

TAPPET RATTLE

May—June 2017



**34th BMOA
All Bike Show**
22nd—23rd July 2017
Paxton's Warehouse
River St, Mackay.



BMOA LIFE MEMBERS

Mark Botefuhr—Gerry Dempsey—Lloyd Dornbusch—Bruce Hurren
Bob Inkson—Dale Kennedy—Andy Mann—Chris Percy—Ian Skuse

BMOA EXECUTIVE

President;	Bob Inkson	0418 728 273
Vice President;	Dale Kennedy	0418 185 974
Secretary;	Lawrie Kapitzke	0407 639 884
Treasurer;	Andy Mann	0402 213 972
Dating Officer;	Lloyd Dornbusch	0427 561 577

COMMITTEE

Ride Co-ordinators.....	Andy & Lawrie	As above
Spiritual Guidance Officer	Chris Percy	4941 7234
Editor.....	Ian Stuart	0456 674009
Contributions.....	istua55@bigpond.com	

CLUB REGALIA

Belt Buckle	\$25.00	Caps—Hats	\$15.00
Machine Badge	\$25.00	Singlets (Black)	\$22.00
Lapel Badge	\$5.00	T Shirts (Black)	\$20.00
Badge (Sew On)	\$8.00	Polo Shirts (S/Sleeve)	\$25.00
Stubby Coolers	\$8.00	Polo Shirts (Gray/Black)	\$35.00

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Inks on Anything

Bob Inkson—President



Welcome to the Tappet Rattle the May /June edition.

I always look forward to the Tappet Rattle, firstly to see what photo's Stu has found for the cover and to catch up on what has been happening bike wise in the last couple of months. I finally got a few rides in recently, the Nocundra long distance ride, great time and great weather. The story published in the Tappet Rattle elsewhere. The Sunday club ride to Cape Hillsborough and Seaforth, had a good roll up of bikes old and new. Everyone enjoyed the pace of the ride and the stop for a coffee break.

On returning home from the long distance ride, the group learnt of the passing of club member Bryan Baker involved in a tragic accident. The showing of support by club members and their bikes at the funeral service showed the respect and friendship we had for Bryan. The family appreciated our support and gained considerable comfort by our attendance. A great sign of comradeship by members and I felt proud to be a member of B.M.O.A, Mackay.

Bob Inkson, President.

BRYAN BAKER



*Rest in
Peace*

Lawrie Kapitzke
Secretary



BMOA Attends Funeral Service for Bryan Baker

It was pleasing to see the response from members to a call to attend the funeral service for member Bryan Baker. The call went out for members to meet at the Aero Club at 12 noon on the day of the service so that we could ride to the service as a group to show our respect and a large proportion of our membership did so. After gathering at the Aero Club we rode to the Shamrock Hotel car park where it had been arranged to meet other riders and Bryan's son & brother who were riding a pair of Bryan's Ducatis. From there we rode through town in convoy out to the Newhaven Crematorium where the service was being held and arranged our bikes facing the chapel entrance.

The chapel was filled to overflowing and most members gathered outside the entrance to watch and listen to the service which was relayed to a screen above the door of the chapel. The service was simple and well presented but very moving as the details of Bryan's life were conveyed to those in attendance. Despite his life being cut short, Bryan had managed to squeeze in a very full, interesting and honest life much to his credit. At the completion of the service we were asked by Bryan's family to start and rev our bikes as a "send off" for Bryan and I'm sure the resultant commotion was loud enough to be heard by the man it was in honour of. The service was followed by a wake at the Shamrock Hotel where those attending shared stories and paid our respects to Bryan's family. Having ridden with Bryan on several occasions I personally will miss his cheerful face, sharp wit and friendliness.—**RIP Bryan**



Bryan's family would like to convey their appreciation of the club's efforts to honour Bryan's passing by attending in such large numbers to represent Bryan's favourite hobby. They particularly enjoyed the revving of engines at the completion of the service which they said would have pleased Bryan immensely.

Handymann
Andy Mann—Treasurer

**LAKE ELPHINSTONE RIDE
O/NIGHT
26th—27th August 2017**

Come along and join in or
sit back and be amazed
what goes on beside the
lake with the lads



Don't Forget to Wear Motorcycle Ear Plugs

Say “motorcycle noise” and most people think of loud exhaust pipes. But savvy riders know there’s a much greater enemy—wind. Exposure to sound louder than 95 decibels (dB) can cause permanent hearing damage. Street riders on quiet bikes can expect wind roar to exceed 110 dB even inside a good helmet; racers can expect 115 dB. Fifteen minutes of 110dB a day, five days a week can cause up to a 30-percent hearing loss within a year. Your options: never ride faster than you can walk, use motorcycle ear plugs, or face a future with one of those ear trumpets glued to the side of your head.





This is a story of industrial ambition, fading hopes, commercial collapse, a little light at the end of a desperate tunnel, and now what looks like a very bitter end. Ex-Harley-Davidson engineer and motorcycle racer Erik Buell was the man who set this flame alight. Here's a quick recap of Buell's history:

- 1983 Buell Motorcycle Company launched
- 1993 Harley-Davidson bought 49% of the company
- 2003 Harley-Davidson bought the firm outright
- 2006 Buell announced its 100,000th bike
- 2009 The 136,923rd Buell left the production line
- 2009 Harley-Davidson wound down the Buell Motorcycle Company
- 2009 Erik Buell launched EBR (Erik Buell Racing)
- **2013**: Indian firm Hero MotoCorp buys a 49 percent of EBR. The price paid is \$25 million
- April 2015 EBR ceased production
- January 2016 EBR was bought by Liquid Asset Partners (LAP)
- March 2016 EBR production resumed on a small scale
- September 2016 saw a new model range promised
- December 2016 EBR Black Lightning 1190SX announced
- January 2017 LAP wound-up production

ROYAL ENFIELD

INTERCEPTOR



When you think of the archetypal British parallel-twin, Triumph, Norton, BSA and possibly AMC/Matchless immediately spring to mind. But the lesser-known Royal Enfield was also the purveyor of a flawed but individualist and charismatic twin. For some reason, the Royal Enfield twins were never wildly successful but they offered a handsome, beefy alternative to the mainstream British twins. For many, the ultimate Royal Enfield twin was the 1968 Series II Interceptor. Ironically conceived after the sale of Royal Enfield to the newly formed Norton-Villiers Group, production was moved from the Redditch plant near Birmingham to an underground cave at Westwood in Wiltshire. Amid the acrimonious politics between Norton-Villiers the new company was called Enfield Precision Engineers; it was owned by the Smith group but contracted to NV. Only around 1300 new Interceptor engines were built before Enfield Precision ceased trading to concentrate on other projects. As a result, the Series II Interceptor is now a rare and sought after model. The handsome, meaty and purposeful Royal Enfield Interceptor was one of Britain's finest motorcycles and serves as a reminder of a time when Britain was at the forefront of the motorcycle industry.

First Aid for Motorcyclists

On Sunday the 9th of April following the BMOA Monthly Meeting, The Club sponsored training was held at the Mackay Aero Club. 12 BMOA Club members were able to attend this training. Dennis Gregor, Gerry Dempsey, Lawrie Kapitzke, Bob Dumma, Arthur Cook, Steve Lindores, Steve Ruffle, Richard Ross, Bryce Bathe, Ian Stuart, Rick Cameron and Lloyd Dornbusch.

The training was conducted by Charles Linsley and all up it took us through until approximately 5.30pm. Charles conducted the training in a light, friendly and sometimes entertaining / informative manner. Charles passed on a lot of information on the correct way to administer first aid to motorcyclists. Charles also provided information on how to control an incident involving motorcyclists or in fact any accident or incident that may require first aid. I have organised and participated in a couple of dozen LDR's. In the last couple of years we have been extremely lucky with a couple of close calls, so it was very timely for this training to take place as we head off on another one in the near future. I found the course bought home and reinforced quite a number of things that would help us with our **Long Distance Rides**. A lot of the practices or controls that Charles bought to us we had already at some time had in practice on our LDR's. But over time as a number of attendees are familiar with our format we have become a bit complacent and let things slip thinking "Yeah everyone knows that" that is not the case. For example understanding and communicating our ride plan on a daily basis and distances (this get rid of the "are we there yet or how far to the next fuel stop" syndrome that does arise) plus the expected weather for the day. The contact points along the way in the ride plan. Also ensuring those at home have a copy of the ride plan so relatives know where your approximate location is and where you heading to should you need to be contacted.

*Who is the nominated First Aider/s for the day and for the trip.

*Where will the nominated First Aider will ride within the group.

*Where the First Aid Kit/s is or is located.

*Who should take command should we come across and accident and our assistance is required.

*Explain the location of our Personal Locator Beacon (Epirb) for the trip and if it should happen to change riders.

*Instruct riders on how to activate the Epirb should it be required in an emergency.

*Ensure everyone on the ride knows how to contact Emergency services should they be required.

This training also aids as a bit of a "Top Up" on the basic first aid training and was money well spent by the Club it will also benefit the whole community. I would strongly suggest that the club considers running at least another one of these courses so those that were unable to attend this session can update their First Aid training. Thanks to FAFM for the course, Thanks to Charles Linsley for presenting the course, Thanks to the BMOA for sponsoring the course, and thanks to Lawrie Kapitzke for coordinating the whole thing from its initial mention/inception by Charles Linsley.

Submitted by *Gerry Dempsey*

**NOT
BRITISH**



Moto Martin Motorcycles



Founded by Georges Martin, Moto Martin is a French company known for its motosport inspired or Café racer and racing frame kits for motorcycles. The original Moto Martin frame designs were based on the work of Fritz Egli. The company also manufactured its own wheels, body kits and later kit cars.

Georges Martin focused on building kit bikes at a time when many riders in Europe couldn't afford to build their own modified motorcycles. One model is known as a KZ900 Turbo. Cycle World in 1987 stated that "Moto Martin's products have a reputation for high-quality construction that places them above the level of most other frame manufacturers." Moto Martin motorcycles have been compared to the likes of Bimota, Harris, Nico Bakker and Honda RGB.

Photo taken at the Isle of Man, 1984



WORKBENCH
WISDOM
by
Phil Wilson



Your bike is an extension of yourself and therefore should be comfortable and useable it should also have the prerequisites to enable it to function in a manner that you, the owner, finds fitting. It's often hard, especially with bikes to tick all of the boxes satisfactorily, hence why we often need to have maybe one or two extra to fill all of gaps (much to the chargin of your partners I'm sure!). It's no good buying a sports bike for a long distance cruiser and neither is any good buying a Harley for a road race track bike, so once you have done your research and picked out your steed of choice, it's time to personalise it a bit. It's a slightly different scenario for different styles of bikes, but ultimately it comes down to looking at the riding that you are doing and assessing the best way to make your bike fit you. If you are a track person and you have just purchased a 1000 sportsbike to go and do track days at Lakeside, then you will probably be looking at changing things like handlebars and footpeg position to suit your height, clutch and brake levers to fit your hands better, and then things like gearing for better acceleration, ironically its some of these same changes that owners of touring bikes should be looking at. Does your bike fit you? Is it comfortable enough for you to do the longest run in a day that you will do and then hop off it without looking like the hunchback of Notre Dame? Do you need touring pegs to stretch your legs, or a windscreen to take the load off of your upper body? Does the seat feel like razorblades by the time you get to Sarina? These are the sort of things that most people will look at, however, there's a couple of changes that a lot of people overlook that can play an important part of having a trouble free run. Is your gearing right for what you are doing? Understandably a lot of touring bikes have shaft drive and can't be changed, but for the chain driven ones, can the gearing maybe changed so as the motor has less stress on it? Can it get better fuel consumption by operating in a different rev range? Some bikes are now over geared and actually use more fuel at the speed limit because they are too loaded up. Are your tyres suitable for what you are doing? Some manufacturers will now off the same size tyre in a couple of different compounds, and unfortunately, it's not always clear which one is which. It's no good running a sports tyre when you are trying to get some mileage! Shock absorbers are often overlooked, if you load your bike up and the shock is half way through its travel, it's not right, your bike won't handle right, and to top it off, your spine will go on strike at some stage.

Touring bikes are especially susceptible to rear shock issues, often they are short travel and softly sprung on a heavy bike, add some luggage and a rider or two and you've pretty much used up all of the available capacity for the shock to do its job, sometimes it's a simple spring change, other times it's a replacement shock. This is one thing that can turn a sweet handling bike into a wallowing whale. Another issue with a loaded up bike is brakes, are they actually effective? It's amazing how many bikes are only barely adequately braked, add another forty or fifty kilo's and they are really ineffective. One of the most common changes we make to brakes is just fitting braided brake lines as many OEM brake lines are rubber, cosmetically braided, or of too large an internal diameter which reduces braking effectiveness. So the story here is that although we look at the components that make us comfortable, we don't always look at the ones that make us safe! *Phil*

**Your bike is an extension of who you are
and that's not always shiny and perfect.**



There's an entire subspecies of humans who ride and collect only old bikes. They are as numerous as the insects hitting your helmet at night with most bikers it's a constant battle to be the coolest guy on the road. Especially in the case with these folk. They'll rattle off endless stats that only bike nerds seem to comprehend. It's mostly posturing. Vintage riders have a certain rite of passage to biker manhood, that's out-stating another biker. This isn't the only category of male behavior in which this happens sports, cars, carpentry and baking that perfect muffin all come to mind. But it's even more amplified when it comes to vintage bikes.



One of the oldest names in the British motorcycle industry, the history of Rudge-Whitworth can be traced back to Dan Rudge, a publican from Olverampton who began turning out primitive bicycles in his workshop and built up a thriving business by the time of his death in 1880. George Woodcock, who already had interests in bicycle manufacture, bought the business from Rudge's widow and formed a new concern in Coventry under the names of D Rudge and Company and the Coventry Tricycle Company. Initial success was curtailed by Woodcock's own demise and a decline in Rudge's fortunes ultimately saw a merger with the Birmingham-based Whitworth Cycle Company in October 1894. Although Rudge-Whitworth's first foray into the burgeoning motorcycle industry was to be appointed the South African agents for Werner, by 1910 a prototype 499cc Rudge first saw the light of day, with production commencing the following year. As a fully-fledged manufacturer, Rudge enjoyed both commercial and sporting success, highlighted by establishing a new world record for the flying mile of 72.5 mph in August 1911. The model range was expanded to include both singles and twins, while the First World War offered new opportunities through military contracts to supply not only the British Army, but those of France, Belgium and Russia as well. Sales continued to boom throughout the 1920s, no doubt helped along by Graham Walker's triumph in the 1928 Ulster Grand Prix and Tyrell Smith's famous victory in the 1930 Tourist Trophy on the Isle of Man. However, the Depression hit Rudge hard and 1933 saw the closure of the racing department as the receivers moved in. Rudge was ultimately taken over by the Gramophone Company Ltd, part of the HMV conglomerate (renamed EMI in 1938) and production shifted south to Hayes, Middlesex in 1938. Arguably Rudge's most famous motorcycle was the Ulster, a production racer developed from the competition prototype ridden to victory by Graham Walker on the Irish circuit dubbed the World's Fastest Road Race. With 45 horsepower on tap and a maximum speed of 90 mph, the Ulster was arguably the fastest 500cc motorcycle on the market at the time of its launch and remained in production, in one form or another, until the Second World War. Following the takeover, the engine redesigned with fully enclosed cylinder heads but the bronze cylinder head remained a feature until 1939. Production of Rudge motorcycles ceased in December 1939, with EMI turning to the production of radios, radar and other equipment during the Second World War.

BMOA Noccundra and Far West Qld LDR



This is the third time the BMOA has been to Noccundra, this ride was totally different to previous rides as it was considerably longer in time, distance and in stop over destinations. The total ride distance was just over 3,300 K and we were away for 10 days. **Participants,** Bob Inkson, Lloyd Dornbusch, Lloyd Harmsworth, Dennis Gregor, Gerry Dempsey, Harold Collier, Chris Percy (SEQ country members) Alex and Joy Hanlon, Peter McGory and Woulter Bruine. The planning for this ride started nearly 10 months previous and as usual the need for reconfirmation of the accommodation. This is a must as on numerous occasions the records of our requirements were lost or not recorded. All accommodation was on a shared and averaged basis, this actually helps when booking in as everyone pays the same. We must have got the mix right as I don't recall any complaints about excessive snoring and farting.

Day 1, Saturday: Mackay to Springsure Distance. 451 Kms

The ride got underway with all participants meeting at Lloyd Dornbusch's residence at 8.30am for a 9am departure, Bob was the designated lead rider so as usual the "Ol Tracta" was out the front leading the pack. The first stop after the Eton Range traffic interruptions was Nebo for an L&L Break (Leg & Lie break). With this out of the way it was onto the Moranbah turn off Servo for a refuel. This is where Chris Percy joined the ride. Also please note that all fuel stops were planned around the 220 to 240 K range as that is the comfortable range for the carburettor engine bikes like the Bonneville's, Harley and Aprillia etc. After this stop it was onto Clermont where we stopped for lunch at Hoods Lagoon. After lunch Gerry took over the lead and we headed for the truck stop on the south side of Emerald where we once again pulled up for a break and refuel. From there it was onto Springsure which was our first overnighter. The accommodation for the night was at the Dooley's Hotel Motel and was of an excellent standard and very affordable price, we were joined at Springsure by Wouter Bruine who had ridden up from just north of Brisbane to join the ride.

Day 2, Sunday: Springsure to Roma Distance 410 Klms

This day got off to a good start as usual departing at 8.30am with Roma as our destination, The first break was at Rolleston where a few needed to top up with fuel as it was 242 Klms to Injune This days ride was a reasonably short ride distance so we stopped in Injune for a coffee and killed some time. Had lunch in the town park out of the trailer before continuing onto Roma where we arrived at about 3 pm. In Roma we stayed at the Mandalay Motel which was a very spacious, very clean and within walking distance to the Roma business centre. Alex and Joy Hanlon and Peter Mc Gory joined the ride in Roma as they had ridden out from Gympie and Brisbane to join us. We would thoroughly recommend this Motel if anyone is stopping over in Roma.

Day 3, Monday: Roma to Quilpie Distance 479 Klms

We hit the road again at 8.30am as usual with our destination being Quilpie, via Mitchell and Charleville. This was quite a different ride as we were now heading directly west and for a change we had the good Ol South Easterly Trade Winds at our backs. The first stop was Mitchell for a refuel and a L&L break before heading onto Charleville 178Klms This was one of the roughest sections of road we encountered with about 70Klms of just absolute bone jarring corrugations, riders were wandering all around the road trying to find relief. The only place you could get away from them was on the far outside edge of the bitumen outside the white border line, that was too dangerous and it is where all the falling debris ends up. The jarring eventually took its toll and about 25Klms out of Charleville we had to pull up for a break. Once we reached Charleville it was refuel and resupply the trailer with refreshments as our lunch breaks, afternoon drinks and nibblies were accounting for close to 2 x 30 packs of Great Northern a day. While in Charleville we had our lunch out of the trailer in a park just out of town on the banks of the river that floods the town. After lunch it was onto Quilpie another 212 Klms. We arrived in Quilpie at about 3.30pm and booked into the Quilpie Motor Inn which would be our home for the next 2 nights.



The customary afternoon ride debrief and Drinks & Nibblies

Day 4 Tuesday Quilpie lay day

Today being a lay day everyone took time to have a look around the town of Quilpie and that doesn't take much as there are about 3 or 4 streets to the place. Here we did another resupply of food and drinks etc, People took the opportunity to do some washing and we all wandered the town checking out the Towns Bakery/ Coffee Shop and of course we paid some patronage to their drinking establishments and finished off the day by ensuring that the onboard trailer supplies were utilised.



Day 5 Wednesday Quilpie to Noccundra Distance 468Klms

With our rest day behind us it was again on the road pretty early at 8am heading south this time to our ride destination of Noccundra, The BMOA has never been through this territory before so we were really relying on the Satellite Navigator (Karen) to show us the way. Our first stop was Toompine, population 2 for an L&L break. It was still pretty early and everyone knows that the BMOA can't go past a pub without paying it some patronage. So we managed to force a couple of early beers down and have a chat to the Ol Publican. He doesn't really have any opening hours apart from 24 hours a day, some of the others found time to have a coffee and slice. From Toompine it was then southeast towards Eulo but about 20klms west of Eulo we turned right back towards Thargomindah, that was where the additional fuel was added to some bikes so they could make it through to the next refuel stop at Thargomindah



Refuelling and a L&L break at the Eulo turnoff



Toompine Pub. (Population 2) + bike cleaning chooks and a crazy dog

With the refuel out of the way it was a further 111Klms onto Thargomindah. Those that have been there before will know there isn't much there. It took a while to refuel the bikes through one petrol pump at the Thargomindah Roadhouse, With that out of the way we then had lunch in the local park before heading the last 142Klms south to Noccundra. Noccundra is located on Nockatunga Station on the banks of the Wilson River. Noccundra is the last pub at the end of the bitumen before you head into the Simpson Desert. We had a break and a couple of beers at the Noccundra turn off before heading the remaining 42klms to Noccundra, arriving at about 3.30pm.

We were greeted by the Publican Neil Turner and his daughter Sarah and were made most welcome. Sarah soon has us all organised as she said we were too easy compared to 500 Southern Cross Motorcyclists that had been there recently. After having a quick beer we were shown our accommodation by Sarah which is located at the back of the hotel and even though it was donga accommodation it was a vast improvement since our previous visit as they had all been renovated The Turners have made a real effort to make Noccundra a "Real Destination to visit and experience" They looked after our every need. Neil even suggested and organised us for the photo shot the next morning, usually someone is always left out of the photo. I am sure all would agree that we would highly recommend a visit to Noccundra.

The Hotel meals both dinner and breakfast were of an EXTREME standard and no one could complain about the value for money especially being way out here in the middle of the Channel Country. They even had "Real Coffee" there. Fuel was \$1.80 which sounds expensive but it was 18 cents cheaper than last time we were here.

Day 6 Thursday Noccundra to Windorah Distance 455Klms

We were on the road as usual by about 8.30am with our destination being Windorah via Eromanga. We are now out in the gas and oil field country and the roads are really really wide and in very good condition. The difference out here is you have to be wary of emu's rather than the kangaroos. We arrived in Eromanga about 10.30, the only thing in the town is a very run down Motel and across the road is the IOR Oil Refinery that has the ONLY card operated fuel bowser available. So we wasted a bit of time having a ice block at the Motel before moving on for lunch at a roadside camp. Windorah is that last stop on the tourist trail before they head to Birdsville and boy oh boy don't they cash in on it. Petrol was second dearest to Noccundra at about \$1.65. The Servo has been totally renovated since we were last there. Refuelled it was across the road to the pub and our accommodation for the night.

First off a Great Northern beer please. Arrr that will be \$7 dollars thanks. The price very quickly made us change our minds and booked into our rooms we had to get a carton which was \$70, which was still much more expensive than we had paid at other western towns along that way.



Solar Farm outside Windorah supplies the majority of the power for the town.

Day 7: Friday Windorah to Barcaldine 427Klms

A relatively easy day today as we left Windorah and made a stop at Jundah for a long Coffee Break and then onto Stonehenge for a refuel then headed for Longreach. This stretch was pretty long and due to our time in Jundah I suggested to Bob that we should push straight through to Longreach (153Klms) this proved to be really tough going it was all open plains country and we were head butting a 35klms North Easterly wind and that along with some very rough black soil roads and absolutely terrible grids everyone was pretty much fed up by the time we made it into Longreach. In Longreach we did a quick refuel myself and Lloyd D replenished the trailer before heading off to Ilfracombe for lunch, After lunch we then moved on the last 100Klms for the day to Barcaldine which was our base for the next 2 nights.

Day 8: Saturday Spare day in Barcaldine

Barcaldine: What a ripper little western town, We stopped at the Barcaldine Motor Inn which was at the western end of town opposite the Choice Roadhouse, excellent location, Great value and the meals were beyond excellent for quality, price and quantity. It was Show day in Barcaldine so everyone went for a wander down town a few went to the Show some of us visited the "Australian Workers Heritage Centre" which I must say was of exceptional quality and value. After that we headed down town for a drink which actually started at one end of the town and it became a "Pub Crawl" as we visited the lot, I might say I was starting to feel the effects after drinking full power beer at the 7 pubs in Barcaldine.



"Barcaldine Hotel Motel" See how good you are at getting through this lot for \$14.00

Day 9: Sunday Barcaldine to Clermont Distance 362Klms

An easy days ride from Barcaldine to Alpha for a stop and refuel then onto Bogantungan Rest Area for lunch. Then to Rubyvale, Clermont via the excellent motorcycle back road for our last over nighter. Arrived in Clermont at about 3 pm then booked into the Grand Hotel Motel, This I will say, would have been our worst standard of accommodation for the whole trip. **We won't stop there again**

Day 10 Monday, Clermont to Mackay Distance 318Klms

All good things come last, in this case "Bad". We were about to leave at 8am As it wasn't a big ride home things were pretty relaxed, That was until Bob tried to get the OI Tracta to fire up, The electrical gremlins had a hold of her and she dead. We gave it a jump start with Lloyd H's starter kit but it wouldn't continue to run so it was off on the Spyda to get a new battery. While they were away it was decided it might be a good idea to clean the battery terminals on Dennis's BMW as it had been a bit sluggish also in the morning .We finally hit the road at 10am and headed for the Moranbah turn off servo. Then the electrical gremlins came to life again, this time it was the Beemer's battery. So it was another jump start, the command "Dennis get on it and ride and don't stop' which he managed to do until he hit the corner at O'Shea's pub in Walkerston, it died again. Eventually Lloyd H came along jump started it, Bob and Lloyd escorted him into Battery World to get the battery replaced. This ride like all previous Long Distance Rides has been assisted by the use of Lloyd Dornbusch's Spyda and trailer which carries food and drinks for lunch time meals etc. This is funded by all participants contributing \$60 for the initial purchase of supplies and thereafter paying \$2 per beer. This system works extremely well as we are able to complete all the LDR without having to ask for extra money when replenishing the supplies. This outfit is more than just a bike with a trailer it provides us with a considerable amount of contingency for the ride. Should there be a break down or an incident, carted the extra fuel for the riders who need require it. The planning and the execution of this ride worked out just about perfectly as the last of our liquid supplies were consumed at the truck stop at Nebo the last stop on the last day. A special thanks to Lloyd for supplying the trailer and all that goes with it i.e. the fridge, eskies, storage bins etc. We found a heap more roads that BMOA Mackay had not ridden; we again saw a lot of S/ Western Queensland and experienced wonderful hospitality by everyone that we encountered along the ride. All in all another very successful BMOA Mackay LDR which I believe was enjoyed by all. The LDR takes quite a considerable amount of planning and execution. At present rides are in the melting pot and 2 have been planned. One for later this year, already full up plus another for around early May 2018.

Gerry Dempsey



The Rust Bin



Triumph T140 Seat, Fully Reconditioned, New Cover, New Trim, Base Recon, New Data Label—Price \$130.00

Gerry & Linda Dempsey <gldempsey1@bigpond.com>

FOR SALE — BSA M20 -1953

500cc side valve. Original condition; very reliable & runs well. One engineer owner for 31+ years. Every part of this bike has been inspected & repaired or replaced as necessary over the years. Spare engine & 1 1/2 gearboxes plus heaps of new & used parts, spare overhauled magneto, generator & new unfitted stainless silencer. Newish tyres, monobloc carby & battery. Some sensible modifications: - i.e. 2 way damped forks, electronic regulator, re-wired etc. Enough brand new parts & repair tooling to keep it running for decades. Fully documented maintenance records & all receipts plus manuals to suit. Currently on concessional Qld. plate. Original NZ registration records & VMCC (UK) data shows its provenance. It's time to move the old girl on to another caring custodian who understands old bikes. Photos & parts list available on request. Offers around \$8K requested. Located Cairns area, Queensland. Phone (07) 40 554 594, if no answer leave message
Email:- hazmic1117@bigpond.com *Mike J*

FOR SALE — BMW R80 RT -1984

39,000 km—New tyres - Pirelli front & rear
Heated handle bars, Original tool bag - \$5000.00 [Photo on Gumtree]
Contact - Thomas Pluss, - 0427599100 or (flyer.1960@yahoo.com.au)



Club Rides 2017

June 18—Monthly Club Ride
June 25—Ride it Don't Hide it Ride
July 16 — Monthly Club Ride

Gerry's crack experience



Front and back end.
The culprit G. Dempsey

Grant Munce You could lose
a fortune at that slot and
never get a beer



Rob Cotter Keeps the flies off
his pie.

This journal is produced six times per year and distributed at the even numbered meetings. Contributions should reach the Editor no later than the 25th of the month prior to the distribution meeting. The opinions contained in this journal are those of the Editor and / or Contributors and do not necessarily reflect the opinions of the Association or it's Members.