sand, we had many falls. Roads there are none. In fact, in the West and the Northern Territory we averaged about six crashes a day. At Pendan sands, some distance from Broome, we had 43 crashes in a 32 mile stretch of heavy sand. At other times, the wheels sank up to the hubs in mud". In contrast, they encountered a stretch of beach, 110 miles long, north of Broome, as hard and smooth as a billiard table, the Scout raced across this in two hours flat. After this lucky break, they had to lug their Scout across crocodile infested rivers and up and down crumbling precipices, where the Barclay Tableland breaks up into the Nor' West plains.

Both lads celebrated their 21st birthdays on the journey and an example of the resourcefulness they possessed can be seen from the following episode. About 23 miles from the Katherine River, in W.A. they ran out of the oil they were using so used a substitute, which burnt out the piston rings. With infinite patience and skill, Jones and Clarke hack sawed the bottom of the skirt of each piston and used the rings thus obtained, as piston rings. Outside Willeroo, NT, they were delayed in the bush, fixing the Indian. Their only water supply was a slimy billabong with a dead bullock in it. The blacks were all right if you treated them right, said Jones. But many of them would skewer you if you gave them a chance. They called us the two white feller on wheelbarrow. In the NT, they came across 27 horses caught in a bog, four were still alive and the dingoes were tearing at them. A few bullets put them out of their misery. At Lorne Creek they passed 1700 dead brumbies that had been shot to save grass for cattle, owing to the drought. When they camped at night, dingoes would gather round howling and fighting amongst each other but they would run off when Jones and Clarke chased them with sticks. When still in W.A, the pair had some fine sport, chasing dingoes across the plains, shooting them from the saddle.

Petrol was often unobtainable. From Soakage Creek to Wave Hill, in N.T. they rode for 250 miles on kerosene. On another occasion, they walked for 15 miles then rode horseback for 20 miles to pay 7s 6d per gallon, for petrol. After leaving Wave Hill, the Indian skidded, at 25 miles per hour, and hit a tree alongside the road, flattening their

water tank, necessitating a three day stopover at Katherine out-station. They had only been travelling for 38 miles, when the machine collided with another tree. The front forks were badly bent and the two men had to stay for a week at Mataranka station, improvising an old forge into a brazing plant. A good job was done on the machine and the travellers also overhauled the manager's car during their stay. There, the lads picked up a pair of possums, which they rode with for 5000 miles, the possums tucked into their khaki shirts.

Camooweal was the next point on the trip which was reached without further incident. Here, rain was experienced and an enforced stay had to be put in at Dajarra for a week. With a clear-up in the weather, a re-start was made and the 1300 miles from Dajarra to Brisbane was covered in 7 ½ days. In addition to food, petrol and water they often fell short of cash and had to perform hard labour, en route, to make ends meet. The pair arrived in Sydney with 2s between them, enough to get Jones a train ticket to his home, outside of Sydney. Over the whole trip, they had a total of 5 punctures. Clarke had to stay a while to earn enough to start his journey back to Perth.

John Wightman

With thanks to Glen Oliver for retrieving all the information from the National Library.

Information Sort

My name is Brenley Jarrett. I am one of the eldest nephews of the later Roger Barker. Roger was an accomplished motor cycle rider through the 1950's and has featured in quite a number of motor cycle magazines in Australia and Europe. Roger was unfortunately killed in a racing accident on the 7th July 1957 behind the iron curtain in East Germany. His two Manx Norton motor cycles were eventually sent back to Australia by Norton in England to Disney Motors (Melbourne) and were consigned to Roger Barker. My late Uncle Aubrey (Roger's brother), my brother Tony and I have been trying to find out what happened to the two bikes after they arrived back in Australia in order for us to complete the story of Roger's life and adventures. Unfortunately we have been unable to locate these bikes and would really like to know if anyone has any information about these bikes or their whereabouts. We have quite a lot of Photos and information on Roger and the story of him which we will share if desired. Jack Walters may have taken possession of these bikes because he had at a previous stage financed Roger into another motor cycle.

The engine numbers of the two Manx Norton's are the 500cc M11M72708 and the 350cc M10M72713.

My contact information is:

(0429) 796136 (Mobile)

brenandjoan@hotmail.com (email)

18 Vista Street, Maryborough QLD 4650

THE BLACK DOG NATIONAL 1 DAY RIDE

SUNDAY 24 MARCH 2013

The Event

The Black Dog National 1 Day Ride is an event to raise funds for Lifeline to run their ongoing services supporting people suffering from depression, and suicide prevention. All funds raised from the ride via donations goes directly to Lifeline.

Last year's event involved over 2000 riders, who raised \$100,000.

The event mascot is a black dog called Winston, named after Winston Churchill, who described his depression as 'being followed by the black dog'.

When you register for the ride, select the 'Winston' option. You will receive a black dog mascot and be part of a world record attempt to get the most black dogs on bikes on 1 day.

Did you know that:

- 1 in 7 people will experience depression in their lifetime.
- Depression is the third largest individual health problem in Australia after heart disease and stroke.
- In the work place depression accounts for six million working days lost each year.
- Australia has the highest male suicide rate in the world.
- On average, 40 Australians take their own lives every week. Of those, 30 are men (75%).
- Suicide is the highest cause of death in men under the age of 44 (more than cancer and more than the national road toll).
- Rural communities are the most heavily affected areas.

The Ride

The ride is a national event, involving bikers from all over Australia. The Queensland event will involve 2 rides, 1 each in Helensvale and Mackay.

The Mackay ride will start at 08.00am at the BMOA Clubrooms (Mackay Aero Club, Casey Avenue, Mackay) with registration and sausage sizzle. At 09.30am the ride will depart for Pinnacle, where riders can enjoy a drink and pie at the hotel, or drive a further 50 metres up the road to Café Devine for coffee and cake. The ride will then continue up to the Eungella Chalet for lunch, where the ride will terminate.

How you can help

Register for the ride at www.blackdogride.com. Scroll down the page to the Queensland events and follow the Mackay link to the registration page.

Educate yourself about depression and suicide.

Depression is an illness - talk about the issues with family and friends to help reduce the stigma.

For any enquiries, please call Charles Linsley on 0400 051 211

Thank you for taking the time to read this article.

Black Dog Ride

National 1 Day Ride

raising
awareness
of depression
and suicide
prevention

Sunday 24th March, 2013

**Mackay Aero Club, Casey Avenue,
Mackay.**

**Mark it on your calendar and tell your mates
- this will be a ride not to be missed!**

**Be part of a WORLD RECORD attempt
for most "Black Dogs on Motorbikes"**

- 8:00am Check-in and breakfast at British Motorcycle Owners Association clubrooms .
- 9:30am Ride departs the BMOA clubrooms.
- 10.30am Morning tea at Pinnacle.
- 12:00 Finish with lunch at Eungella Chalet .

Ride some great roads through the picturesque Pioneer Valley!

**Our Ride raises awareness of depression and
suicide prevention as well as much needed funds for Lifeline.**

To register for this awesome ride visit

www.blackdogride.com.au

**Proudly
supporting**

 **Lifeline**

Charles Linsley 0400 051 211 or seacharlie@dodo.com.au



the Rust Bin

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

For Sale - Johnny Reb Boots. New, Size 10. **\$100 ONO. Phone Lucky 0419 787 620**

For Sale - 1979 BMW R100RS. Owned bike past 23 Years, Nut & Bolt Rebuild, Heaps \$ Spent, Bike is as New Condition Plus Spares **\$12,000 Neg. Phone Arthur 4942 9679 or 0438 126 184**

For Sale - 1x Pair Of Size 10.5 Thomas Cook Johnny Reb Boots (Minus Buckles). Excellent condition. **\$75 Phone Gerry 0407 171 898**

For Sale - Dri-rider jacket, XL, mint cond, complete with Drink bladder, wet and winter removable liners, extra armour. **\$100.00. Phone Dennis 0417 601153.**

1974 MK2A Norton 850 Commando, alloy rims, Boyer, upgraded carb and fuel system, oil filter, front fork over haul including chrome and light redone. **\$12000.00 Phone Dennis 0417 601153.**

For Sale - 1968 Triumph TR6 Trophy. Ex Tasmanian Police bike. Excellent condition. **\$5,500. Phone Rob 0423 170 096**

For Sale - Honda VT250 \$500. Phone Allan 49551045

Wanted - AJS parts {1950 / 18 Model}, Tin chain case, Mudguards, Wheels, Chain guard, Fork covers & Head light. Any parts would help. **Phone Norm 0412223496.**

For Sale - HRD Rapide. Early series B engine #98. Series C rear frame, suspension and Girdraulic forks. Sensible modifications - BTH electronic magneto, centre stand, Akront rims 18 and 19 inch. Show room condition. 95% sorted. **Seeking offers over \$40,000. Phone Steve 0438765589.**



For Sale - 69/70 BSA Thunderbolt. All Hiccups pretty well sorted. Many small mods done - Belt primary drive, electronic ign. New tyres & battery. Rebuilt motor by Bernie Stevenson 4000 miles ago. Showing signs of age to look at but goes ok. **\$5500. Phone Bruce 0412-768 657**

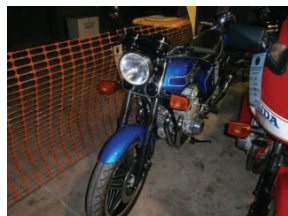
For Sale - Ikon Progressive fork springs. Suit Hinckley Bonneville. **\$100. Phone Lawrie 0407 639 884**



For Sale - Honda 750-4 K7. Lots of money spent, smart looking bike & rides great. Long rego & rwc. Lots of spares. **\$8,500.00 ono. Phone Steve 0407 677075**



For Sale - 2002 Triumph Bonneville T100 Centennial Edition. All original, 63,000K's, centre stand & grab rail, excellent cond. Regd. to 06-13. **\$8,500 ono. Phone Phil 0403 460 040**



For Sale - 1981 Honda CB750 FB. Immaculate original condition, 14,500K's. Unregd. **\$8,500 ono. Phone Phil 0403 460 040.**

DIGWELD ACCREDITED SERVICE AGENTS

OXY EQUIPMENT REPAIRS - MACKAY

Gas Regulators & Cutting Gear - Profile Equipment & Plate Cutters
Oxy - Acetylene - LP Hose Reels - Propane Heating Bars

Bernard Cannon
Ph: 0419 795 816

Email: bernardjc@bigpond.com
37 Bucasia Esplanade - Bucasia, Qld, 4750 - Fax: 07 4954 8020



- 10 years combined experience in the industry
- Prompt quoting and job turnaround
- Flexibility when required.
- Innovation with new products and problem jobs.
- Confidentiality with customer affairs.

MOBILE: 0400 793 040 EMAIL: aaron@lrsmk.com.au

PH: 07 4942 9555 FAX: 07 4942 9777

www.lrsmk.com.au 15 PURDEN ST, GLENELLA, MACKAY Q 4740

Top Shine Every Time
**MOZZA'S
MAGIC**

Phone Maurie today

074951 0302
0448 189 989

**BIKE & CAR
METAL POLISHING**

Advertisers



... where your journey begins

CAIRNS - TOWNSVILLE - MT. ISA - DARWIN - MACKAY

STEVEN WHYKES
Manager
95 Gordon Street
MACKAY, QLD. 4740

Tel: (07) 4957 3886
Fax: (07) 4957 2373
Mob: 0407 677 075
Email: steve@tjmproducts.com
www.4wdmegastores.com.au



Townson Plumbing Pty Ltd

0416 157 640 M

4957 4207 P

4953 2883 F

30 Hamilton St, Mackay Qld 4740 A

www.townsonplumbing.com.au W

graham@townsonplumbing.com.au E

QBSA 44389 ABN 915 4822 7762

MACKAY PERSONAL COMPUTERS

ABN 78 122 434 305

Lawrie Kapitzke (Proprietor)



4 Maguire Street
Andergrove
Mackay Qld 4740
Phone: (07) 4955 2337
Bus. Hrs: 10AM - 6PM Mon-Fri
mackaypc@westnet.com.au