

# TAPPET *Rattle*



May / June  
2022



BSA / Norton Rotary prototype



## LIFE MEMBERS

Mark Botefuhr — Gerry Dempsey — Lloyd Dornbusch — Bruce Hurren  
Bob Inkson — Dale Kennedy — Tim Lucy — Andy Mann — Chris Percy  
Keith Sanders — Joyce Sixsmith—Ian Skuse

## HONORARY MEMBER

Alan Gascoyne

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## CLUB MERCHANDISE

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**Annual Membership \$30.00**

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# 'The Big Gun'

Bernie Cannon - President



Welcome to another edition of the Tappet Rattle.

Thanks to Stu and Lawrie and all those that took the time to contribute to the edition. I am typing this up for Stu in Adelaide as most of you know, Joslyn and I have been on the road now for over 2 months. I must thank Stu once again for providing me with the perfect house sitter. Thanks Stu and if that Mann is lurking anywhere can you secure the premises a little tighter, please.

Once again, I must comment on how great a club we have and how wonderful the members are that make up that club. Having planned to be away for two and a half months just prior to the All Bike Show and have members take things on board and make things happen in my absence is great to see. A special thanks to Bryce for putting his hand up to act as our central coordinator and to all the usual suspects that are supporting him. Thank you as well to Andy and any others standing in on committee roles in my absence and while Lawrie is concentrating on his health. It would appear that all is in hand and the planning is well under way and some fresh ideas are being put forward and once again we are on target for a great show. Must mention that the proof I heard for the Radio advertising sounds great so thanks to Dale for his input there.

About Dale, I offer congratulations on his marriage to Kaew from myself, Joslyn and the Club. We are aware that you have some challenging times ahead health wise, so our best wishes go out to both of you. Wonderful news indeed, you have a lovely wife there and Kaew too has in you a great bloke.



Joslyn and I have had a great holiday and enjoyed our catch up with our son Evan and I now look forward to getting back and assisting with final preparations for the All Bike Show.

In your travels you see some odd things, but I do not know who is riding what or whom in Port Hedland. Just thankful I am a rider and not a bike.

I am a bit peeved to have missed some of the rides away that have been happening but you cant have everything nor fit it all in and family must come first but great to see others partaking and getting out there.

That's it from me on the road, take care, best wishes to our members facing health concerns and lets all get in there and have a great 38th All Bike Show.

Cheers Bernie

BMOA MACKAY ALL BIKE SHOW  
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# Norton - 500 prototype with BSA



500 BSA Isolastic prototype - 1974  
The factory bitza that could have changed history

Norton, which in 1974 had just merged with BSA-Triumph, then had only one model in its catalogue the Commando and very little money to study a new mechanical base.

## **NVT taps into the organ bank**

Norton-Villiers-Triumph also has at its disposal the entire "organ bank" of the group. NVT thus takes over the studies started by BSA on the Wankel rotary engines and, aiming for the near future, studies this curious prototype based on the latest version of the 500 BSA Shooting Star.

## **Columbus' egg**

Just think about it! The BSA engine was still quite competitive but vibrated horribly. Norton, for its part, had developed for its Commando a very original flexible mounting system as part of the engine transmission assembly that could vibrate at leisure without transmitting the destructive effects of this phenomenon to the pilot and the cycle part. The coupling of the motor of one and the "Isolastic" frame of the other seemed obvious. Bob Trigg, one of the fathers of the Isolastic system was in charge of developing the project and it was born this "factory bitza" which, rationally, used, around a specific frame elements of original BSA / Triumph brakes, suspension etc.

At the worst financial level, NVT finally did not follow through on the project preferring to opt, in 1975, for a spectacular bluff intended to attract investors, by embarking on the unreasonable adventure of the Cosworth and Wankel engines. NVT was thus missing, no doubt, a great opportunity to get back on track. In 1978, Norton announced its liquidation and Yamaha was a worldwide success by reviving the single-cylinder four-stroke with the 500 SR.

Single cylinder 4 st air-cooled - 441 cc - More than 30 hp - Tumbling valves - Aluminium cylinder and cylinder head - Dry sump lubrication - 4 speed gearbox block - Chain transmissions - Double cradle frame - 2-hand oscillating front suspensions - Drum brakes, double cam front - 19" tyres - Approx. 170 kg and 180 km per hour.

Modern and sporty for its time the Norton/BSA Isolastic sported a curious paint, alternating the fins of the cylinder to lighten the line and partially hide the origin of the engine.

## The Modern Bonneville CDI Unit

This article specifically applies to all Carburetted Modern Triumph Bonneville twins and derivatives from 2001 to 2008. These models all use a CDI unit made for Triumph by Gill Sensors & Controls in the UK (<https://www.gillsc.com/products/engine-controls/ignition-modules/>). These units can fail despite their solid state construction and Bonneville & Bonneville T100 models are particularly prone to failure of these units due to a design fault that, in some circumstances, allows the seat base to contact the CDI unit causing it to ultimately fail over time. On these models the CDI is mounted under the seat on a mounting plate just behind the battery, this mounting plate has convex dimples pressed into it around the CDI mounting holes which effectively elevate the unit off the mounting plate by some 3mm or so probably for cooling purposes.

Insufficient clearance between the seat base and the CDI unit means that in some circumstances the seat base contacts the CDI unit and places it under pressure which flexes the CDI unit suspended as it is between its two mounting points. Over time this flexing damages the internals of the unit and results in ultimate failure of the unit. The symptoms of unit failure are the bike suddenly stopping just as if you had turned off the ignition. Usually this first occurs when the bike is hot and sometimes allowing it to cool down will result in it starting again but not always. Some have experienced several periodical failures over time and been able to eventually get the bike to run again in each case however eventually that CDI will fail completely and leave the rider stranded. Sometimes removing and refitting the electrical connector to the unit will appear to resolve the issue temporarily however I suspect this is only coincidence and the real reason the unit worked again was that it had cooled down. Removing and refitting of the connector should only be done with the ignition turned off and preferably with the battery disconnected.

All owners of 2001 to 2008 Bonneville's and T100's should check if the seat base is contacting the CDI unit on their bike. In most cases this will be obvious because the uppermost corners of the CDI will leave corresponding scratch marks on the seat base. If you are unsure place a piece of duct tape on the seat base right where the CDI would contact it then refit the seat and ride the bike for a short while, preferably with a pillion passenger, and then remove the seat to check for marks on the tape. Should the seat be contacting the CDI the seat can be raised slightly by fitting small round felt self adhesive pads, such as those used on furniture legs, to the two rubber seat supports that contact the frame either side of the CDI unit. This will unfortunately make the seat even more difficult to fit however that is a small price to pay for saving your CDI unit. In my experience most aftermarket seats do not have this clearance problem however I still recommend that owners check this clearance regularly regardless as modern plastic seat bases do flex over time and the rubber support pads do compress over time as well which can result in a reduction of clearance eventually. This applies particularly to those that regularly carry a pillion.

The only way of testing the CDI unit that I am aware of is to replace the suspect unit with a known working unit from the same model of bike. There are different versions of the CDI to suit 790 & 865cc models and different versions again for 270 & 360 degree firing models as explained here:- <https://www.triumph-twinpower.com/triumph-twin-igniter-info.php> You can use a 790 CDI to test on an 865 bike and vice versa as long as both bikes have the same firing pattern. Should you find yourself in the unfortunate position of needing a replacement CDI unit be prepared for a considerable outlay and potentially a considerable wait for a replacement to arrive from overseas. A genuine replacement unit from Triumph will cost around AU\$700 and have to come from the UK as none are stocked locally. You can source aftermarket units from several suppliers and one of these is Procom Engineering in the USA. I have used two of their units one of which failed after 12 months of use and the other, a spare I had kept in my cupboard for 12 months, was DOA when I went to use it. These units are also prone to starting problems and although they are user programmable the software is clumsy and difficult to use so I do not recommend these units at all.

Another source of aftermarket units is Vectriq however I am unfamiliar with these units so cannot offer an opinion other than pointing out that they are not much cheaper than a genuine unit from Triumph. The best option for a replacement CDI unit in my opinion is Triumph Twin Power in the UK. This company supplies new rebranded original Gill CDI units with various upgraded ignition curves available depending on the state of tune of your bike. Even with currency conversion and freight considered these units are cheaper than the genuine Triumph or Vectriq options and are certainly better quality than the similarly priced Procom CDI. I have used two of these "Fire Starter" units from Triumph Twin Power and both have performed flawlessly over several years of use.

Second-hand CDI units are difficult to source locally and only occasionally become available overseas. Commonly used units are offered for sale at a similar price to a new Fire Starter unit anyway when currency conversion & freight are all taken into consideration. Of course with any used Bonneville or T100 unit you are taking the risk that the unit hasn't been exposed to the seat issue and is not therefore already compromised.

Lawrie Kapitzke



# 'The Scribe'

Dennis Gregor-Secretary

Allowances have been made for Dennis's contribution for this edition. Dennis and Mr. Percy are putting together a bumper story of their XLDR to the southern parts of Australia. This I am sure will be in the next edition. But here is a little something from Dennis to tide him over. Thanks Stu

Travelling light.

Is that Ian Stuart?



Bob from AMX Superstore, Mackay has offered current British Motorcycle Owners Assn, Mackay members a 10% discount on instore purchases. Please present your BMOA, Mackay—Members Card at purchase to attract this generous offer.

Thanks Bob and AMX



Think that Dennis may have purchased a new scoot.

Could be a BMW F 750 GS



## Hurricane Hammer



Steve has splashed out and gotten his Triumph Hurricane restored. What a fantastic job has been done on this machine, Steve said he will put together some details of his purchase and restoration soon. I am certain that Steve and the Hurricane will both be on display at the 'All Bike Show' 2022

Craig Vetter. A Man of Imagination.

Conceived and developed in total secrecy and funded out of petty cash, the bike that eventually ended up as the X-75 Triumph Hurricane has become one of the most influential designs in motorcycling history..



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## From the VMX Whitsundays Archives



Mackay Harbour-North Wall

The sand dunes were popular with both bikes and buggies in the 1970s



The 'Eimeo Trailblazers' track

Regular meetings held here in the 1970s Motocross and Short Circuit

# David 'The Carer' Catchpole

## Treasurer

### Barra Crab Weekend away

The phrase played up like an old lawn mower comes to mind while writing this!

The weekend was perfect and the weather could not have been better – although it was a little cold while we were eating dinner and on seeing this our kind hostesses soon procured a heat source to which the members flocked around like moths to a flame!



The live (somewhat recorded) music was great, and I did notice a few members tapping in time to the beat. At stages some of the locals were even dancing although I did not notice any of our members busting a move. As normal with these weekends, there is always lots of laughter, a little bit of banter and a couple of stern words spoken if you touch Norm's fire.

Note to the Honest One, Don't put the Blo\*&^y petrified wood in the Frig#\$\$% fire you Dickhead!!

As the night continued, slowly the numbers of the members retired to bed, as normal there is a couple that continue on into the wee hours, Normally this is not very eventful, and the carer is not required to put in any overtime. But this time one of our members came to grief in a tumultuous way by falling out of their room and going A over T.

So the carer clocked on and provided some verbal assistance to the member on the state of his current uprightness! He was then assisted with directions back to his residence for the night where he remained for the rest of the night.

As the sun rose above the water and members began to stir the tales of shenanigans were discussed in somber tones.

It was decided to check on our wayward member upon opening of the door the sight and smell is something that will certainly outlive religion !



All in all another great weekend organised by Tim, it was also great catching up with a couple of country members who made the trip from Rocky

Advice \$1.00 Correct Advice \$2.00 Kickstart your bike \$3.00 -Pick your old bones up and put you to bed when you had too much - \$ priceless

David

## Graham Elliott Esteemed and Honoured Country Member



G'day Stu, here's my contribution, slash and burn as you see fit.

Cheers Graham

First motorbike (well sort of). - At the age of thirteen, my father bought me a James Autocycle powered by a 98 cc Villiers two stroke engine. I thought that was a great idea - when it broke down (which was more often than I'd like), I'd still be able to ride it home in "bicycle mode". The thing weighed a bloody ton and all I got from it was a bit stronger leg muscles!

Over the years I've owned a selection of bikes including a 1937 Triumph Tiger 100, BSA Bantam, BSA Golden Flash (see photo), BSA (ex Army) 600 cc single cylinder side valve, Yamaha RD 250cc x 2, Suzuki DR 400, 2003 900cc triple Triumph Thunderbird, 2011 Thunderbird Storm (still have), 2012 Triumph Tiger 800 and a 2009 Thruxton 900 (still have).

**The best motorcycle I've owned** - All of them (perhaps the 900 Thunderbird for reigniting my love affair with motorcycles after a break of some fifteen years while raising a family with the Storm keeping the affair going)

**The worst motorcycle cycle I've ever owned**—None (but that bloody James Autocycle was a bit of a worry)!

**Fun Fact** -Two days after turning seventeen, Gerry Dempsey loaned me his Suzuki Hustler (I think it was a 250cc with a six speed gearbox), to get my license endorsed to ride motorcycles.

**What's it like to be a Country Member?** - While it would be great to be involved in all the activities a local member has the opportunity to, I've been fortunate enough to participate in a number of longer rides which I've thoroughly enjoyed and in particular meeting other club members. My thanks go to Lawrie Kapitzke and Gerry Dempsey for including me in the rides (although I must acknowledge Dennis Gregor for stepping up to the plate when Gerry Dempsey had to withdraw from the Broken Hill ride).

# My Life with Motor Bikes

The first person in our family to have a bike was my grandfather. He was a deer stalker on Highland Estates in Scotland. I have a great photo of him on his Francis-Barnett dressed in his Harris Tweed jacket and plus fours with cotton shirt and a tie, leather helmet and goggles on his way through the pine forests to the Laird of the estate to get his instructions about the day's "shoot" on the nearby mountains.

On a Friday evening his 18yo daughter (my mother) was allowed to borrow his bike winter or summer (unless there was too much snow) to go to the nearest village to the dance in the evening. Her dancing shoes were in a bag round her neck and her hair was tied up in a head scarf. Most of the route would have been on a pine needle covered track along the side of the loch.

The next bike in our family was my fathers 500cc Rudge. By this time he was taking my mother out on trips on her day off from nanny duties. They had progressed to heavy leather coats by then but no helmets – 1934ish. Later on after they were married the bike had to be sold (when I came along) in order to buy a pram. Very few people had cars in those days. (1936)

No bikes then till I went into the W.R.A.F. I had several boyfriends there and many of them had motorbikes. Naturally they had to take me on trips on their lovely motorbikes – first a lovely Vincent 650cc when I experienced my first 100m.p.h dash hanging onto the rider with my arms wrapped around his waist – a bit frightening but very exciting. Second a big Honda (don't know the cc) but it was a strong bike and we went up and down several Scottish mountains. On the leg shields was an advertisement for the Royal Air Force ---Everest Expedition which he was about to embark on. The third one I remember was a beautiful Douglas Dragonfly. Then marriage and kids so no more bike, till they were old enough to look after themselves, and I started rock climbing. The nearest crags were about 26 miles away and it took me ages to get there and I had no car. I brought a small 125cc Honda. This gave the climbing lads a lot of amusement as I wheeled into the pub car park below the crags, and tried to get off the bike as I had a 40lb rucksack full of climbing gear on my back. It was all very difficult to maneuver without falling on one's face in the dirt!

When the girls were old enough to have boyfriends with bikes 'Mum' had to be taken out on them to check out the competence of the rider!! Kawasaki's were the vogue then.

Much later I met up with Maurice again and then my "bike life" really started in earnest. Maurice has lived with all kinds of bikes all his life. The first two with me were Harley Davidsons but I don't think he really enjoyed having me on the back so there was nothing for it but to buy a motorbike and sidecar – hence our beautiful blue and white Suzie GSX 11,000 Combination. We loved it and went everywhere with it. Later I thought I might like to have a bike of my own again so I took lessons and passed my test at the age of 68, then bought a lovely little 250cc Virago, perfect for me. I had that for a couple of years going out with the British Bike Club till I had a bad car accident, then sold it. Maurice then got a delightful Can-am Spyder 1,000cc. we had two of those eventually and they were my last two bikes unfortunately. We both miss them!! Now I just like looking at all the bikes the club riders have and of course the Yearly Show gives us a \_\_\_\_\_ of wonderful bikes to enjoy.



Contributed by  
Joyce Sixsmith

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## TRUE

This bloke goes to see his Doctor and tells him, "Every time I fart, it sounds like a Honda motorbike.

The Doctor tells the bloke to pull down his pants and bend over. As he does so, the bloke farts and sure enough, it sounds just like a Honda motorbike.

The Doctor immediately says "I know the problem you've got an abscess up your arse."

The bloke says, "What?! Surely an abscess can't make my farts sound like that?"

The Doctor says, "Didn't you know? Abscess makes the fart go Honda!

# NOT BRITISH



## Amazonas - VW Beetle Powered Brazilian Behemoth

Luiz Antonio Gomi and José Carlos Biston were the mechanics that were the master of this contraption with more than 300 kg, equipped with a Volkswagen 1500cc air engine, used in the Beetle.

Amazonas, also called Motovolks, was born in the early 1970s being the first bike in the world to have reverse gear, besides being a real salad of car parts and trucks of the time.

The exchange, of the Volks brand, had the ad in lever aside, so that it was not confused with the other gears, which were triggered by the left foot, as in conventional motorcycles.

Initially from Brasilia, the exchange rate would later be exchanged for gol's, with more appropriate gait relations. The clutch was monodisk and cable-commanded, as was the trambulator, developed for use on the left side of the bike.

The final pair of the exchange rate was that of the sports SP2, with a ratio of 3.875:1 (31 x 8 teeth), longer than that of the other VW. The final transmission used current, simpler to manufacture than a cardan, used by most electric bikes above 1000 cm<sup>3</sup>.

The rear suspension had two auxiliary springs, parallel to the original ones and, at the front, two steering dampers of the Beetle, placed laterally to the front telescopic. The brake system consisted of two Ford Steed discs at the front and only one behind, with calipers of the VW Variant, using the master cylinder of the Beetle.

For the structure, pieces of the frames of a Harley-Davidson and an Indian 1200 from 1950 were used. The lower part was built by hand and even approved by the Institute of Technological Research of USP.

A 24-liter fuel tank, side fairings behind the engine, wide seat, rectangular headlight, profusion chrome items, two object carriers on the rear fender and a tail bar were other flashy items of the set.

The panel consisted of speedometer and turn counters, borrowed from the sports puma, as well as pilot lights. A red light indicated the use of reverse gear, with a hitch to the lever on the right.

In 1978, after the sale of the mechanic project to the Ferreira Rodrigues group, the first Amazon was launched for national consumption, which attracted the attention of thousands of people, even those who were not interested in motorcycles. The year would also mark the production of an alcohol model, an incredible innovation for the time.

The versions of the bike "dinosaur" were varied: Luxury Tourism, Luxury Sport and Military Luxury of Amazonas. At 2.32 meters long and 1.67 m between axles, it was much bigger and heavier than any national bike — and one of the most advanced in the world.

In press tests, the large bike achieved a top speed of between 133 and 144 km/h and acceleration from 0 to 100 km/h in 8.7 to 10.3 seconds. Consumption in the city was 11 km/L, and on the road, up to 16 km/L.

Amazonas has gained prominence around the world, being exported to various parts of the planet, such as Japan, USA, France, Switzerland and Germany. The extinction of the model happened in 1988, but a special series, with six motorcycles, was still produced the following year, closing the trajectory of a revolutionary work.

After a decade away from the market, Amazonas decided to resume its activities. To this end, he defined, designed and developed a new line of two-wheeled products in collaboration with Loncin Corporation, a leading Chinese company in the field of motorcycle and quadricycle manufacturing, to manufacture these in Brazil.

Today, the company has a factory project in implementation in the Manaus Free Trade Zone (AM) and a line formed by nine models; four bikes (AME 110cc, AME 125cc, AME 150cc and AME 250) and five quadricycles (Big Boy 50cc, Snake 110cc, Cougar 150cc, Jungle 250cc and Thunder 300cc).

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## Safe Cornering

Many motorcycle crashes are caused by simply misjudging cornering.

- Adjust your speed coming up to a corner.
- Ease off the brakes gently on entering the corner.
- Change down to the appropriate gear to get you into and out of corners.
- Allow for traffic and weather conditions.  
In rural and regional areas, a typical motorcycle crash is a single vehicle run off road crash which can be caused by misjudging cornering:
- Start corners wide to improve your vision of oncoming traffic.
- Plan to finish in tight.
- Move away from the central 'head-on' zone as you round the corner



## Tim Lucy 'Honest Tim' and 'The Mann' Ride Coordinators

### Raglan 'Old Heritage Show' Fly In.

Couple of days before take off we had a problem, tractor driver got the vid, so was decided to alter the route. Idea was to TRY and keep everyone together and alleviate the possibility of the Fitzroy River still being over the causeway, since we didn't need to be sitting on 50-60km/hr.

All met at Tim's place, 6 bikes, 3 cars, big n small trailer, camper trailer. Trouble, someone parked in Tim's neighbour's driveway. That out of the way, all headed off, with intentions of topping fuel up at Sarina Range Road Servo, get there, problem, no petrol, bikes back Sarina.

All good, on our way first stop Funnel Creek for smoko, then onto Lotus Creek for lunch and light the Olympic Torch. Lunch over, off to Marlborough, another drama, man out of fuel. Couple stop and I assist in fuel refill, man pours 8 litres from 10 litre container into tank and it overflows, its full buddy. Question, how big is your tank? Answer 18 litres, just put about 8 in and you were out of fuel, go figure that one out brains trust.

All arrive at Marlborough Pub, set up camp, time for a cool refreshment. As Johnny and Kim were new to the crew, a few decided to have a couple of welcome drinks in the bar, very enjoyable night.

Next morning all packed up for the short ride to Bouldercombe for an o/night stop, but first a detour into Pine Beach Tavern, Emu Park for lunch. Pretty simple ride, no, people everywhere. Eventually all are at the tavern, some had a pie earlier while waiting for the lost tribe, others enjoyed a lovely feed at tavern. I suspect one fellow may have over indulged a little the night before, was a little quiet. Off to Bouldercomb, small group took a turn down to the river, possibly to check out water level? eventually all are at Bouldy and settled in. Len the caretaker looked after us well, Tim stole some peoples \$2 they had paid for a hot shower, consequently a couple stunk the next day. Dinner was supposed to be cooked over the road at the Rotary Park BBQ but decided to cook on hot plate sitting on a drum. Was a late dinner, snags cooked on open fire do taste much nicer than on a gas B.B.Q.

Next morning lovely cooked breakfast on Rotary B.B.Q, thanks to chefs. All fed, packed, ready to roll, some more keen than others. Raglan Air Show camp didn't open till midday, had time to kill, so was decided by a wise old gent, that we should stop by the Raglan Pub \$5 schooners of Northern went down well, but we must move on.

Arrive at the gate, told 1 campsite/2 people \$110, pretty simple, not for some. Was expecting more of the gang to show up later Friday. So had the bikes spread out nicely allowing for the late arrivals, alas, couple decide to camp on our doorstep, silly. Later in arvo Matt n mate with wives arrived with caravans, not level enough where we were, so set up across the road. Later again Sao n Ann arrived. Busy night around fire, couple of cups of sugarless coffee consumed, lucky to have coffee ☐

Next day lovely breakfast burger from vast array of food vendors, some weren't happy with the showers, sometimes warm, sometimes cold. All off for a wander around to check out displays, big wander if you went over to aircraft parking lot and tractor pull.



Back to camp for lunch break, meanwhile, Kim's sister has flown in with Max from Mackay, so couple more around the campfire tonight. Lady next door was excited to see Kim's sister, thought it may keep us quiet tonight, silly lady ☐. After lunch off to the aerial display, dodgy reception, scattered everywhere. Mick n I set up near bar as did Sao, Keith and Plumy too. The display was nearly 2 ½ hours of action, brilliant. Back to camp, Lucky had bummed a ride down with Plumy and I forgot Col arrived around lunch time too. Beverages consumed whilst discussing the show, then off to the Brahman Bar to watch the fireworks display

Sunday morning some headed straight home, some heading south and some not sure. I did point the Honest One in the direction of the lovely hot shower block, much more enjoyable. Four of us decided to take the adventure route out and head across to Bajool Pub for lunch, lady out front said pub don't open on Sundays, bugger. Quick discussion, decided to do a bit more adventure riding and head up to Mount Morgan \$11 Sunday Roast was on menu. Not enough accommodation here for the night so down the road to the next pub, got rooms, but was decided it's a bit early to park up, so into Rocky we go. Tim hooks us up at one of his haunts, motel with good access for trailers. Couple of beverages, wander down street for dinner, couple more beverages, and early night for all.

Monday off to The Caves for breakfast, some not happy with choices, so up the road to Marlborough, nearly lunch time by then. Excellent burgers at shop and cool refreshments next door for some. Moving on, we check out Camila pub and pre warn owners for the clubs Clairview run. All good, head for home, managed to get from Rocky to Sarina on a tank, some should change bikes.

Old Station Heritage Show is well worth the trip, great value weekend, planning is underway for 2024.

## Dale, Chippy, Dudley or Big Fella

Whatever name you may know him as, Dale Kennedy tied the knot recently at a Surprise Wedding. Dale and Kaew all the best for the future



Regards Andy Mann

# Honest Tim's Bit

A couple of successful rides over the last couple of months, Raglan "Old Station Air Show " will be talked about for some time. Unfortunately the TRACTOR got covid and had to pull out but all went on with about twelve riders and drivers. There were problems with, fuel, coffee, sugar and getting lost. But we all got there.

O/Night stops Marlborough and Boldercombe and the Air Show two nights. With combined cooking at camp and eating out worked well It was good to see a couple of non members join in for the trip. John and Kim, they were good fun and contributed with back up and support LIES and STORIE. Also regular phone calls to Mick (Covid) Bugeja from his brother John expressing how much he was missed were conveyed with his replies being not printable. Clairview went well sixteen for the O/Night good meal at Crabpot breakfast in morning no body got lost or ran out of petrol plenty of coffee and sugar .A couple of issues with petrified wood in fire, bourbon being supplied to one Mann all in all was good in the end .

WOT GOES ON TOUR STAYS ON TOUR till the Christmas Party.

Was good to see Kim again joining in, he did backup and brought Maurice along for the night. Good to have non members coming along and enjoying themselves.

The meaning of life the universe and everything .. were discussed around the fire much wisdom at these times, Black Doggers could take inspiration on how to deal with issues. Some ideas for future rides please .

All from me, Cheers Honest Tim

	FOOD	BEER	OTHER
1) TIM HONEST	PAID	3	2
2) ANDY	PAID		
3) MICK R.	PAID		
4) IAN S.	PAID		
5) RICH C.	PAID		
6) BRUCE C.	PAID		
7) STEVE R.	PAID		
8) DALE S.	PAID		
9) MATT P.	PAID		
10) JOHN B.	PAID		
11) GLENN			
12) KIM			
ARSHU			

Get your glasses, magnifying glass or both to see who are the Big Spenders on trips away.



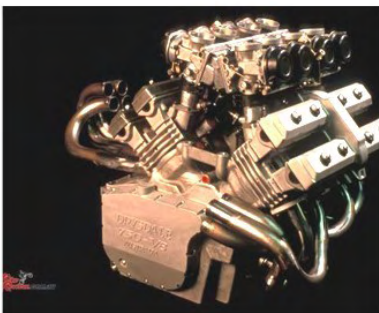
## THROWBACK—THE DRYSDALE 750 V8



The Drysdale 750 V8 is an engineering masterpiece and an important part of Australia's automotive history

Putting a V8 engine in a motorcycle is easy, just build a bike big enough, like a Boss Hoss, and you can wrap it around anything, though as one recent home build, the [Simca V8](#) shows, with a bit more thought and finesse, the results are a lot more pleasing. On the other hand, Ian Drysdale, the Australian engineering wizard, takes the idea of a V8 motorcycle to an entirely different level, he designed and built the engine first before building the bike and the results are just about as pleasing as you could possibly want.

Ian, as many of you know, played a major part in developing the Carberry V-Twin, one of the three major Royal Enfield single derived twins, plus he built the Godzilla V-Twin of his own design, using tapered cam lobes like the Mercedes-Benz F1 engines and master and link connecting rods like radial aero engines and he's responsible for design and machine work on Russell Sutton's radial engine builds. Drysdale also designed the prototype of the Vento 3 cylinder engine used in the Vento ATV and he's been designer/builder/fabricator in many, many more projects. Referring to Ian as a "builder" is either high praise for the word or a serious slight to Drysdale.



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