

TAPPET RATTLE

January–February 2016 Edition



Official Journal of the British Motorcycle Owners Association Incorporated of Mackay



JAP 500 Speedway 1949



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.

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REGALIA

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|----------------------|---------|-----------------------------------|---------|
| Club Belt Buckle | \$25.00 | Club Caps & Bucket Hats | \$15.00 |
| Club Machine Badge | \$25.00 | Club Singlets "Black" | \$22.00 |
| Club Lapel Badge | \$5.00 | Club T Shirts "Black" | \$20.00 |
| Club Badges (Sew On) | \$8.00 | Club Polo Shirts (S/Sleeve) | \$25.00 |
| Club Stubby Coolers | \$8.00 | Club Polo Shirts Grey/Black (L/S) | \$35.00 |

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Inks on Anything

**Bob Inkson
President**



G/Day all members

At last 2015 is done and dusted, it was a full on year. With Long Rides, Short Rides, Over Nighters, Rallies and the Monthly Rides. So hopefully members enjoyed a few rides or all and are primed and ready for 2016. This years Ride Calendar is full but still open for suggestions. Just let Allen Rockall the Ride Co-ordinator know. The BMOA Christmas Party was again well attended by members and partners. By all reports all in attendance enjoyed themselves. Thanks must go to all members who helped in set up, cooking, organising raffles, cleaning up etc. Plus a thank you to Jodie from 'The Sweet Spot' at the Aero Club for the use of her kitchen and equipment. This made my job so much easier.

The highlight of the day was the presentation of the two Life Member Awards that went to Mark Botefuhr and Ian Skuse. Both these guys have been active members within the club for many years. Mark 29 plus and Ian 14 plus. Both have contributed to the growth of the club over the years thru participation and helping out at the All Bike Show and functions. More importantly was that both were Nominated—Seconded then endorsed by fellow BMOA members who didn't allow their efforts at club level go unnoticed. Neither Ian or Mark have held a management position within the club, so it goes to show the high regard members have for both Mark and Ian.

Congratulations to you both and wear your buckles with PRIDE. *Bob*



BMOA Life Members (Rear L/R) - Bruce Hurren - Lloyd Dornbusch -
Chris Percy—Dale Kennedy.
(Front L/R) - Mark Botefuhr - Ian Skuse—Bob Inkson

THE BUNGEE EFFECT

Gerry Dempsey
Treasurer



What the BMOA does. "We Ride Bikes"

The BMOA has a number of different components and variations of Bike Rides for all types of members and for all types of bikes. They are, The Ride Calender, The Monthly Bike Ride, The Overnight Rides, The Long Distance Rides (LDR's), & The BMOA week away. I will attempt to clarify and give members an understanding of each so that they can be informed on how they operate and so they can hopefully participate and enjoy the Clubman ship and joy of motorcycle riding.

The Ride Calender:

This document is produced once a year and is generally held pretty steady for the whole year. It virtually depicts what the BMOA's ride intentions are for the whole year and is naturally dependent on weather conditions at the time. Any variations to the ride calendar are notified verbally at the monthly meeting and are generally followed up by an Email notification to members that have and utilise Email. The ride Calender most years also depicts the MOTO GP Events and also other significant rides or rally's that the BMOA members could be interested in or attending.

The Monthly Ride:

This ride is always held on the 3rd Sunday of the month and is generally assembled at the car park in front of NQ Water (next to the Boomerang Hotel) at the city gates and is generally for a 9am meeting with a departure at 9.30am. This ride is generally of a few hours duration takes in a number of different variations which can be a straight out ride to various roads around the Pioneer Valley or Mackay District, e.g., Up to Eungella for a coffee and then back to Pinnacle for a beer, It can be a Breakfast ride which may start a little earlier at 8 for 8.30 am and ride to either a location for a prearranged BBQ or a restaurant for breakfast , There is also the Lunch ride where we might ride for a duration of 1.5 hrs to a location for a Lunch time meal. e.g. The Calen Hotel.

All of the Monthly rides are for all types of bikes both Old and Modern and no member should be deterred from attending because of the type of bike they ride or fear of someone going too fast or a slower bike holding someone or a group up.

As there is a predetermined destination the faster bikes can go fast then they would stop at a critical turning off point in the ride and wait for the slower bikes to catch up.

These rides also utilise “The Second Rider Drop Off” where when the lead rider comes to a corner the second rider drops off and marks the corner until the last rider is in view. This way they filter through the pack and it ensures that if there are any slower bikes coming along that they don't miss the turn. Our experience is if a slower rider or group are following the faster bikes it is usually seconds not minutes that they are behind, generally when we reach a destination the faster riders are still taking off their helmets etc when the other riders turn up so do not be deterred, the more the merrier.

The Overnight Rides:

These rides are usually depicted on the ride calendar and are generally to places like Bowen, St Lawrence or Lake Elphinstone. These rides generally have a support vehicle accompanying them. On the Bowen ride in recent years we take the long way up via Glenden and Collinsville with a lunch break at Glenden and the short way home down the highway via Proserpine. Sometimes the older bikes might decide to ride straight up the highway to Bowen. Accommodation is generally organised by the club on a show of hands and the costs are carried by the individual members and are generally on a shared basis. These rides always have a very social side with lots of drinks and nibbles and generally a group evening dinner meal at a local restaurant.

Then there is the St Lawrence Ride and the Lake Elphinstone Ride where again we generally depart from the Boomerang Hotel Car Park at around 11 for 11.30 am departure and stop at various locations (Pubs) along the way and end up at the St Lawrence Hotel where again accommodation is generally organised as previously explained, The Lake Elphinstone is a little different in that is of the Old Style Biker Camp Over and the Club takes a tent and BBQ equipment and food for dinner and breakfast and of course some refreshments. All refreshments are paid for by the individuals on a honesty system at prices substantially lower than the drinking establishments. The meals are generally costed just to cover the costs and this is decided at the time by the cost involved and the number of riders but generally cost about \$5 to \$10

If for some reason a club member does not want to camp overnight they are quite welcome to participate in a part day ride either way on either the Saturday or Sunday.eg Ride out part way and drop off or ride out on the Sunday morning and meet the riders and ride home with the group.

THE BMOA Club Week Away Ride:

This ride is when the BMOA as a club go away to a predetermined destination which is generally a destination in a totally different part of the state to Mackay so that members get to experience riding in other areas of the state, eg the Atherton Tablelands or SEQ in the Esk area, We always try and locate at a caravan park where members have a number of choices of accommodation from Camping, Van & Units. The unit accommodation is generally on a shared basis with 2 to 3 members sharing units. Traditionally this was a older bikes type ride and is still somewhat that way orientated. however in recent years we have added a LDR component to it with some members leaving earlier and riding modern bikes to and from the destination.

Once at the destination the daily rides are generally determined by sitting around and having a few drinks and discussing "Where next" most times the "Where next" is to somewhere of interest, e.g. Motorcycle Museum collection, Railway workshops, Country Swap Meets, Markets and then of most important renowned drinking establishments for lunch breaks. These daily ride durations are of about 120 to 150 K in length. With most riders back to home base by about 3 to 4pm. Then the socialising happens again and ends up in another "Where to Next" session and then maybe a BBQ dinner or a counter meal at a local pub. Some members may elect to do their own meals in the self contained units we stay in.

The Long Distance Rides LDR's:

This ride is again of at least a week duration and in all cases except "one off" it has been mainly for Modern Bikes as the speed are consistently higher around the 100 to 110 Klms /hr' and generally we cover anywhere between 460 and 600 Klms per day. The total distances covered in the week can be anywhere between 2500 and 3400Klms. As this ride takes a lot of organising and is fairly detailed in the planning set up I will give a very more detailed explanation of this ride system as a separate item for the Tappet Rattle



Rider Formation

With all these rides participants should at all time be very very conscious as to their riding proximity to the next rider, in recent times there has been a number of serious accidents with some riders being severely injured and in a couple of cases there has been fatalities due to bike getting tangled up due to riders riding too close to each other. This may seem a little confusing as this particular requirement does change with different rides. Eg.if the ride is in an around town the riders need to be reasonably close so as to not string out a ride and cause traffic disruptions and splitting up of the ride. at all times where possible we should ride in a staggered or straight line configuration. Out on the open road the formation still should be somewhat staggered but due to the increased speeds it is advisable to give the rider in front of you at least a minimum of 25 to 30 metres gap between riders as you never know what the rider in front of you is going to do. He may need to take evasive action for whatever reason or dodge a deviation in the road or just temporally need to have a scratch of something and does not need to be concentrating on someone else riding way too close to him. so please be mindful of your-proximity to other riders at all times.

Ride Coordination

The rides are coordinated by the Ride Coordinator (who has a pretty tough job) coming up with varying rides and destinations. Or by any other person that nominates to look after a particular ride. As the BMOA continues to grow and evolve and our lifestyles are continually changing with most things these days being on a 7day operation, we are a vastly different club to that which was formed 36 years ago. We are always looking for new and different ride concepts and destinations, Some of the concepts that we are looking at is if members would be interested for example in a Mid Week Ride, Or changing the Monthly Club rides from a Sunday to a Saturday morning ride so that members can have the whole Sunday free for other family activities, Please think about this subject and don't be afraid to bring forward ideas and concepts.

Should anyone have an idea that might/could improve our rides please let the Ride - coordinator or any member of the management committee know as we are always looking to continually improve our ride experiences.

Keep upright and Keep smiling. *Gerry D*

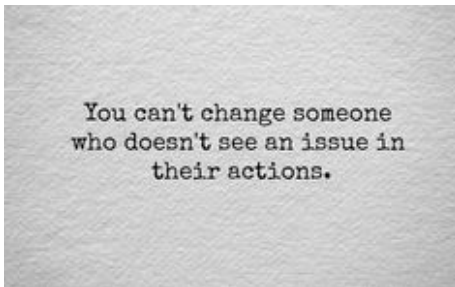
Most of all, enjoy your ride.



Handyman

Andy Mann, Secretary

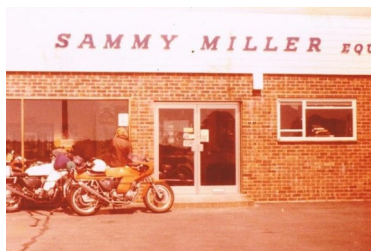
I hope you all had an excellent Christmas and a mighty fine New Year. Also I hope you got what you asked for from the Jolly Fat Man, that's not you Dale. Quite a few of the members probably know I have been riding bikes for over 30 years. In that time I have ridden all over this country and ridden in most capital cities, very hectic there. I have also ridden in some other countries too. But that doesn't make me an expert on riding, so therefore I won't bother telling you how you should ride a bike. If you want my opinion, come and ask. You know the old saying, just because someone has been in their job for 30 years it doesn't necessarily mean they are good at it. Sharing some words of wisdom with you will do for this edition. Not that these words are mine, I borrowed these sayings from elsewhere. *Andy*



PROFILE—Mark Humphrey

Well, it was great to catch up with some remaining Mackay Bush Rangers for a beer recently. It has been 39 years since I left their company. Great to see enthusiasm you all have for machinery from the Old Dart. My highlight was a scoot out to the Leap Hotel on Stu's Spent Bullet. Back in 1975 I left Fields Marine and had a ride around England and Europe. I.O.M was compulsory. I settled in New Milton, Hampshire, UK and worked for Rickman Bros for 12 months a great time. Non- stop English humour. Building the last Rickman BSA 750 Rocket 3 or one of the specials for the Earls Court Show, London was another highlight. Another job I worked on was the last batch of 10 x Rickman Zundapp 125cc trail bikes in full Police kit. We only had 9 engines. The last one got a spare motocross motor which meant some lucky cop got a gem. Another phenomenon which grew in size was the Lunch Time GP. We would clock off run to your machine, which were mopeds, BSA MX, Triton, Metisse Triumph, CR Honda Etc. We all shoot out of the factory along the walkway, couple of steps, jumped the rail bridge, left hander around Sammy Millers shop, a quick burst up the main to be the first in the Pie shop. From 1977-79 I leased the Hobart Honda Workshop (Lloyd Campbell). Road racing was close and handy so machines got built for a few classes including side cars. Good Clubman atmosphere. 1979-80 was Darwin Yamaha while I was there I married my darling Rhonda. Then a scoot back to Rosewood, Qld on the old Honda XL 350 side car. Twin discs on for the return trip, due to darling out braking me at Bang Bang jump up while on the way down. I was slip streaming side saddle. 1980 I worked for Don Newell in Oxley Brisbane for 18 months I then opened my own shop in Ipswich which I ran until 1998. I joined the Ipswich Vintage Club riding 500 Goldie and Mac Velocette. I put together a 350 Goldie special for Classic Racing and a 350 Honda Twin for Post Classic. I love racing singles, so I got a new Wood Rotax 600 from Perth and did BEARS and Sound of Singles for a couple of seasons. Doing this gave me 3 beautiful days at Bathurst in 1993. Enough camp fires from me enjoy your classics.

Mark - (Humph)





I had just finished the Honda XL 350 pictured above. To be displayed at the Earls Court Bike Show. Aimed at the American 6 Day market. Only one in existence. An XL 250 was also built.



The Hobbit

WESLAKE



John Hobbs

John Hobbs racing career began in 1966 in the established sport of sprinting. He combined this with drag racing and many successful National and World record attempts before migrating totally to drag racing where he became a dominant force in Europe. In the late 60's he began running a series of Triumph powered machines christened Olympus and gained his first championship in 1968. In the early 1970's he moved on to Olympus II a twin engine machine before building the legendary double Weslake Hobbit. By 1979 The Hobbit was knocking on the door of the seven second barrier picking up an array of event wins on the way. Incredible when only a decade earlier the record was in the nine second bracket.

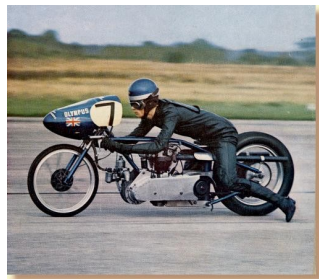
During his illustrious career there are many achievements to celebrate including bettering esteemed visitors from America in ET and speed in 1975.

Winning Championships and setting numerous World and National records over various distances being the most notable. He once tore up the hallowed tarmac at Santa Pod, UK in the process of making a static burnout.

John raced against more than one generation of bike racer and had many memorable duels with the late Henk Vink. John retired from competition in 1979 but went on to manage his own racing team. At last reports John continues to ride successfully at sprint events once or twice a year.

TRIUMPH

OLYMPUS





RUN

Over the Christmas break Stu and I decided to brave the elements and take the Royal Enfield's for a run out bush. We headed out to Nebo, refuelled and had a bite to eat then off down the Fitzroy Development Road to the Valkyrie turnoff. From there we travelled to Double Bridges at Lotus Creek via 20 km of gravel road. Was a bit slippery in parts due to the marbled surface but the bikes handled it ok. Had a few moments with ammo boxes heading south and requiring many electrical ties to continue also with roo's and the odd loose gravel wobble. From Double Bridges it was 18 km to the old Marlborough Highway at the Lotus Creek Tourist Park where after a stretch and a cool drink it was off to Marlborough. The ride over the Marlborough range is a real treat and I recommend it to everyone. We stayed at the Marlborough Pub for the night where Bob was an excellent host and would love to see our club come for a weekend at some time. The next day it was home as quick as the Royals would take us straight up the Bruce highway as the forecast rain was looking like becoming a reality. We stopped at the Barracrab at Clairview to see Dave and Lenore who run the show and are friends from Bucasia. Dave too would like to see our club for a weekend. From Clairview to Mackay the dust and grime from the previous day was certainly washed off as we rode through pouring rain all the way home. We did not even bother to stop and put wet weather riding gear on we just headed into it and kept going. We had a great two days clocking up 620km and if you don't mind a bit of dirt it's a great round trip with no backtracking and we had a ball. *Bernie & Stu*



MOTO MORINI

Strada
3 1/2 (350cc)
1977



The 70's marks the arrival of the designer who become the innovator and the soul of Moto Morini for years to come, Mr. Franco Lambertini. A new and revolutionary engine, ready to be fitted to various models of motorcycle which would be appreciated throughout the world for the next twenty years, was born.

Architecture selected was that of the longitudinal V twin engine with a 72° angle which offered not only an acceptable level of vibration, but, unlike Ducati who chose 90° this ensured engine length did not over extend the wheelbase. The pushrod Heron head engine with parallel valves gave higher torque and better fuel consumption and surprisingly performance. This twin cylinder could boast valid solutions, both advanced and unusual for the time, such as the toothed timing belt (first motorcycle engine to employ this) and the dry multiple plate clutch, forged one piece crank and CDI.

It was shown at the Milan Motor Show in 1971, creating sensation. The following year, the most successful bike in Moto Morini history was born around this engine, the 3 1/2 Strada. Following huge success of the Strada it was flanked in 1974 by the Moto Morini 3 1/2 Sport, with more racer features. Purchased mine in London, 1977. Imported it back from the UK. Rickman crated it for me. Sold the Morini many years ago a decision I now regret. *Stu*

At the time the Strada was the same price as a Honda 750 Four

3 1/2 Sport





the Rust Bin

For Sale - Replica Manx Norton Featherbed Frame locally made and to original dimensions. **Phone Lucky 0498 009 039**

For Sale - Johnny Reb Boots. New, Size 10. **\$100 ONO. Phone Lucky 0498 009 039**

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

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

Wanted - WLA Harley Davidson Parts or Complete Bikes. **Phone Micah 0749595597, micahbutt@bigpond.com**

Honda VT250 \$500.
Phone Allan 49 551 045

For Sale - 1974 Triumph Trophy TR6R. Boyer ignition, new tyres, throw-over saddlebags. **\$6,000.**
Phone Alan 49 551 045

Wanted - Royal Enfield Meteor fuel tank, have 500 and 700 Twin spares for swap. **Phone Colin 0403 766 088**

For sale - 30hp mercury outboard motor, good condition and very reliable. **\$700 ono**

Phone Gil 0432 862 619



For Sale - Norman Hyde Single Seat. Suit Hinckley Triumph Bonneville. **\$320 ono**

Phone Gil 0432 862 619.



2007 Triumph Bonneville 865. Recent major service, new chain & sprockets, registered until May 2015, RWC supplied. Immaculately presented and rides like new. Inspection welcomed.

REDUCED FOR QUICK SALE \$5,990 . Ph Lawrie 0407 639 884

For Sale - Pair of 41mm Ricor Intimator fork valves. Brand new in box, suit all Hinckley twins. Best performance modification for Triumph dampener rod forks available today. Smoother ride, less fork dive & less bottoming out. **\$240. Ph Lawrie 0407 639 884**



**Harbour Road,
North Mackay, Qld 4740
Phone: (07) 4951 1745**



For Sale - 2007 Honda CTX200 Bushlander, 2200 ks near new, perfect condition, registered with RWC. **\$2,600 Phone Lex 0429 966 850**



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 side case. **\$400 Phone Lex 0429 966 850.**

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 reason for sale. **\$5,000 ONO. Phone Jeff 040 728 4420**



_Tapered Steering Head Bearing Set. Suit Hinckley Bonneville & many Honda models. **\$50. Ph Lawrie 0407 639 884**



Genuine Triumph Windscreen. Suit Hinckley Bonneville. Includes mounting brackets. **\$50. Phone Steve 49 598 003**



"Old Bike" Mags

Complete set, 1 to 40. Make an offer. **PH Steve 49 598 003**



The Rust Bin needs updating

Toby Price

Becomes the first Australian winner in Dakar Rally history.
2016



KTM



COVERED IN CHROME



About a dozen BMOA members supported the Covered in Chrome gathering held at the Mackay Harbour recently. This is held on the 2nd Sunday of the month, same day as the Club meeting. Starts around 7am it is a social gathering so people can get together and display cars, motorcycles etc. Early enough start to go and have a look then of to the Aero Club for our meeting.



Jim Ryman



Boston (1971-1974)
Kings Lynn (1971)
Poole (1972-1974)
Sheffield (1972)

Australian Jim Ryman, one of the real superstars of Boston speedway history, returned to the town for the first time in more than 40 years . Fans of the sport held their latest reunion on the 2nd of January 2016

Jim resides in Bucasia and has done so for many years. I recently spoke to Jim following his return from the U.K, Jim has offered to write a small piece for the TR. Something to look forward to.