

TAPPET RATTLE

July - August 2011 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 it's Members

REGALIA

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THE EDITORS RAVINGS

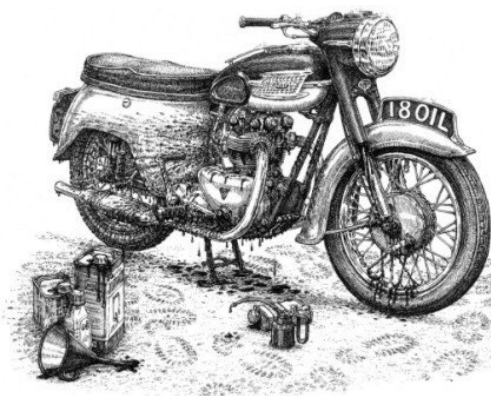
Lawrie Kapitzke - Editor



Well here we are again with a fresh issue of the Tappet Rattle, it's been quite a busy 2 months since the last issue with the running of the annual All Bike Show and lots of behind the scenes work being done to set up our new web site. I'd like to cover the All Bike Show first. This being my first year as a club member I had the opportunity to see what goes into putting the annual All Bike Show together and I was very impressed by the efforts put in by so many members. Most of this effort is behind the scenes and, for the most part, goes un-noticed and unrewarded so I thought I would try and redress that, to some degree at least, by naming and thanking those members that contributed to making the show the success that it was. Of course I can't be everywhere at all times so I may have missed some members in this list but rest assured that your efforts are appreciated even if I missed your contribution.

First of all I would like to thank Dale Kennedy, Bob Inkson, Gerry Dempsey and Andy Mann, the members of the executive who all worked tirelessly to make the show happen. Without these guys there simply would be no show. Deserving of a special mention are Ian Skuse, Bryce Bath, Harold Collier, Graham Townson, Maurice Price, Joyce Sixsmith, Gary Miller, Neville Kay, Bernard Cannon, Rob Cotter, Paul Eyles, Kingsley Honan, Bernie Stevenson and Steve Ruffle. Thanks guys for your assistance. Last, but certainly not least, I would like to thank Ken Cullen, Sam DeBrincat, Andrew Gauld, Steve Hammer, Ron Kay, Jamie Kingston, Maurie Patterson, Alan Crane and Keith Pearce for their efforts. I would encourage all members to contribute to the set up and running of the show when it comes around next year.

Work has been progressing on the setting up of our web site with the registration of our domain (www.bmoa.org.au) and the procuring of a host for the site completed.



Professional development of the site itself is now underway. Image content will be needed for the galleries on the site so we will be looking for pictures of members bikes, pictures from club rides and pictures of the bike shows from over the years. If you have images that you think we could use on the site please get in touch with Gerry or myself. Gerry will be giving a full report on our progress at the meeting on Sunday so I'm sure he'll cover anything I've missed here.

Ride safe and I'll see you next issue.

Zenith Motorcycles

From Wikipedia, the free encyclopedia

Zenith Motorcycles was a British motorcycle manufacturer established in Finsbury Park, London in 1904. Zenith motorcycles used engines from various suppliers, including Precision, Villiers and JAP. Under chief engineer Frederic "Freddy" Barnes, Zenith developed the "Gradua" gear, a variable pulley which adjusted the length of the drive belt by sliding the rear wheel backwards or forwards in the slots. This gave Zenith a great advantage which competitors claimed was unfair and many clubs banned the Gradua Zeniths, who simply included the word "Barred" in their badge.

In the 1930s Zenith hit hard times and closed down production, but the name was bought by Writers of Kennington, who had been one of their main dealers, and production restarted at the Hampton Court factory in Surrey. The Second World War stopped production again, but they managed to stockpile enough 750 cc JAP engines to continue straight after the war. JAP had ceased production, however, therefore once the last engine had been used it was the end of the line for Zenith and they finally closed in 1950.

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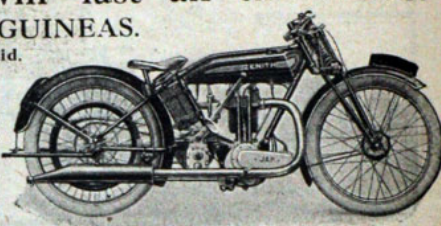
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About six months ago I brought home a pile of bits, much to the horror of Christine my lovely wife. It came out of my father's shed and he had done a fair bit of work on it over a number of years.

The bike is a 1912 ZENITH GRADUA; it is powered by a 500cc J.A.P single cylinder one cam engine; no clutch. It has a GRADUA gear which by turning the 'coffee grinder' handle on the tank gives a variable ratio to the wheel, as the handle which at the same time also winds the back wheel forward or backwards to keep the belt tight. As it has no clutch to take off, you must run alongside the machine and drop the valve lifter and jump on, which means when you have to stop you have to pull the valve lifter and kill the engine and then repeat the procedure of running and jumping to set off again.

I hope to have it somewhat assembled for the 2012 Bike Show for it's 100'th birthday. I am presently looking for handlebars and the druid fork links, but I have the majority of the parts needed. If you think you have any parts or info on these bikes I would love to know.

Contributed by Andrew Gauld

2011 BMOA All Bike Show

The 28th Annual All Bike Show organised by the British Motorcycle Owners Association was held at the old Paxton's building in River Street on the 16th and 17th of July.

This year the show was celebrating 65 Years of Honda Motorcycles. The All Bike Show was well supported again this year, with a large amount of Classic and rare Motorcycles being put on show. There was a 100 year old 1911 Indian Headstrom Motorcycle that took out the Pre 1942 section and a beautiful 1942 civilian WLA as well as a 1942 Indian Scout that were better than new.

There were also a few Honda 4's that were in exceptional condition, a Honda CR 250RZ Elsinore won best competition and there was a good display of Speedway Solos with a 2 valve Jawa taking pride of place. The 1968 Triumph Daytona that won three trophies (Best British, Bike of the Show and People's Choice) was one of the best restorations to be seen at the Show and it won People's Choice by a large margin from an equally beautiful Vincent Rapide.

A \$200 voucher was sponsored by Redline Honda to find the oldest Honda brought along to the show and that was won by a 1966 Honda PE50. The elderly owner of this bike still rides the machine and classes it as one of his better bikes.

The results of the Judging were:

Best Pre 1942:	Indian 1911	Best Pre 1970:	1942 Indian Scout
Best Post 1970:	Honda 4 K1	Best Custom:	Harley Davidson V Rod
Best Competition:	Honda CR250RZ	Best Paint:	Honda CB11
Best Oriental:	Honda SPL	Best European:	Benellie TNT
Best British:	Triumph Daytona	Best American:	1942 Harley Davidson WLA
Tommies Choice (working Motorcycle):	Triumph TSS		
Best Honda:	Honda 4 K2		
Peoples' Choice:	Triumph Daytona		
Bike of the Show:	Triumph Daytona		

So the All Bike Show is over and all of the older gentlemen who group together and scrutinise the machinery with experienced eyes, have another year to wait so they can say "no that's not right, that bike didn't have one of those on it when it was new". If the quality of the machinery is as good next year, it will be a great show.

Contributed by Dale Kennedy









The Bovine Bash

As the dust settles and I gaze down upon my pearl white Tiger 800, mischievously named "Cup Cake" by my wife and daughter, I realise that new doesn't last too long. In fact, a mere 3 days and "Cup Cake" has been creamed. Just metres away, the bovine in question, has had her dignity compromised, slammed in the nether regions by the eye of a tiger.....bulls eye!

Happy in my day, riding with my mates, I crested the hill and aimed down a gentle slope. Lurking to my right, in the shade of the bush, from her vantage point up on the bank, the Kamikaze Cow had picked her mark and launched her butchers shop bulk directly into my path.

The ABS did its thing and washed off my 60 odd kms/hr efficiently and controllably, however bovine acceleration, even from a jump start, wasn't enough and she took it up the rear. "Cup Cake" called it a day and laid down for a rest suffering a few grazes and the loss of her headlight, which exploded in a shower of.....well, you know what I mean. Remarkably my contact with mother nature left me unscathed, which is testament to my riding gear. Just got to wear it.....always.

The trouble is, after a tantalizing taste of this remarkable motorcycle, time's calliper has a firm grip on proceedings and I have to wait for the insurance process, parts procurement and repairs to run their course before I can grab my Tiger by its tail and go out and play again.

The old Bonneville's reprieve from riding has been short lived, and together our vintage frames will rattle the roads once more.

Contributed by Bryce Bathe



Tiger BC (Before Cow)



the Rust Bin

For Sale - Manx spec featherbed frame (no engine) which was built to take a Hinkley Bonneville engine / swinging arm. Would make a very unusual / nice modern Triton. **\$2000 Contact Lucky Keiser 0419 787 620** for details.



For Sale - New Bonneville Crankcases. One set of 2008 Bonneville crankcases. Very low mileage. VGC. **\$700 firm Phone Lawrie 4955 2337**

FOR SALE - Triumph Rocket III. Excellent condition. Extra's include, saddle bags, Triumph off road pipes, cat box eliminator and more. **\$13000 for members or \$13500 for non members. Phone 4954 0393 or 0432 862 619**



For Sale - Hinkley Bonneville front forks & triple trees. Complete, straight & in good condition. Will sell as is or rebuilt. **Price negotiable. Phone Lawrie 4955 2337**



For Sale - Staintune Stainless Sports Mufflers suit Triumph Rocket III Touring, part no. TR MS ROC T. As new condition. **\$750. Phone Col 0409 582 823**

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

Make an Offer

Phone Gerry 0407 171 898

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1x Hinkley Triumph 790 or 865cc Cam Cover (Silver). New.

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

For Sale - Large tank bag, two layer, like new, with straps & magnet type side flaps **\$160. Phone Andrew 0407 112 887**

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

For Sale - DBD34 G.S. Gold Star 500cc \$25,000. Phone Ian 0437448590.



For Sale - 2011 Triumph Rocket III Roadster. Less than 7,000K's, Flyscreen & sissy bar / rack. As new, genuine reason for sale. **\$22,000. Phone Col on 0409 582 823**



For Sale - 1959 Triumph 3TA T21 - Phone Sam on 0429 050 580

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