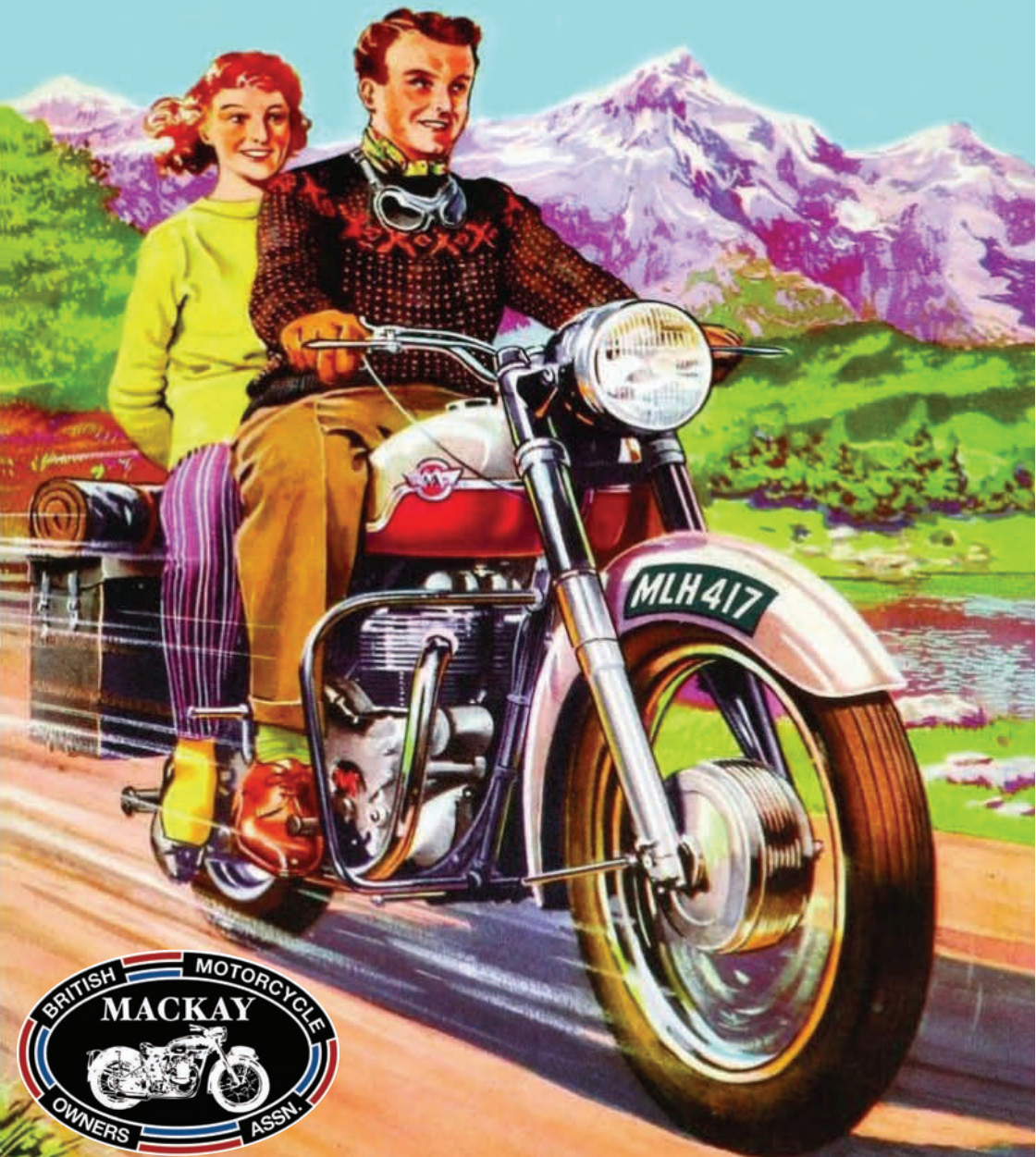


TAPPET RATTLE

November - December 2013 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 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

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THE EDITORS RAVINGS

Lawrie Kapitzke - Editor



Well here we are again at years end and how surprisingly quickly that one seemed to disappear. It is even more surprising how quickly time flies when you consider that this issue of the Tappet Rattle is the 19th issue since I took the reigns as Editor and marks 3 years of my editorship. We've come a long way in that time, both myself and our newsletter, I've at least become reasonably proficient in using MS Publisher which has dramatically reduced the input required by my "Sub-Editor", much to her relief. I would like to thank my Sub-Editor for her perseverance over the past 3 years, my son Shane for creating the template on which our "new look" newsletter is based, all those that have contributed over the past 3 years and, of course, our readers - you are the reason this newsletter exists. I look forward to any future assistance offered in keeping our publication thriving so please keep those contributions coming.

Many of you will be reading this issue at our Christmas party which is our official celebration of years end and which gives the opportunity for informal chat and discussion of our activities over the past year. I'm always open to ideas that can improve the enjoyment of the club, our activities and certainly this newsletter, by its members and will lend a willing ear to anybody with an idea, opinion or criticism so, if you've got something to say grab hold of my ear. If you say nothing then certainly nothing will change. Last but not least I would like to extend seasons greetings to all of our members, our readers and their families, I hope you all have a safe, happy and very merry Christmas and a happy and prosperous new year.

For this issue we would like to extend birthday wishes to the following members:-

Dave Bonato, Harold Collier, Jenny Dumma, Steve Hammer, Lloyd Harmsworth, Kingsley Honan, Leon Kay, Ron Kay, Brian Kokshoorn, Steve Lindores, Norm Lott, Tim Lucy, Peter Mills, Greg Ryke, Arthur Scott and Charles Linsley.

Best wishes Guys and Gals, I hope you have a good one.

Ride safe and I'll see you next issue.



The Esk Ride



Day 1 - On Saturday 19th October eight riders gathered at the Shell City Gates Service Station in preparation for the ride to Esk. The weather, while somewhat on the warm side, was at least fine and clear so the wet weather gear would remain in our packs for today at least. The ride proceeded uneventfully to our first fuel stop at Marlborough where we discovered that the reduction in competition, due to one of the two local service stations having recently burned down, resulted in us paying a premium price for our fuel. On to Rockhampton where another fuel stop was made and lunch also partaken of. The remaining leg before our overnight stop at Miriam Vale gives me the most to write about for this, our first day of travel. A short stop was made at Mt Larcom where we enjoyed a couple of light refreshments before once again donning our gear and getting underway. Riding at the rear of the pack and about 40 kilometres out from Miriam Vale, I felt the rear end of my bike squirm a little which initially didn't alarm me, as I had experienced similar events earlier in the afternoon that proved to be caused by road surface irregularities however it did cause me to back off which proved to be a wise decision as very shortly after the squirming returned and with greater violence. I immediately recognised that I had a flat rear tyre and proceeded to bring the bike to a safe stop using only gently application of the front brake. I had no sooner stopped the bike, placed it up on the centre stand and confirmed that it had picked up a nail when a 4WD ute pulled in in front of me.

Out jumps a young fellow adorned with tattoos, earrings and other metal "piercings" - a fellow biker as it turns out - and he enquires as to my plight. By this time, two of my comrades had returned having noticed my disappearance from their mirrors. To cut a long story short, this young fellow not only transported myself and my motorcycle safely into Miriam Vale but first, on finding he had no suitable tie downs on board, drove several kilometres into Bororen to purchase some rope before returning to pick me up. Once my bike was safely off-loaded in Miriam Vale, I offered my rescuer \$50 by way of thanks and reimbursement. However, he refused and it was only with some difficulty that I managed to convince him to at least take \$20 to reimburse him for the purchase of the rope. So, if your name is Clint, you live in Brisbane and travel each week to work at Curtis Island, thank you for restoring my faith in today's youth.

That night was spent attempting to replace the ruined tube in my rear tyre with a spare



that I was carrying, an exercise that proved to be the source of several lessons. The first lesson is do not expect to have an abundance of volunteers to assist you in your time of need should you ever find yourself in this situation. A few of my fellow riders (you know who you are) did actively assist me to try to effect a repair and I owe them a debt of grati-

tude - thank you, your actions will be not be forgotten. The second lesson was that trying to break the bead of a motorcycle tyre with only rudimentary equipment is no easy task and that I would have had great difficulty accomplishing this task if I was trying to do a roadside repair hundreds of kilometres from "civilisation" despite being somewhat prepared. The third and most important lesson was that, if you are going to the trouble of carrying tools and spares, at least make sure that the spares you are carrying are in fact serviceable items. Embarrassingly, the spare tube that I was carrying and had been carrying for a couple of years, proved to be severely perished and all of our efforts that night were wasted as a result.

Day 2 - Thankfully we were able to get the tyre adequately repaired early the following morning and our departure was not severely delayed - it certainly felt good to be back on the road again. The Bruce Highway carries increasingly heavy traffic as you go further south and this, combined with poor road conditions, extensive road-works and impatient drivers can easily lead to dangerous situations arising. Three of us found ourselves sandwiched between heavy bumper to bumper traffic in front and an impatient truck driver behind whilst traversing road-works. This truck driver persisted in travelling about six feet behind the last rider thus making him very nervous and keen to get "out of there"; the problem being that we were travelling on freshly laid seal with two way traffic, no line marking, hilly terrain, many curves and traffic already moving at about 20kph faster than the posted speed limit of 60Kph. Even if you were prepared to ignore the speed limit entirely, the overtaking opportunities were scarce, not immediately obvious and fraught with danger in any case. In hindsight, the smarter thing to do would have been to pull over and allow our impatient trucker to pass however we persisted and were eventually overtaken by the truck in a overtaking lane after enduring his disregard for our safety for what seems like an eternity. It was with much relief that we turned off the Bruce Highway at Booyal and the immediate change in conditions was like night and day. All of a sudden we found ourselves enjoying the ride again with wide open roads and virtually no traffic. The ride through to our destination at Esk continued without significant incident and it was with some relief that we pulled in to the caravan park that was to be our home base for the next 4 days and finally meet up with the other members that had made their way down separately.

Day 3 - The first day of our 4 day stay in Esk included a visit to the [Railway Museum](#) and workshops in Ipswich which proved to be surprisingly interesting, even for an ex-railway man like myself. I even managed to get behind the controls of a locomotive for the first

time in over twenty years, luckily it was only on a simulator, as I found I was definitely a little rusty. With only a lightly loaded train and flat terrain, the simulation was not too challenging but, after a couple of minutes behind the controls, I felt like I had never been away. It was interesting to see the innovations that have been introduced to railway systems in the past twenty years, as well as take a trip back in time, walking through the many old wooden passenger coaches. The Railway Museum and workshops are an attraction I can certainly recommend. Our illustrious



troop then made its way along the very busy Warrego Highway to Haigslea where lunch and a couple of coldies were enjoyed at the hotel before paying a visit to the [Motorcycle Museum](#) which is just behind the hotel. The Motorcycle Museum contained an extensive range of motorcycles, mostly from the 1950's through to the 1980's and ranging from the rare to what were common motorcycles in their day. I'm sure every motorcyclist would find examples of motorcycles they've owned in the past as well as bikes they've lusted over all of their life. It was very easy to pass a couple of hours in the museum and a very enjoyable time it was too. We had a minor incident on leaving the museum when one of the bikes (an older example of a popular Italian brand) refused to start and



required a push start before springing into life. Eventually we all made it safely back to camp in Esk.

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Day 4 - The second day of our stay in Esk started and finished with a very enjoyable ride on the Esk to Hampton Road but the gem of the day was a visit to the [Colthup Collection](#), an amazing and very comprehensive collection of memorabilia. It is very difficult to adequately describe this collection which ranges from tractors through to buttons and everything in between but there is one thing for sure, you will enjoy every minute of your visit. Everywhere you look you





will see items immediately familiar from your childhood years, things that have long disappeared from common use. It really is a fascinating trip down memory lane. We followed up the Colthup Collection with a very enjoyable pub lunch at Crows Nest before going on a short ride through the countryside which included a visit to a former members new residence just outside Toowoomba to [view his new bike shed and setup.](#)

Day 5 - The third day of our stay in Esk consisted of a ride to various destinations, the first of which was a [park adjacent to the Wivenhoe Dam](#) where we enjoyed a short leg break before proceeding. Our second stop was Splyard Creek Dam where one member caused much mirth by referring to the resident pelicans as penguins. We then proceeded up the Mt. Glorious Road and I took my usual action of darting out in front of the pack whenever a set of serious curves are about to be encountered. Despite this being the very first time I had ridden this road and the presence of some leaf litter on the surface I very much enjoyed this brisk [15 minute blast up the mountain.](#) We stopped at a coffee shop for some morning tea where an extended break was enjoyed in the rain-



forest setting before setting off once again back down the mountain. A brief stop was made at a lookout on the way down, however our short trek through the forest was rewarded with a "Lookout Closed" sign. The group then proceeded at a gentle pace along the Wivenhoe Somerset Road eventually arriving at Kilcoy for our planned lunch break. Most of our party enjoyed a pub lunch at the hotel while others partook of a pie at the local bakery.



It was at the hotel that we encountered our one and only incident of the whole trip relating to "Commandant Campbell's" new "Bikie" laws. One of our members, who also happens to be a member of the Vietnam Vets MCC, was asked to either remove his colours or leave the premises. Personally I feel that was sufficient grounds for our whole party to leave the premises in protest and I would have suggested just that had I been made aware of this situation earlier. However our member, much to his credit, politely made his case that the Vietnam Vets MCC were in fact not one of the 29 designated "Criminal Groups" named in the legislation. After checking the Australian Hoteliers Association communication regarding this matter, the hotel employee withdrew her request and apologised so the matter was satisfactorily resolved however, I feel that it is shameful that, as a result of these hastily introduced and poorly constructed laws, somebody that has laid his life on the line in the name of his country can be treated in this way. After lunch we, somewhat unintentionally, broke into two groups for the return ride back to Esk with part of the group deciding that partaking of a cold ale at a particular hotel on a different route was a good idea. Again we all eventually arrived safely back at camp.



Day 6 - Our fourth day at Esk. As I did not participate in the organised ride for this day, instead riding into Ipswich to have a more permanent repair made to my rear tyre, the following summary was provided by Gerry. The fourth days ride was to be over to the tourist Mecca's of Maleny & Montville via a well thought out shortcut that had, as usual, been discussed the previous night over a few drinks. So at about 9am we headed off towards Toogoolawah and the "Shortcut", just on the Esk side of Toogoolawah we found the right turn off the main road and proceeded as planned only to find that Opps! we had taken the wrong road. We had turned down the Mt Beppo Road which actually took us the long way to Kilcoy finally meeting up with the Esk - Kilcoy road which gave us our third look at the Somerset Dam and surrounding country

side and adding about another 15klms onto the trip. Nevertheless it was a fantastic "Shortcut" and we got to see some more of SEQ and ride another unriden back road. From there we headed into Kilcoy and then towards Maleny via the Bellthorpe Range which is a rather steep range that actually has controlled access for all traffic during school hours. As we ascended the Bellthorpe Range we were absolutely astounded by the improvements and the amount of money that has been spent on this range. It was a really interesting ascent of the range as we never expected anything like what we encountered. Once up the range it was onto Maleny, once again over some very nice roads that had just been freshly resealed. In Maleny we stopped for smoko and that is where Bob & Lloyd H left us for their ride home "up the horror road-works coast road". After smoko we continued over to Montville to do the tourist thing and for Denise to get another supply of "Boiled Montville Lollies" for the grandkids, (or so the story goes as this was the 2nd supply in as many weeks)? After lunch Dale and one other rider departed Montville for a special stop which turned out to be the Maleny Cheese Factory where he bought ample supplies of cheese and locally made jams as presents for his "Lady Friends" - that's his story. Once everyone had caught up we left for home at Esk via the XXXX pub at Kilcoy, where the discussion of the "Shortcut" came up again. This time Ian Skuse reckoned he was 100% sure he knew the answer and he had convinced Keith Pearce he was right. As we headed off the only sure thing was that we were heading right into a rain storm. About 1 Klm outside Kilcoy Ian found the road and away we went into the rain storm and a wet arse, however the rain was only short lived and we luckily missed the majority of it. The road we were on was actually the Gregors Creek road which rejoined the Kilcoy-Esk road 10Klms north of Toogoolawah and it did cut off about 20klms in distance so it really was a "Shortcut". Ian Skuse had finally redeemed himself for the misadventure he had previously led us on in 2007 when he was showing us another "Shortcut" behind Cairns.



Day 7 - The first day of our return journey started off with our group becoming split on the first leg however, a remedy to this problem was effected after a "discussion" at our first stop. After this, the ride proceeded fairly uneventfully bar one slightly amusing incident that occurred at Gayndah. After making an unscheduled stop, much discussion ensued as to where to make our next fuel stop and various hypothesis were put forward as to the actual distance to our next possible fuel source. After listening to these wildly varying estimates, I put forward an hypothesis of my own which varied somewhat from all other proposed estimates and this was immediately questioned by our ride leader who wanted to know how I'd arrived at the particular figure. My reply was that I had consulted his ride plan and the trip meter of my bike and applied some basic mathematics to arrive at the figure in question. Much laughter ensued as everybody realised how simple it was to accurately answer the posed question and that nobody else had even considered applying this logic. We continued on to Mundubbera where we enjoyed lunch at the local bakery. Another stop was made at Monto to rest our weary butts as this group of elderly

bikers was now starting to feel the affects of a weeks continuous riding. As we continued on towards our overnight destination at Biloela, several menacing thunder storms were forming around us and it became very easy to conclude that we were certain to get drenched before making camp. However, luck was with us on this occasion and we made it into Biloela while remaining dry. The air-conditioned rooms, not to mention the air-conditioned bar, at the hotel were very welcome and we made good use of both. An excellent evening meal was also enjoyed between drinks and the weariness of the day was soon forgotten.

Day 8 - The final day of this trip started early as we headed for our first planned fuel stop at Rockhampton. The cool of the morning and our fresh state made the first hour or so quite enjoyable. However, our new found stamina diminished as quickly as the sun rose in the sky and the kilometres accumulated. After a short leg break west of Gracemere we struck heavy traffic and road-works as we approached Rockhampton so it was a relief to get off the bike to fuel up at Rockhampton, even if it was only a brief respite. On the leg to Marlborough for our planned lunch stop, we met Bernie who had ridden down from Mackay so as to ride back with us. Our break at Marlborough was very welcome but oh so short. The last leg of any long trip always seems to be the longest and this one was no different so it was which much relief that I finally dismounted at home. It may have been as a result of my ongoing back problem, which had been aggravated by the work necessary in trying to repair my rear tyre, that made the return journey such an endurance test for me personally however I would not have missed this trip for anything. Despite the negative aspects it was still a very enjoyable adventure overall. I would like to thank Gerry for the extensive and thorough planning and organisational efforts that he put into making this ride as enjoyable as possible for all participants. I would also like to thank my fellow riders for their company and assistance on this ride.

Contributed by Lawrie Kapitzke



QUEENSLAND POLICE SERVICE

MOTOR VEHICLE IMPOUNDMENT FACT SHEET



In April 2013, the Queensland Government approved amendments to the *Police Powers and Responsibilities Act 2000*, regarding motor vehicle impoundment with the aim of improving road safety. The amended legislation will commence on 1 November 2013.

The new laws extend the existing two categories of vehicle related offences along with broadening the current impoundment and forfeiture provisions.

TYPE 1 VEHICLE RELATED OFFENCES

Type 1 vehicle related offences are defined under section 69A of the *Police Powers and Responsibilities Act 2000*:

(a) any of the following four offences committed in circumstances that involve a speed trial, a race between motor vehicles, or a burn out

- dangerous operation of vehicle
- careless driving
- organising, promoting or taking part in racing and speed trials
- wilfully starting or driving a motor vehicle in a way that makes unnecessary noise or smoke

OR

b) Evade police.

TYPE 2 VEHICLE RELATED OFFENCES

Type 2 vehicle related offences are defined under section 69A of the *Police Powers and Responsibilities Act 2000*:

- Driving a vehicle whilst it is uninsured AND unregistered
- Unlicensed driving
- High-range drink driving >.15%
- Exceeding the speed limit by more than 40km/h
- Drive modified vehicle not complying with prescribed sections of the vehicle standards and safety
- Failure to supply a specimen of breath or blood; or
- Driving whilst under a 24 hour suspension.

FREQUENTLY ASKED QUESTIONS

What happens if you commit a type 1 or type 2 vehicle related offence?

You can be issued an infringement notice, a notice to appear or arrested and have to appear before a magistrates court. In addition to any infringement notice or court penalties, the vehicle you are driving may be subject to being impounded or immobilised for a prescribed period.

What are the periods of impoundment or immobilisation?

For Type 1 vehicle related offences:

- 1st Offence – 90 day period
- 2nd Offence – vehicle is impounded and subject to forfeiture at the end of all proceedings.

For Type 2 vehicle related offences:

- 1st Offence – No impoundment or immobilisation
- 2nd Offence – 7 day period
- 3rd Offence – 90 day period
- 4th Offence – vehicle is impounded and subject to forfeiture at the end of all proceedings.

What is immobilisation?

In certain circumstances your vehicle may be subject to immobilisation by removal and confiscation of the number plates. This provides an alternative to impounding a motor vehicle in a holding yard for the prescribed period.

What if you are not the registered owner of the vehicle?

It is irrelevant if you are not the registered owner of the vehicle. The vehicle in which the offence is committed is subject to impoundment or immobilisation.

Who is liable for the costs of towing and/or storage?

The driver of the vehicle is liable to pay all fees of towing and storage of the vehicle for the prescribed impoundment period. Dependent on the length of the impoundment period this could be a substantial cost.

Can you apply for early release of your motor vehicle?

The owner or usual driver of the motor vehicle can make an application to the Commissioner of Police for the release of a vehicle prior to the impoundment or immobilisation period ending. The application must be made on the following grounds:

- Severe financial or physical hardship
 - The circumstances giving rise to the offence have been rectified
 - The offence occurred without the owner's consent
- OR

- The impoundment or immobilisation was unreasonable.

The application can be made through the Queensland Police Service website and must be accompanied by appropriate supporting documentation to substantiate the application.

WHERE CAN I FIND MORE INFORMATION?

For more information visit the QPS Website
Link to [QPS / Impoundment](#)

Parliamentary Committee Report and Public Consultation
<http://www.parliament.qld.gov.au>

Department of Transport and Main Roads guidelines for modifications to vehicles
<http://www.tmr.qld.gov.au>

Club Ride November 2013



We had a large and very encouraging turn-out of 32 bikes for our [Club Ride in November](#). The photo above does not convey how impressive the line-up of bikes looked, as we assembled at our usual departure point. As the appointed departure time approached, our ride co-ordinator gathered us around to explain the route and how the ride was to be managed, as well as what was waiting for us at our destination. It was pleasing to see the amount of effort and planning that had been put into the organisation of this ride by our ride co-ordinator and even more pleasing to witness the positive response of members to his efforts.

With the ride underway, we proceeded at a steady pace in consideration of the many older bikes on the run, however, this pace seemed to suit the mood of the ride and it was a pleasure to cruise along at this relaxed pace on a beautiful spring day. Although some riders still seem to have a problem grasping the “second rider drop-off” principle for marking corners, we still managed to make our destination with the ride basically intact.

The ride up the long and fairly steep driveway proved to be a challenge to one rider but the trip was worth it, because waiting for us at the top of the hill were eskies full of cold beer, sausages sizzling on the barbeque, a table full of savouries and a gaggle of old motorcycles for us to ogle. With so many motorcycles arriving, parking was a little cramped in the limited space available at the top of the driveway but with a





little judicious juggling and shuffling about, we all managed to get safely parked up. We were immediately made welcome by our host and fellow club member Jeff, who had gone to considerable effort to cater for this event. Armed with a cold beer, it was easy to entertain oneself either by looking over the many interesting motorcycles present (both our host's and visitors), chatting with like-minded people, chomping on a sausage or nibbling on the savouries or any combination of the above. Time passes quickly when you are

enjoying yourself, and as rain was increasingly likely later in the afternoon, most riders bid their host farewell and made their way home early in the afternoon. I would like to thank our ride co-ordinator for this considerable effort in organising this Club ride and for thinking a little "outside the box" to come up with something different. I would also like to thank Jeff, his wife Colleen (I'm reasonably confident that Jeff didn't prepare the savouries) and his son Steve for not just hosting the event, but for doing such an excellent job of it. Last but certainly not least, I would like to thank the club members that turned out in such large numbers to show their appreciation of the efforts of these two men. We were all rewarded with a very enjoyable day and I hope this trend of well organised and well supported club rides continues.

Contributed by Lawrie Kapitzke



Around Australia Trip

As some of you are aware, I have put some research into the planning of an around Australia trip and, after much deliberation, settled on a trip of eight weeks duration that followed a shortened course as being the best compromise. My research also indicated that the September - October period offered the greatest chance of minimising the chances of running into adverse weather conditions on such a ride. While planning is very much in the early stages several members have indicated their willingness to participate in just such an adventure should it eventuate. To keep things simple it is envisaged that the ride would be limited to absolutely no more than eight participants and preferably no more than six.

Before proceeding any further with planning I need to assess the level of interest from club members and so invite expressions of interest from those that are serious about undertaking such a ride. You will need a well prepared modern motorcycle, \$10,000+ in funding, be able to take at least 8 weeks off work and have the ability to get along with your fellow riders for the duration of the ride. On any ride of this length compromises will have to be made as we will simply not be able to accommodate everybody's desires so please do not expect the ride to be exactly as you would wish it to be, with up to eight participants it is just not physically possible to squeeze everybody's wishes into just an eight week period so things will have to be ruled in or out or adjusted to suit the timetable. If you are seriously interested in participating, and ONLY if you are seriously interested, please let me know at your earliest opportunity.

Lawrie Kapitzke

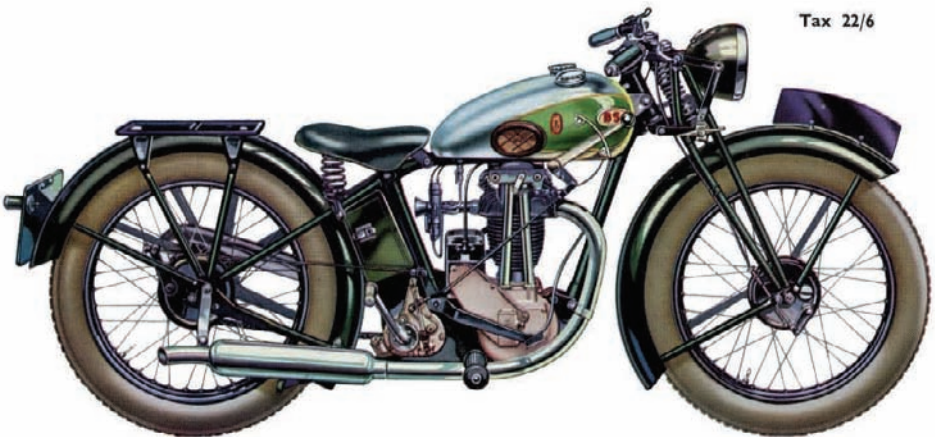
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Model B35-2

£37.7.6

Price includes
electric equip-
ment and licence
holder

Tax 22/6





It's said that anything that can go wrong will go wrong. Known as Murphy's Law it definitely applies to motorcycles and riding too. Here are some of the things that you hope will never happen on a motorcycle but somehow you know that they always will.

Murphy's Law - Clause 1: It's a fact of life that a motorcycle cannot fall over without an audience. The odds of a motorcycle falling over are directly proportional to the number of people watching and the rider's ego. If the motorcycle is new and expensive then the chances of this happening are even greater.

There is a sub-clause to this; the chances of your helmet dropping to the concrete or asphalt is directly linked to how new it is and how much you paid for it.

Murphy's Law - Clause 2: You've just ridden through a thunderstorm. The rain was so heavy that you had to pull over to find somewhere to sit it out. Finally the sun has come out and you and your gear are now dry so you can set off. Five miles down the road it starts to rain again.

There is a sub-clause to this section too; the chances of you riding in the rain is directly related to how accessible your gear is, or if you have remembered to bring it with you in the first place.

Murphy's Law - Clause 3: If you run out of fuel it doesn't matter which direction you push your bike, the nearest gas station will always be uphill and in the opposite direction. The odds are increased that all nearby gas stations are closed.

Murphy's Law - Clause 4: The battery on your bike will die at the exact same time as something else breaks leading you to think for the next two weeks that the two things are somehow connected.

Murphy's Law - Clause 5: Nothing on this planet is harder to start than a used motorcycle being shown to prospective buyer. This is despite the bike firing up and running like a dream five minutes before the potential purchaser arrived.

Continued Next Page

Murphy's Law (continued)

Murphy's Law - Clause 6: You will never have a puncture on the road until you leave the tire repair kit at home in your garage.

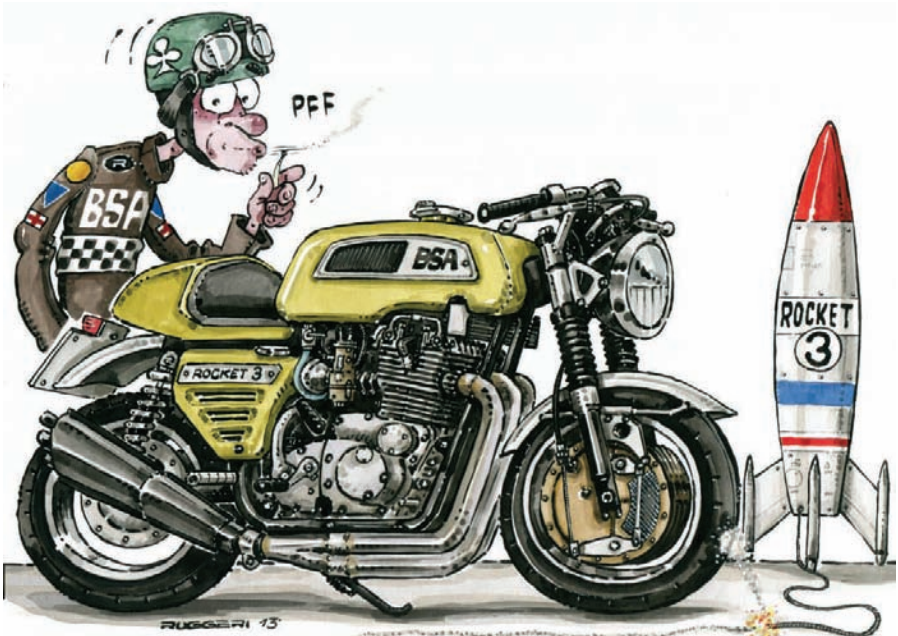
Murphy's Law - Clause 7: The chances of finding a motel or camping spot while out on the road are directly related to how late in the day it is and what the weather is like. If it's dark and raining you're going to be riding a long time before you find anything suitable.

Murphy's Law - Clause 8: You've spent weeks in a parking lot practicing how to do a wheelie on your bike. You've now got it down to a fine art and know exactly what you are doing. First time you attempt it out on the road you pass the local police officer parked in his cruiser. He also happens to dislike motorcycles.

Murphy's Law - Clause 9: When your throttle cable snaps it will always happen in the sketchiest part of town. You'll coast to a halt alongside a group of suspicious looking characters who are at first curious as to what you're doing on their turf and then would like to charge you for any assistance they offer you.

Murphy's Law - Clause 10: The one and only part that you really, really need for your motorcycle will be the only item that is on permanent backorder. How long it takes to eventually arrive is also proportional to how badly you want it.

Murphy's Law is a case of hoping that some of these things will never happen to you but you know deep down that in reality they one day will. It's not a case of if with Murphy's Law but more a case of when.



Club Ride October 2013



While some of the club members were enjoying a week away at Esk about a dozen members gathered for a Sunday ride out to Campwin Beach lookout and then via Shinfield and Homebush to the Eton pub for a couple of coldies. The clubs newly elected ride coordinator got off to a shaky start by promoting Campwin Beach lookout as the destination at the club meeting but then referring to it as Armstrong's Beach lookout in the email sent out. Quite a few puzzled riders wanted to know where the lookout would be at Armstrongs Beach as it would have to be below sea level. The ride co-ordinator advised that it was a test to see who was on the ball and that future rides would not have any test associated with it. Bryce was kind enough to take a couple of photos for us showing what a great day and view it was. Cheers Bernie.

Contributed by Bernie Cannon



Bown Motorcycles



The original factory in Snow Hill, Birmingham was established in 1911 by William Bown. In 1914 Bown Ltd. started production of Aeolus motorcycles. The Aeolus brand disappeared in 1916, though the very same machines returned to the market after the Great War under Bown's own badge. Bown continued building motorcycles until 1924. They assembled small Villiers-powered machines of 147cc capacity, and for last two years (1922-1924) they also produced 248cc & 348cc JAP & Blackburne powered machines. After 1924 the business was moved to Chadwell Heath in Essex and turned into



bicycle manufacture. Around half-way through the 1930s, the Bown Company was acquired and became absorbed into the Aberdale Cycle Co, based at Bridgeport Road, Edmonton, North London. The head of the company, William A.R. Bown, retained a seat on the Board in a technical role, while the new owners - the Levy brothers - managed the commercial side of the business. During World War Two, the Aberdale plant was turned over to the production of war materials, but after war there was a big demand for motorcycles and Aberdale decided to enter this market again with W.A.R. Bown design,

the Aberdale autocycle. It was introduced in 1947. The Levi Brothers' New South Wales plant in Tonypany near Llwynpia came to be titled as the Bown Cycle Co Ltd., and up from 1950 the Bown marque was renewed; the Aberdale Autocycle became Bown Auto-Roadster. 98cc and 123cc motorbikes with Villiers engines were built in Wales. In 1952 the Tourist Trophy model was added, fitted with a 122cc Villiers 10D engine and telescopic forks. It raced in the Isle of Man TT. In 1954 motorcycle production stopped, but in 1956-1957 the name returned as it was used for an imported German moped with a 47cc Sachs engine. When production stopped all the tooling and spares were buried on the site under the factory that is now there.

Bown motorcycles were traditionally coloured maroon.





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

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

For Sale - Genuine Triumph T1210444 oil filters \$20 each. Phone Lawrie 0407 639 884

Wanted - AJS parts {1950 / 18 Model}, Tin chain case, Mudguards, Wheels, Chain guard, Fork covers & Head light. Any parts would help. **Phone Norm 0412 223 496**



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



1964 EH Holden Special Sedan - unfinished project. Requires re-paint, some re-chroming & some assembly to complete. All required parts included. Stock EH Special Sedan Auto body with Premier interior. Modified 202 engine with 12 port head, Celica 5 speed trans, HR disc brake front-end, All mechanicals totally re-built. **\$9,000 ONO. Phone Lawrie 0407 639 884**



For Sale - TEC 2 into 2 full stainless steel exhaust system suit Hinckley Bonneville. Less than 1,000K's use - as new. **\$350 Firm. Phone Lawrie 0407 639 884**

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

Wanted - 1960's Ex Australian Military BSA B40 Motorcycle, Phone Micah Butt **07 49 595 597** or e-mail **micahbutt@bigpond.com**



For Sale - EBC Brake Pads suit Hinckley Bonneville. FA214/2 organic rears **\$35 set.** FA196HH Sintered fronts **\$40 set. Phone Lawrie 0407 639 884**



For Sale - Pair Triumph TOR Silencers. Suit all wire wheeled Hinckley Bonneville's. Very good condition. **\$350.00 ONO. Phone Max 49 422 834.**



For Sale 2012 Speed Triple R. 5,600Klm's \$4000.00 worth of extras (pipes, mirror, cowl etc) one owner **\$18500.00, Ph Brian 0420 978 136.**

For sale - 30hp mercury outboard motor, good condition and very reliable. **\$1200 ono phone Gil 0432862619**

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