

# TAPPET RATTLE

*May - June 2014 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

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

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# THE EDITORS RAVINGS

**Lawrie Kapitzke - Editor**



Welcome to another exciting edition of your newsletter, one that has once again benefitted from the support of many members. I am beginning to become encouraged that this may continue - what a joy that would be. Please keep the contributions coming fellas, the quality of the product really does benefit from your participation and I thank you for it.

We are coming up to a typically busy time for the club with our annual All Bike Show just around the corner and the show committee has been working diligently in the background preparing the groundwork. This is a task that often is not as easy as it could be, seemingly good ideas are sometimes arbitrarily dismissed, less appealing ideas receive surprising support and disputes sometimes occur over how ideas or processes should be implemented. That's the "joy" of working in a committee, some people

can adapt to the process and others can't. The one thing members can be assured of though is that all committee members do take their responsibilities very seriously.

Of course a committee, by itself, does not make an event successful and shortly the call will be going out for members to support the show in whatever way they can. All of the usual & essential tasks will, once again, need to be carried out and the club needs your assistance to ensure that the show is a success so please get behind the committee and the club and volunteer your support where-ever possible. Many hands make light work, as has been demonstrated in past years, and it would be wonderful to see that tradition continue. Of course the one thing we do not have any control over is the weather so if you happen to have an open line of communication to the Weather Gods please be sure to put in a good word for us.

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

Max Anzolin, Ian Atkinson, Sid Bath, Bryce Bathe, Micah Butt, Bernie Cannon, Danny Cash, Ken Cullen, Sam DeBrincat, Gerry Dempsey, Paul Eyles, Steven Hughes, Roly Jeffs, Dale Kennedy, Erik Larsen, Alan Lisle, Les Martin, Charles McGowan, Andrew Pearce, Eric Scheeres, Joyce Sixsmith & Steve Vains. Have a good one guys and gals.

Ride safe and I'll see you next issue.

**Cannon's Cogent Comment**

**The leak in the roof is never in the same location as the drip.**

## **BMOA Down South & Central West Ride**

**Participants:** Bob Inkson, Lloyd Dornbusch, Maurie Price, Lloyd Harmsworth, Dennis Gregor, Jim Schibrowski, Max Anzolin, Robyn Patton, Walter Bruin, Gerry Dempsey, Lex Watson, Harold Collier and Russell Collier.

This ride, like previous Long Distance Rides (LDR's), has been assisted by the use of Lloyd Dornbusch's Spyda & trailer which carries food & drinks for all lunch time meals and afternoon drinks and nibblies at the completion of a days ride. This is funded by all participants, contributing \$55 for the initial purchases of the supplies and thereafter, paying \$2 for beer and \$1 for water & soft drinks. The most expensive part of this operation is the continual replenishment of ice for the Eskies and on this ride we spent approximately \$120 on ice.

The other suggestion that we made prior to the ride, is that all participants should seriously consider having RACQ Ultra Care in case something went wrong. All accommodation is on a shared basis, so that actually halves the cost and apparently we must have got the mix right because there were only a couple of complaints about snoring and farting.

The Total Ride Distance for the week was 2,486Klms and away for 7 days.

### **Day 1 - Mackay to Banana Distance - 496 Klms**

The ride got underway with all participants meeting at the Boomerang Hotel carpark at 8am for an 8.30am departure. Bob was the designated lead rider, so as usual, the "Ol Tracta" was out the front in all her finery leading the pack. The first stop was at the Caltex Servo at Ilbilbie for a L&L Break (Leg & Lie Break). With this out of the way, it was on to Tooloombah Creek (200Klms) for a refuel. Please note that as usual, all fuel stops were planned around the 200 to 240klms range as that is the normal range for the carburettor engine bikes like the Bonneville's, Harleys & Ducati's etc.



With this done, it was on to Rocky and all was good, until we ran into some light rain just north of the town. Some stopped for their wet weather gear but the rest of us soldiered on through to the next fuel stop at the Caltex Servo at North Rocky. It was there that we noticed that Max was not present. Everyone saw him stopped but thought he was getting his wet weather gear out. Anyway Jim Schibrowski was quickly dispatched back to find Max and it was found that the "Gremlins" had struck. Max had organised RACQ to come and pick him up and take him to the BMW dealer in Rocky? With this in hand, Jimmy came back into Rockhampton and met us at the prearranged lunch break location in South Rockhampton.



With lunch out of the way, it was on to Banana for our overnight stop and once again, we ran into another light rain shower that claimed an-



other victim, with Maurice's Spyda switching into "Limp Home Mode". After extensive "side of the road" fault finding, it was another call to RACQ to come and pick it up and take it back to Rockhampton. Maurie decided to continue on the trip by riding shotgun for Lloyd Dornbusch. This delay caused Lloyd D, Maurie & Jim Schibrowski to eventually get into Banana right on dark at about 6.30pm. Not good considering the wildlife at that time of day.

The accommodation for the night was at the Banana Hotel Motel and this was of an excellent standard and a very affordable price with the Publican "Finn" looking after all our needs. Max was not able to get his bike problem rectified in Rockhampton and at this time, left the ride and the next morning was transported with his bike back to Mackay. Thus the suggestion for everyone to have RACQ Ultra care was a good one and I am sure Max & Maurie would agree it is well worth the price. The other useful thing to have is a mobile phone so everyone is contactable if something goes amiss.

### **Day 2 - Banana to Moonie Distance - 410 Klms**

This day got off to a good start as usual, departing at 8.30am with Moonie as our destination. The first L&L Break was at Isla Gorge which was 100Klms south of Banana. A few wandered off to have a look and reckoned it was a "Gorgeous View". From there, it was via Taroom and on to Wandoan for a refuel and lunch break. After lunch it was then on to Moonie for our overnight stay at the Moonie Cross Roads Servo Hotel/Motel Complex which again was an excellent choice of accommodation with very friendly staff, great facilities, good meals and friendly locals.



This was our first chance to give the "Beer & Nibblies" a run and it was also welcomed, as everyone got a good dose of "Cholesterol Enhancing" food & drink into them prior to the night time meal. The patrons at the bar were also very friendly and we struck up a conversation with a Truckie (Lance O'Sullivan) who was familiar with British Bikes and also Lloyd D's brother Brian and others in the Toowoomba Historic Club. as well as being a old work mate of Danny Cash. (Geez Danny told us some stories)

### **Day 3 - Moonie to St George via Nindigully Pub Distance - 264 Klms**

We hit the road again at 8.30am, with St George via the Nindigully Pub as our prime destination. All was good until about 10 minutes out of Moonie, when one rider pulled over to the RHS of the road in a bitumen turnout to fix a helmet problem and another rider pulled up which caused a following rider to take an excursion down the table drain. Luckily no one was badly



hurt and we were back on the road again quickly. From here we continued south another 60Klms, to our first turnoff, then headed another 56Klms south before turning right where we again pulled over for an L&L Break. Shortly after that, we were confronted by "Lance the Truckie" coming in the other direction, so we just had to have another chat to him for a while.

"The Ol Ex Truck Driver" in the group, drooled over his roadtrain and took some getting moving again (Ha Ha). With this stop out of the way, it was another 89klms to the legendary Nindigully Pub and the stop was well worth it. The beer was great, the scenery (Young & Irish) was also good and the legendary Nindigully burgers were superb. After this little diversion, it was then the last 45Klms into St George and to the Australian Hotel for the next 2 nights. On arrival we were followed into the carpark by the local constabulary.



The reason behind this was a bit of a mystery. Some said it was because they spied Lloyd H's Vietnam Vets vest and others surmised it was because the Lead Rider at the time went through a stop sign in the main street right alongside where the coppers were sitting. His comment was "That can't be correct as he didn't see either of them". They just told us to leave nothing of value on the bikes at night and drove off. When we mentioned this to "Peter the Publican" he said "Yeah! they visit here 3 or 4 times a night and I get 'em on security cameras all the time, as St George is a training base for new coppers, so they just annoy everyone who is new to town, so don't worry about them". I guess we were pretty assured that our bikes would be ok at night.



#### **Day 4 - St George Lay Day**

Today being a lay day, everyone took time to have a look around the town of St George and we did a resupply of food and drinks etc for the trailer. People did washing and one guy even went to get a haircut which caused some concern, as he was gone for nearly an hour and half but just as we were about to go and see if he was OK, he emerged all spick and smiling and tidied up (maybe the female hairdresser was the reason for the long delay??). A few others took the opportunity to go and visit the local Riversands Winery about 2 klms. from town and subsequently, after extensive sampling, came back with ample supplies of locally produced wines. Others took in a visit to the "Unique Egg" which was a display in the middle of town of hand carved emu eggs. This was pretty interesting and unique and only cost \$3 to have a look.



That evening we had organised a 2 hr boat trip on the Balonne River with Sandy Town River Cruises. We were pretty lucky to get this in, as just 4 or 5 weeks previous, the river was dry. Brett Schweikert was the owner and host for the excursion and was an excellent source of information, as he had developed the cruises and was fully backed by the local community. Everyone we talked to said it was a "Must Do" thing in St George. He took us an hour upstream and back. This was a pretty relaxing experience as we were able to take our own drinks and nibbles on the cruise with us.



For a couple of the winery visitors, it must have been particularly relaxing and a good opportunity to sample what they had purchased earlier in the day, as some difficulty was encountered when they left the boat and tried to make their way up the concrete pathway along the river bank. Maybe it was just the bends in the pathway that was the problem? Anyway a great relaxing day in St George and another sample of the "Outback Way of Life" in Queensland was enjoyed by most. Some did make an effort to contribute to the local economy by ensuring that they visited every watering hole in St George.

### **Day 5 - St George to Tambo Distance - 508 Kms**

With our rest day behind us, it was again on the road at 8.30am heading north for Tambo. This was the biggest ride day of the trip and was to be a pretty pleasurable ride, as we were now heading out of cotton and into cattle country. The roads were all in pretty good condition, with most of this 200Kms section having just been resurfaced. We once again started to encounter those "Pesky Road Trains", as there appeared to be a lot of cattle being moved around. The first L&L Break was about an hour out of St George and was really, to give the lead rider a spell from counting roos, as he claimed there to be 100, but from further back in the pack, we never saw a single roo. Maybe it was the after effects of the Riversands Winery that he was having problems with? However, as we were standing around, we did count 8 roos walk across the road 100 metres further on.



Next it was onto Mitchell for a refuel and then we headed west to Morven where Lloyd & Maurie had set up for the lunch break in a local park. After lunch it was off to Augathella where we had another L&L Break and then onto Tambo. I believe the roads in this area were superb, as they had just recently been subjected to the reconstruction from the last floods and there were literally Klm after Klm of perfect road which enabled us to lift the speed a few Klm/hr. Hundreds of millions of dollars have been spent on these roads. We arrived in Tambo just on 4 pm which was just about spot on, as we endeavoured to be "Off the Road" everyday by 4 to 4.30 so as not to get caught up with the western wildlife.

Again the Club Hotel in Tambo was an excellent choice for our over night stay, as the Motel

was part of the Hotel and we booked out the whole Motel. The meals were unbelievable in size, and really cheap and the speed of delivery was also very impressive.

### **Day 6 - Tambo to Rubyvale Distance - 493 Kms**

The day again got underway at the usual time and as this was another big day, we did not muck around as we headed for Barcardine. Once there, we refuelled and then went off to visit the "Tree of Knowledge". I must say, we didn't come away any smarter from that experience as we seemed to have had lost our lead rider, so his wingman (Lloyd H) led the way and before we got more than 150 metres down the road, he had taken the wrong left hand turn. Errrrrrrrrrragh. No excuses Lloyd - we know you really weren't interested in the railway siding. Our next stop was at Alpha for lunch, where we came upon our lead rider sitting on a park bench taking in the "Vista Views" of Alpha? I



I think he was really considering whether he should go and visit his OI Mate at the Alpha Pub. This was the real reason for his disappearance in Barcardine but he would never own up to that. With lunch out of the way and another refuel, it was off on the final 140 Kms to Rubyvale. We have stopped at Rubyvale numerous times before on these rides and find the Rubyvale Hotel & Cabins another excellent choice of accommodation. We had no sooner pulled up, when we were greeted by 3 additional BMOA members, (Andy Mann, Bernie Cannon and Terry Vandenberg)



who had ridden out from Mackay to join us and that was a welcomed surprise. They also gave us a hand to finish off the remaining contents of the drinks and nibblies supplies in the trailer, as it is customary on our last night, to ensure that all supplies are exhausted if possible. Once that was done, it was over to the Hotel for more refreshments and food and it was there, that Bernie met up with Bruce Hurrens (Mine Partner "Barney") and a plan was hatched that about 50% of the ride group go out and visit their mine in the morning. So thanks to Barney & in Bruce's absence, for that invitation, as it was enjoyed by all who attended.

### **Day 7 - Rubyvale to Mackay Distance - 396 Kms**

With approximately half of the ride members going on the mine visit, the ride split up into about 3 groups, with 3 of us leaving at about 8am, and the other 3 leaving at 8.30am and the remainder when the mine tour was finished. This time we took a different route home and it was Rubyvale to Clermont via the Tomahawk Creek/Copperfield road. This is the first time we have ridden that back road to Clermont and were surprised, as it was quite an enjoyable ride. But being early in the morning, we had to be mindful of cattle & roos again, as the road is unfenced and is pretty curvy and in some cases very curvy. If the corner sign says 60kph that is what it is, a 60kph corner, so if you travel that road, enjoy it, but be careful. Now it was on to Moranbah turnoff Servo for a refuel and then the final leg back into Mackay.

Everyone got home at varying times from between 12.30 and 4 pm.



All in all, another very very successful and enjoyable BMOA Long Distance Ride which I believe, was enjoyed by all. We found a couple more roads that we (The BMOA) had not ridden. We again saw a lot of Southern and Central Western Queensland and experienced wonderful hospitality by everyone along the ride.

The next problem we now have is "Where to next"? These Long Distance Rides (LDR's) take quite a considerable amount of planning and execution and are in the melting pot for anywhere upwards of 6 months, before we actually pull them off.

To my knowledge there is about only one or two major arterial road sections in Queensland that we (The BMOA) have not ridden over. So if anyone has suggestions, please don't hesitate to come forward and we will have a serious look at it. If you have any inclination to participate, feel free to discuss it with us and I am sure you will not be disappointed.

**Contributed by Gerry Dempsey**



## **1962 Safety Rules from Honda**

Taken from a 1962 Honda Motor Cycle Instruction Book. Translated by Honda for the American Motorcycle Rider

1. At the rise of the hand by Policeman, stop rapidly. Do not pass him by or otherwise disrespect him.
2. When a passenger of the foot, hooves in sight, tootel the horn trumpet melodiously at first. If he still obstacles your passage, tootel him with vigor and express by word of mouth, warning Hi, Hi.
3. Beware of the wandering horse that he shall not take fright as you pass him. Do not explode the exhaust box at him. Go smoothly by.
4. Give big space to the festive dog that makes sport in roadway. Avoid entanglement of dog with wheel spokes.
5. Go soothingly on the grease mud, as there lurks the skid demon. Press the brake foot as you roll around the corners, and save the collapse and tie up.

## **Overnight ride to Rubyvale**

When the ride route for the long distance ride was put out, and an overnight stop in Rubyvale was on the cards. Bruce Hurren asked me and a couple of others if we were interested in going out there for a couple of days, as he knew me and the other lads were interested in his set up out there. Plan was to do the mine camp thing, scratch some dirt, find nothing, and then meet up with the other riders when they got into Rubyvale.

Well most good plans go to crap, and this one was no exception. Bruce informed us he couldn't make the trip, would not long be back from a big fossicking mission, and was then going to Vietnam, and Nat said he had to stay home that weekend.lol So that was the end of the trip.

No it wasn't, Bernie and I had discussions, and we decided Bruce was not needed, we can still head out to Rubyvale by ourselves, although would have to give the mining, dirt scratching, find nothing thing a miss. So it was decided, and Bernie, Terry and me were heading out there. Bernie was in charge of accommodation and got us into the same place the other lads were staying, just had to pay the extra cost for using more beds.

We met at city gates and had a leisurely ride out to Rubyvale, stopping at Nebo, Moranbah junction turnoff, Clermont, and then a fantastic ride from Clermont across to Rubyvale. I forgot to mention that Bruce didn't let us down all together, he sent me some contact details for his partner in crime out there named Barney. Once we got settled in I gave Barney a call, and he was happy to come down to the pub that night for a cool drink, as he had been hard at work pouring concrete.

After a chat with everyone some headed off to the pub for a cool drink, then dinner. I met up with Barney, had a good chat and he asked if we wanted to go out to the mine in the morning and have a look around. Well Bob did a quick ask around and came back with about 10 interested, so Barney showed me where to meet him in the morning at about 8.00am. Now I like to socialise with everyone, but the prospect of having to meet someone at 8.00am in the morning to go underground persuaded me to go to bed early, well reasonably early.

Next morning we are ready to do the mine tour, well most of us, some should have gone to bed a bit earlier. So we meet up with Barney and he takes us out to Bruce's targe mahal mine camp. After a bit of setting up, and a quick induction, we are all heading down the hole, well nearly all of us. 40 feet underground and Barney is giving us the rundown on how it all works down there, and answering any questions we had. Eventually we came back to surface, packed up, and headed back to Barneys massive shed. I must thank Bruce, for putting us in touch with Barney because he was a very good tour guide, knew quite a bit about the area, and fossicking. And thanks Barney.

After the tour we headed back home via Clermont, where Robyn and Walter left us for the trip back to Brissy, with a couple of stops on the way. If anyone is riding out that way you must do the road from Clermont to Rubyvale, through Tomahawk Creek, probably one of the best rides in the area just beware of the cattle along the side of the road, and the deposits they leave on the road.

**Contributed by Andy Mann**

**16th  
Annual**

# ***Pinevale*** **Motorbike rally**

***Mia Mia 55km west of Mackay (follow 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 27<sup>th</sup> – 28 June 2014**

*Host Details-*

*Mick Ph: 0409 618840*

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**



## An Astounding Coincidence

After threading the needle lane splitting through the early morning Auckland peak hour traffic, my journey south was met by the passage of a cold front and torrential rain. First stop was the small town of Ngaruawahia, a little over 2 hours from my start point, where I planned to have breakfast, before setting out to track down Paul Bryant, owner and creative genius of Viking Exhausts. It was a spur of the moment thing, and I lacked addresses and phone numbers. Being a small New Zealand town, I knew the local post office, which opened at nine, would be able to help me out. I still had half an hour in the dry to enjoy my breakfast, sheltered under the eave of the local bakery el very fresco style before starting my detective work.

A few of the passing locals noted my drenched state and questioned my grasp on reality, riding in conditions better suited to the Ark. The hot coffee began its magic, realigning my neurons and I knew I would soon be good to go. One bloke commented that he usually rode his bike every day, but with today's downpour, he woosed out. Yeah, that's ok if you have a tin top alternative. When he returned from inside the bakery, being a fellow motorcyclist, I continued with the conversation, by asking the best opener that absolutely no motorcyclist can resist, "What do you ride?" Just so happened he had the big daddy of my Street Triple, a Triumph Rocket Three. After a bit of motorcycle banter, I dropped the question, "Do you know a bloke round here by the name of Paul Bryant, owns Viking Exhausts." Well this bloke shuffles through his pockets and from his wallet, extracts a business card and drops it on the table in front of me. You guessed it. He was Paul Bryant.

After a little further conversation, Paul invited me to have a look at "Viking Exhausts World Head Quarters". An offer I could not refuse, considering nine months previous, he had built a beautiful pair of "Black Cap" mufflers for my classic 1975 Triumph T160 Trident, a transaction that transpired entirely on line. Being in the neighbourhood, I just needed to find this bloke, and thank him face to face for his excellent craftsmanship and fabulous service. As it turned out, if the coincidence of meeting Paul at the bakery had not occurred, his mates at the steam locomotive museum would have got hot pies and I would have not found him at Viking Exhausts WHQ.



**Viking Exhausts World Head Quarters**

An extraordinary Man Cave. You just never really know what goes on inside a shed, until you have been in there yourself.



**The Man himself with engine units mounted in motorcycle frames**

Paul will build standard or custom headers, mufflers and frame mounts for any of the '70's British Motorcycles.

I was fortunate to spend 3 hours with Paul, learning the finer details of building motorcycle exhaust systems. Mufflers not only have to look "right" and fit perfectly, baffles need to be designed to get the right sound. Perfecting the baffle design for his Norton Commando "whistler" mufflers, is another of Pauls clever achievements. Creating the perfect bend in an exhaust tube with the exact flare to glide into perfect position is a remarkable feat of engineering. All custom exhaust systems are fitted up on the engine / frame units so that mounts can be tailor made, resulting in the system being simple to fit by its installer. All nuts, bolts, washers and clamps are supplied, leaving nothing to chance. Every order is individually made to the purchaser's requirements.

### Tube Bender

Paul also built his own tube bender, with very clever mandrels and degree plates to make his work accurate, perfectly smooth and quick. Paul explained, it's like riding the perfect line in a series of bends on a motorcycle. Both need to be approached with passion, commitment and an eye for that smooth line. Not only can this man build the perfect exhaust, he is a rabid motorcycle enthusiast and clever engineer to boot. That's why he is the best. Paul exudes excellence.



### Alignment Test Jig

It's all about how the light reflects off the polished pipes. A little tweaking makes a world of difference. This is where craftsmanship goes well beyond engineering and becomes art.

Once polished to perfection, all parts of the exhaust system are dispatched for bright or black chroming. The result, gleaming seamless perfection, ready to be packaged and posted to what will be, a very satisfied customer.

With the assistance of his son, Paul is currently expanding from this 70's only exhaust systems and designing something for Triumph's Rocket Three. It would be great to see this cottage industry roll on to the next generation.

While engrossed by all things exhaust in the man cave, the cold front and rain slipped unnoticed over the eastern horizon, leaving the perfect day to ride. Paul stuffed the cold pies down his jacket, fired up the Rocket Three and roared off towards the museum.....things to do you know. Did I just witness a new generation exhaust being tested?

Check out Paul's web site: [www.VikingExhaust.com](http://www.VikingExhaust.com)  
phone numbers: ++64 7 824 8105 ++64 27 242 0781  
Email: [paul@vikingexhaust.com](mailto:paul@vikingexhaust.com)

**Contributed by Bryce Bathe**

## Member profile

**Name:** Ian Atkinson

**Partner:** Ruth

**Birth Place:** Mackay

**Currently live:** Mackay

**Occupation:** Plant Operator

**Likes/Dislikes:** 5km walk and push bike ride, 5 days a week

**Hobbies:** Gardening

**Joined British club in (approximately):** 7 years ago?

**1<sup>st</sup> Bike:** BSA Bantom, when 17

**Best/Worst experience on motorcycle:** Racing speedway, great days

**Short riding history:** As mentioned, Ian's first bike, legal, road bike, was a BSA, many years ago, before that he had a few bikes, bush bashers, like all teenagers.

Early in his life he caught the train down to Melbourne and worked in a garage in Footscray area. Whilst there he bought an ex cop bike, a BSA gold flash, and rode it all over the countryside, and flogged the crap out of it in the process.

Eventually he got sick of Melbourne and moved back home to Mackay, not sure if he caught the train back though.

Not sure what encouraged him to race speedway, maybe his outfit builder Keith Allwood!! But Ian spent 4 of the best years of his life racing speedway, and in the last couple of years was just starting to win some prize money and trophies.

During the speedway days he had the pleasure of racing on the brand new track built in Townsville, and won a couple of races there as well. I enquired as to how the Keith built outfit held up and he recons it was pretty good, although it got a bit tired towards the last year or so.

Ian decided he had to buy a bulldozer and work all around the country side so that was it for racing days. That also slowed down the bike riding, although he didn't lose contact with motorcycles.

Nowadays he still works the earthmoving equipment, but finds time to ride motorcycles and keep in touch with people from the early days.

***Contributed by Andy Mann***



# ARIEL



*The Modern Motorcycle*

## Club Ride May 2014



The weather appeared to be conspiring against us and a large contingent of members were away on the long distance ride - they would have to be the reasons why we only had six members turn up for a ride wouldn't they?

As it turned out those that looked out the window early on the Sunday morning and decided against participating missed out on a very enjoyable ride in glorious sunshine. The ride was a little shorter than our usual excursions but that was to reduce our potential exposure to the ever changeable weather and in no way reduced our enjoyment of the event.



One advantage of limited participation is that it is much easier to keep the group together and variances in the rate of forward motion between bikes are easier to compensate for. This, of course, resulted in some of us using the opportunity to really "feel the wind in our hair" so to speak and the grins were wide when we eventually arrived at our planned destination at Bucasia Beach.

Previous arrangements had ensured that an esky of suitably cold refreshments & nibbles awaited our arrival and these we eagerly consumed while we chatted. It was a good day to be alive - sorry you missed it.

***Contributed by Lawrie Kapitzke***





## Calthorpe Motorcycles

George W. Hands began manufacture of bicycles in Bordesley, Birmingham in about 1890 and built his first motorcycles at Calthorpe's Barn Street premises in 1910 - one source says they first exhibited at the Stanley Cycle Show in 1909. Initially using JAP and Precision engines, after the First World War they also used Peco, Villiers and Blackburne units.

By 1924 they were producing their own 350cc ohv engine, and in 1927



built a 500cc overhead cam model. Only around 100 of these relatively expensive machines were made.



The Ivory series began in 1928 (or 1929) and was very well received with its saddle tank and duplex frame, but by the late thirties the company was in decline and went bankrupt in 1938. Revival attempts occurred in 1939 with Matchless engines, but the war interceded. Another revival attempt in 1945 using Villiers two-stroke power plants was also unsuccessful.

*Calthorpe*





# 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**

**Wanted BSA WM 20 cast Iron head in Good Condition** **Phone Micah 07 49 595 597 micahbutt@bigpond.com**

**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. **\$8,000 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 2012 Speed Triple R.** 5,600Km'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**



**For Sale - 2008 Mini Cooper S Clubman Chilli,** excellent condition, all the extras you would expect from a BMW. **\$25,900 ono. Phone Gil 0432862619.**



**For Sale - 2007 Honda CTX200 Bushlander**, 2200 ks near new, perfect condition, registered with RWC. **\$2,600 Phone Lex 0429966850.**



**For Sale - 1975 Triumph Trident T150.** Rebuilt engine including crank grind, new bearings, New conrods, pistons and rings. Head was totally rebuilt a few years ago. Has been run but not been on road, heaps of new parts included but not fitted. Bike is rideable but unregistered & unfinished. **\$7500 Phone Lex 0429966850.**



**For Sale - 1937 Triumph 600S.** Local bike, 600cc single. Engine has been run, 90% overhauled mag and dynamo included (not shown in photo). No forks, only frame, rear wheel & oil tank. Engine has broken sidecase. **\$400 Phone Lex 0429966850.**



**For Sale - Hi-Tex textile jacket.** XL, YKK zips, zip out liner, 2 pockets, corduroy collar. VGC **\$75 ONO. Phone Charles 040 0051 211**



**For Sale - MotoDry textile Nitro jacket.** 2XL, zip out quilted liner, 4 pockets, VGC. **\$99 ONO. Phone Charles 040 0051 211**



**For Sale - Leather Triumph throw over bags.** Externally GC, internal liners FC. **\$80 ONO. Phone Charles 040 0051 211**

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**For Sale - Bike Trailer.** Holds two bikes, fully enclosed, with ramp. Mag wheels with brand new tyres. Long Rego. **\$2,000 firm. Phone Lloyd 0427 561 577**

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**For Sale - Genuine Triumph Oil Filters**, Part No. T1210444 suit most late Triumphs that use spin-on type filters. **\$17.00 each. Phone Lawrie 0407 639 884**



**For Sale - 1993 BMW R1100RS.** One owner, purchased new in 1994, 46000km. ABS, panniers, books, spares, footrest lowering kit fitted (originals incl.). Recent update to alternator belt, drive shaft service, front brake kits and pads. Registered 'till 10/14. Good order however could probably benefit from fine tuning. Excellent Tourer. Genuine one-for sale. **\$5,000 ONO. Phone Jeff 040 728 4420**



**For Sale - 1979 Triumph Bonneville 750 T140E.** Bottom end rebuilt, new wiring harness, club rego. Some work required to finish off. Good cond. **\$7,500. Phone Steve 49 598 003 A/H**

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