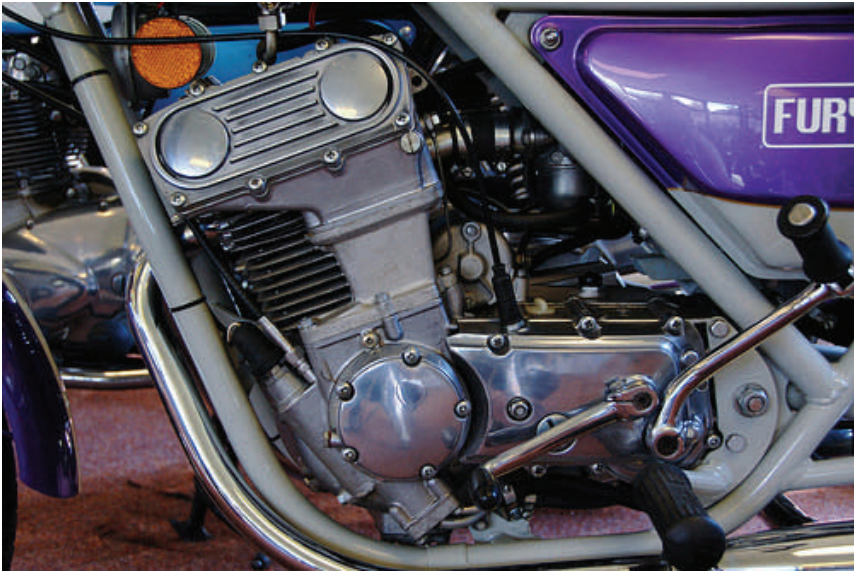


TAPPET RATTLE

September — October 2016



Official Journal of the British Motorcycle Owners Association Incorporated of Mackay



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Dale Kennedy—Chris Percy—Ian Skuse

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CLUB REGALIA

Belt Buckle	\$25.00	Caps	\$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



What a bike filled two months we have had in Mackay. Events, rally's and rides every week or on every weekend plus great weather to go with it. I haven't been able to attend all events, but through club members that have attended these rides, it has been good to hear the feedback and stories.

The five members who attended the S.A. Rally and The Bay to Birdwood Rally, along with Andy Mann with the Postie Bike Challenge, Ian Stuart & Steve Hammer on their off road adventure up the "Cape", the fourteen members who had a great time at Lake Elphinstone for an overnigher.

The annual St Lawrence trip was another great weekend for the sixteen members who made the ride. A line up of all Bonneville bikes only for the monthly ride up through the valley.

Added to the club rides there was The Vietnam Vet's Poker Run & Bike Show plus the three day Bikes, Bulls, Band's & Buggies at Donnybrook Station on the top of Eton range

I am sure there were enough rides to keep all members happy. If we could just get a ride report or story from all, Stu (editor) would have enough to fill the next four years of Tappet Rattles.

Keep riding.

Regard's *Bob Inkson*

Membership enquiries are welcome and visitors will be given a cordial reception at our meetings.



1971 AJS 250 STORMER Y4



Lawrie Kapitzke
Secretary



Lake Elphinstone Ride

The thirteen members who participated in the Lake Elphinstone ride on the weekend of the 27th & 28th August were blessed with perfect, although a little cool, weather for the trip. Riders gathered at the Boomerang Hotel car park at 10:30 on Saturday morning where the back-up vehicle, graciously provided and driven by Andy Mann, was loaded up with the necessary refreshments as well as the riders' swags and kit. Shortly after 11am we set off for Lloyd Dornbusch's place in Walkerston to pick up the barbeque and other necessities before heading off to the Retreat Hotel for a short refreshment stop. Chris Percy joined the crew at the Retreat having ridden in from Moranbah and was promptly informed of his new position as the club's spiritual guidance officer. The ride and its participants were immediately blessed by our new SGO. Our next stop was at the Junction service station to fuel up and grab a bite to eat before heading off towards the lake.

A stop was made at Kemmis Creek to partake of further refreshments and hunt up some firewood in preparation for what we knew was going to be a cold night by the lake. Shortly after departing Kemmis Creek Keith Pearce suffered a flat rear tyre on his Matchless and had to await the return of the back-up vehicle which had proceeded on to the lake in order to unload our gear thus making room in the trailer for the disabled bike and giving the rest of the crew time to set up camp. By the time Andy and Keith returned with the Matchless safely strapped into the trailer most of the camp set up was completed and the fire had been lit. Lloyd Dornbusch looked after the bulk of the catering chores during our stay at the lake and did so in his usual efficient manner with some assistance where necessary. Thus all participants were well fed early in the evening and the serious partying began.

With a roaring fire keeping us warm and copious quantities of beer being consumed many "true" stories and reminiscences of past exploits were soon offered up for our entertainment while Chris Percy regularly "spiked" our drinks with a dash of Stones green ginger. In what was probably the highlight of the night we had a visit from a young "Kiwi" lady from one of the many caravans dotted around the camp ground. This short visit proved to be quite entertaining as she eagerly participated in the banter giving as much cheek as she received and even "educated" us as to what a "whiz bang" was. It's probably not what you may be thinking but if you are curious ask one of the ride participants to enlighten you. And so the party continued on well into the night, as I am reliably informed. Having consumed a large number of cans of VB, many of which were "spiked" with green ginger, I retired well before the party wound up.

The overnight temperature dropped to somewhere in the vicinity of 3 or 4 degrees making for a somewhat uncomfortable night for me sleeping on the ground. I was glad to see the sun rise over the lake in the morning. A quick trip to the excellent amenities provided by the council soon had me feeling almost human again. After a couple of cups of coffee and a feed of bacon and eggs my rejoining of the human race was almost complete. Breakfast out of the way we set about breaking camp and packing the gear into the back up vehicle. This process was quickly accomplished as everybody pitched in to help. Once this was done bikes were started and warmed up in preparation for the return journey with only one bike requiring a jump start after a very cold night. The return journey was without incident although I noted a somewhat reduced pace compared to our outward journey. I'd like to thank all participants on the ride for there excellent company and on behalf of the participants a special thanks to Andy Mann, Bob Inkson and Lloyd Dornbusch for the incredible amount of work they put into making this ride the success that it was. *Lawrie*



Handymann
Andy Mann—Treasurer



AWOL



A man was seated next to a kid in an airplane. The man turned to him and said, "Let's talk".

Kid: Ok, what do we talk about?

Man (making fun of the kid): How about nuclear power?

Kid: Very interesting topic. But let me ask you a question... Horse, cow & deer, all eat grass. Yet deer excretes pellets, cow flat potty and horse clumps. Why?

Man: I don't know.

Child: Do u really feel qualified enough to discuss nuclear issues when you dont know shit???



STREETMASTER BRIGHTON

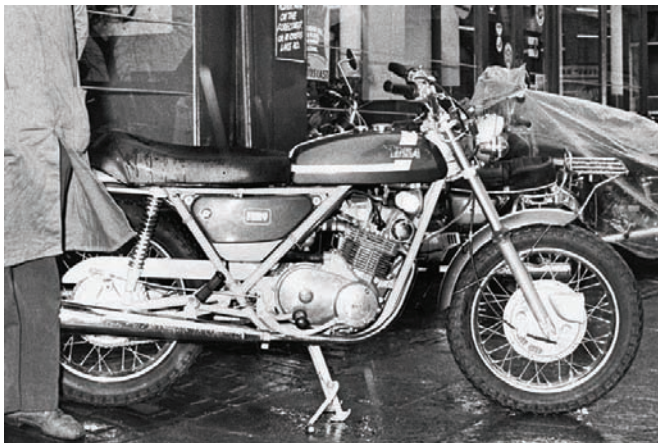


The Brighton is available by special order from Champions Moto for the eye opening price of \$37,500 USD, but this is certainly a positive example of getting what you paid for. The bike is a work of art and with the skills of Mule and Streetmaster behind each one you're guaranteed to get a great ride and impeccable finish. The Brighton is one of a trio of bikes now being sold through Champions Moto which also includes the Street Tracker styled 'SO-CAL Miler' and 'Streetmaster'. Not a bad way to spend 113,000 bucks if you ask me.



BSA - FURY 350

If you're ever in West London with some time to spare, be sure to stop by the London Motorcycle Museum in Greenford wherein lurks one of the British industry's interesting never was which didn't make the leap from prototype to production the DOHC 350cc parallel twin, aka the BSA Fury.



Edward Turner, retired from management but still working on motorcycle designs as a freelance, initiated the Fury/Bandit project in the late 1960s. Owen Wright once commented that Turner's Fury design was 'beautifully presented, excellent in style, but dreadfully lacking in any technical substance.' The T35 Bandit would have been marketed as a Triumph while the E35 Fury wore BSA badges. Turner's design was developed further by Bert Hopwood and Doug Hele, and incorporated aspects of the R&D being done at Umberslade Hall, to produce a high-revving five-speed parallel twin which retained the typically British format of vertically-split crankcases. Bore and stroke were 63mm by 56mm, giving 349cc; a five-speed gearbox was an updated Triumph four-speed unit.

The 34bhp engine which revved to 9000rpm incorporated a forged crankshaft with integral flywheel, set for 180-degree firing. Max torque was claimed to be 20ft/lb at 7000rpm, which would have felt very strange to traditional British riders familiar with low-revving heavyweight singles. It was ideal for taking on Honda's perky 350 twins. The Fury used light-alloy conrods and three-ring pistons running 9.5:1 compression in shallow combustion chambers, fed fuel by two 26mm Amal Concentric carbs. The single-piece light-alloy cylinder head housed the chain-driven cams (lubricated by a new, high volume oil pump), and the whole engine was tilted forward in the duplex frame by 20-degrees.

The frame itself is very similar to that used by the BSA competition triples, and was matched with swinging arm rear suspension; slim line telescopic front forks, and conical hub drum brakes (8-inch front 2LS with a flared air intake to aid cooling, 7-inch SLS rear). An electric starter was positioned above the gearbox, and this would have been a factory-fit optional extra for £21 on top of the asking price of £380. The 18-inch wheels were shod in Dunlop K70 tyres. Two versions of the Fury were anticipated; the E35R road going machine and the E35SS Street Scrambler with dual, black, high-rise exhausts, which was expected to sell well in the USA. Both versions weighed around 160kg dry with a seat height of 30 inches and 7 inches of ground clearance.

The Fury came so close to production that it featured in all the 1971 catalogues. 'This is BSA answering the call of so many riders for a genuine high performance bike' says one brochure. Although some sources claim that the Fury was capable of 110mph, a top speed of 95mph seems more realistic. Similarly, scheduling production to build customer bikes for the 1971—72 season was outright optimistic. The new engine needed a proper shakedown period when Hopwood put one early prototype on the test bench it broke two crankshafts and the valve gear failed within 1,500 miles. The road going test bike had to be ridden at low speeds for 3,000 miles 'because of lack of power' said Hopwood. It used four pints of oil per hundred miles and the crankshaft, gudgeon pins and main bearings all failed during the total 5400 mile test. Even the chassis caused concerns; 'the frame has already been redesigned due to excess flexibility which caused a hazard' explained Hopwood, while 'the front forks are considered to be fundamentally unsafe.' Hopwood's view was that the first stab at the Fury was a good looking but badly engineered and very unreliable.'

However, the BSA Group's finances were collapsing, in the end the company decided instead to concentrate their restricted resources on existing models. Roy Bacon observed that the Fury 'had tremendous potential' which 'it never had a chance to show.' Indeed, the Fury came close to achieving Turner's aim of cramming the performance of a 500 into the petite package of a 350. The Fury could match the top speed of an A50 Star twin and 650 single-carb Thunderbolt, and even Honda's CB350. The Fury would have been a potent performer in the early 1970s if of course, it proved to be reliable





Hammering a little further North and how fast can a magpie fly?

Bernie approached me and said he had been speaking to Steve Hammer (Sledge) who was heading up north and looking for a riding companion. The plan an 8 day trip up the Cape do a bit of dirt and have fun, I was up for it. All was organised for a Sept 17 departure ,meet at Conningsby Servo at 8. Mackay to Cardwell was our first run staying o/night. Then on to Laura for another o/nighter. While fuelling up the next morning in rode a bedraggled rider who was heading south on his Tiger, I am over the dirt he said, Hann River to here is crap does the black stuff start here he asked, yeah mate was the reply. We left Laura for Archer River, guess what he was right. Rolled into Archer River 6.1/2 hrs later a little worse for wear. Passed a burnt out helicopter which had crashed while mustering, no injuries to man or beast. Then to top it off Steve going through a detour got a wobble up and straight towards the Stop/Go mans chairs which he managed to move just in time.

O/Night at the Archer then off to the east coast to catch up with a bloke Steve knew. That's when it got really tough, two wheel track, creeks , rocks, sand and more sand. On this section the KLR spat me off twice and Steve knocked over quite a bit of Cape York scrub. This is when the Gray Nomad's said rewind, a no result was on the cards. Back through the s*#, KLR on reserve tank managed to get to the Archer with 250ml to spare in the tank. No rocking to sleep that night. From here on to Cooktown, stayed the night. The next day resulted in more s*# for me crashing on a steep gravel climb on the Daintree road. Rewind again. Stay on the black stuff was the verdict. Since the Archer the starter motor had packed it in which made it worse. Lucky to have the big bloke as he turned out to be a great pusher to get the KLR into action. Pushed on to Cairns for the night, then off to Townsville for the night. Had a run through to home the next day. Thanks Steve for the trip a great time was had, one certain to remember. As Bernie mentioned in a previous article BMOA Mackay is a great club with a lot of great members. Being a member has given me the opportunity to be able to meet like minded people who enjoy riding motorcycles. Thanks again Sledge for your friendship and the invite to join you on this ride. Oh the magpie bit I was swooped several times by one on the homeward journey travelling through Home Hill. The sucker was cruising at around 60k while squawking and bashing my lid.

Stu

* Strawberry ice cream in a packet just add cold water (Centre photo)



MAREEBA
KEYRING



Rewind
Time 1



Not the best
choice of tyre for
the dirt >



WORKBENCH
WISDOM
by
Phil Wilson



I was reflecting a little while ago on the reasons why we ride bikes, and in pondering this question, realised that although the reasons are varied and many, two common themes seem to re-emerge.

There is always the “I’m an individual”, that ones’ been bandied around for eons.

But the second reason is the one that really got me thinking, and that reason is the camaraderie.

We all like the feeling of freedom that we get when we go for a ride, wind blowing in the hair (if you have any left!), the ability to de stress from a day’s work, the drudgeries of life, family commitments, escaping from reality etc., but when I look back over my years of riding, its actually the bonds that I have formed with other riders, and the experiences that I have shared with them that I find most vivid in my memory. Some of the most vivid and special memories come from my racing years. You are lined up at the start gate, with thirty other riders all vying to get through that first corner first. When you do a jump and look over and the person next to you is looking over at you. When you crash and someone jumps on top of you but you get up and amazingly, nothing broken, pick the bike up and keep going. Or the time that you’re sitting on the start line and at the end of the start straight, but they run the race anyway. It’s these things that are indelibly inked onto your memory and not because it was you doing it, it was you doing it trusting that 29 other riders weren’t going to wipe you out. It’s that bit of danger and excitement, but also respect and trust, and that doesn’t matter whether or not it’s a dirt bike race, road bike ride, or just a Sunday afternoon punt up and down Sarina range with some mates .It’s a shared experience that although individual, becomes more important and more memorable by the fact that someone else is there to live it with you!

It’s why we join clubs, go on group rides, argue about who, what, when, where, why and how, that makes it all worthwhile. But in that we retain the individualism to be able to break free from the pack whenever we like, and see where the road takes us, and it can and will, take us some interesting places. You then come back tell everyone else and they go looking for the road that was so good and come back with their own tales. After I thought about all that, I realised that at some point, the camaraderie wasn’t even about the riding it is about people enjoying a common goal.

When Bob, Ken, Greg and myself where pepping the bikes for Greg's assault on the Vintage MX Nationals, Greg was the only one riding, but the four of us were there for the same reason, we all believed in what we were doing the late nights, the bike tuning, the rebuilds, the breakdowns, wins and losses all added to up an experience that was a lot more enjoyable and exciting due to other people being there to share it.

So go for a ride by yourself, or go with your mates, but whichever way, enjoy the experience because that's why we do it. *Phil*



NOT BRITISH

Suzuki T500 model history 1968—1975



MOTORING - AUTOMOBILE SPORTS CLUB. 19th November 1917

Details of motorcycle racing Seaview (now Bucasia beach Mackay)

The first sports gathering of the recently formed Automobile Club was held on Wednesday on Seaview Beach. The weather was ideal for the outing and an enjoyable time was spent. In addition to those who participated in the sports there were over one hundred spectators who took a lively interest in the meeting, The President (Mr. H. Zillman) and secretary (Mr. H. Sheperd) were kept very busy in arranging the various events and to them the success of the outing is attributable. During the morning high tide the motorists indulged in a bathe which was thoroughly enjoyed. After lunch the sports programme was run off.

The first event was a motor cycle race, in which there were three competitors. This was won by A.B. Milne (Triumph), then came R. Lake and R. Burnett. The latter in turning ran his machine into the water while Lake was delayed on account of a broken benzine pipe.

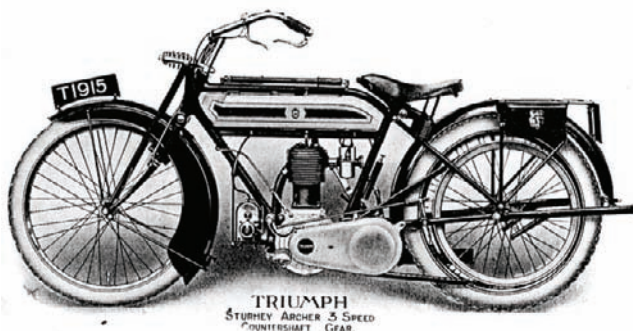
Motor Cycle Race. 6 miles.

A. B. Milne (scr.), 1,
R, Lake (10sec.) 2,
R. Burnett (60 sec.) 3.
Time 11min 30 sec.

A motor cycle dispatch race ended the programme. In this event the competitors rode a mile with a dispatch, had it signed and returned to the starting post. The winner was Mr. A.B. Milne.

Motor Cycle Dispatch Race, 2 miles.

A.B. Milne (3min. 35sec.) 1.
R. Lake (3min, 53 sec.). 2.
Three starters.



The Rust Bin

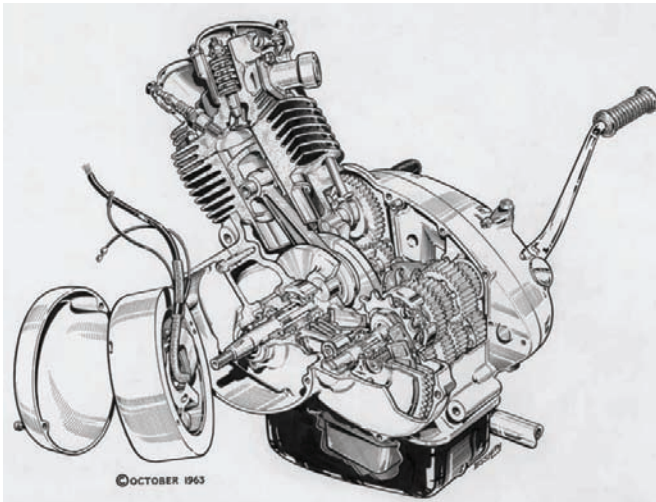


Anything you may like to buy, swap, sell or give away here is the place.

Wanted to buy — Mufflers to suit a 1971 Triumph also a mechanical tacho drive to suit the same model,, Contact Ray on 0427768190



FOR SALE—Size 12 Leather boots. Used only to push start a KLR650.
\$5 or near offer. Phone Sledge Hammer on 0964021698



Which machine is this engine from?

Arrel Pixie 50cc engine



Rides 2016

October

Monthly Club Ride—15th TBA

Ride—22nd TBA

BMOA Week away Ride 22—30 TBA

Chris Percy has kindly donated a First Aid kit to the club. This is in the safe hands of Lloyd Dornbusch. Thanks Chris.



Club get together for a game of Lawn Bowls and BBQ.

November 27

Contact - Dale for info.

Gerry Dempsey will still be involved in organising the Long Distance Rides. A great deal of time and effort goes into making these LDRs such a success Thanks Gerry.



Sometimes you find yourself in the middle of nowhere and sometimes in the middle of nowhere you find yourself.

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.