

TAPPET RATTLE

July—August 2017



Official Journal of the British Motorcycle Owners Association Incorporated of Mackay



BMOA LIFE MEMBERS

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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 July/August Edition of the Tappet Rattle.

The “All Bike Show” once again proved that there is a huge interest in motorcycles in Mackay. The show attracting bikes from as far afield as Gladstone, Rockhampton and the Whitsundays. I also received a phone call from Darwin in regards to when the “Show” will be on and how to enter. With the variety and standard of the bikes entered it all adds to making the “All Bike Show” one of the best in Queensland. The number of club member bikes entered was once again huge with many a member receiving a trophy [and rightly so] as the presentation of their bikes and restorations was a credit to them.

Results found elsewhere in the Tappet Rattle.

This month’s meeting is the AGM, if you think you can or know of someone who aspires to hold a position, please nominate and be an active member of the club. We definitely need a full time Ride Coordinator who has ideas along with the help of others to attract more members to the monthly club ride. Last but not least I wish to thank all members who helped with the running of the “Bike Show”, from the set up, manning doors, bar, catering. Your time and effort helped to make a successful weekend. Also a big thank you to the sponsor’s of the Trophies your donations are greatly appreciated by all who are involved with the “Bike Show.”

Regards, Bob Inkson, President



Lawrie Kapitzke

Secretary



Reflections and Directions

With the All Bike Show now behind us and the AGM looming I find myself reflecting on what has been achieved in the last 12 months and pondering what directions the club may head in over the next 12 months. As a “rookie” Secretary much of my time over the last 12 months has been consumed with familiarising myself with the role and executing the duties required of the position to the best of my abilities. This learning curve, plus the distraction of Ride Coordinator responsibilities, has limited what I have been able to apply myself to within the club outside of the basic role of Secretary. In reflection my only significant achievement over the last 12 months has been to complete a full audit of the Club Members Register which, to me personally, is somewhat disappointing as I had hoped to achieve so much more over this period. Part of the learning curve however has been to realise that even the simplest of tasks are not easily achieved within the club environment and that gaining the cooperation of all members in completing a given task is somewhat more difficult than you would reasonably expect. This apparent apathy to the efforts of those trying to work to advance the club, despite being limited to a small percentage of members, is none the less disappointing and discouraging. Considering the difficulties the club has in attracting volunteers to Executive positions the least one could expect is the full cooperation of the membership in the exercising of the duties of those roles.

The future direction of the club is a subject that has consumed my thoughts far beyond my time as Secretary and I feel that this is not something that can be dictated by the Executive but should be led by the membership as a whole. Executive members can, of course, get a feel for what the membership wants by talking to individual members however it is near impossible to talk to all members let alone remember what each has indicated so any conclusion you come to as a result of these conversations is subjective and often coloured by your own opinions. It has been my observation that the vast majority of motions put to meetings either originates from the Executive or result from matters raised by the Executive and that motions originating from matters raised by individual members are comparatively fewer. Unless the membership is prepared to raise matters for debate at meetings the future direction of the club will always be steered by the Executive as they attempt to “second guess” what the membership wants. With this in mind I feel that one way of obtaining a clearer picture of what the membership wants is to conduct a survey of all members which asks them to respond to specific questions in relation to future club direction.

The compilation and execution of such a survey would be a difficult and time consuming task and my experience with the Members Register audit suggests that obtaining the cooperation of the membership in completing such a survey would be somewhat of a nightmare however there is little doubt that the results of such a survey would provide a clear and undisputable picture of the direction the membership wanted the club to head in and, as such, would prove to be of great assistance not only to the Executive but to the club as a whole.

Lawrie Kapitzke

Timmy Pisspot Lucy



Picture of Tim Lucy's bike at Pinevale Rally with Andy Mann and Bernie Cannon. The 3 B's. Bike, Bullshit and Booze.

Tim won trophy for oldest bike/rider combo. Good on you "Old Mate".

Was a top weekend and next year is 20th event so we need a heap more members to attend. Kawasaki "Z" club won Most Club attendees trophy this year. 12 members I think.

Surely we can do better than that.

Bernie Cannon

PRESSURE WELDING
&

Custom Works

Dan Ratford

Handymann

Andy Mann—Treasurer



MR. SAO

One of our country members
Nana napping. Age is finally creeping
up on him

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z
z
z



Malvern Star



Malvern Star is a famous Australian bicycle manufacturer that was founded in the Melbourne suburb of Malvern in 1898. After WW II the company obtained the Australian licence for the Villiers 98cc Junior 2-stroke engine and produced their version of the British auto-cycle.

2017— BMOA Mackay All Bike Show Results

Bike of the Show—1911 Triumph TT Racer * Cindy Nedwich

Peoples Choice—1914 Triumph Junior * Bob Higgins
Best Triumph Speed Twin—1969 Triumph Bonneville * Jim Gourlay
Best 3 x Wheeler—1986 Suzuki GSX 1100 * Maurice Price
Best Club Display—Whitsunday VMX
Pre 1942—1911 Triumph TT Racer * Cindy Nedwich
Pre 1970—1959 Triumph Bonneville * Graham Nedwich
Post 1970—2011 Moto Guzzi V7 Racer * Greg
Best Custom—1962 BSA A10 * Ken Usher
Best Competition—1970 Hagon JAP Dirt Track * Greeny
Best Paint—2008 Harley Davidson * John
Best Oriental—1967 Yamaha * Peter & Helen Douglas
Best European—1980 BMW R100T / Café Racer * Peter Harland
Best British — 1968 BSA B44 Scrambler * Ken Cullen
Best American— 1915 Indian Hedstrom * Andrew Gauld

Fuel Raffle— Draw 1—Taffy Davies / Draw 2— Andrew Gauld





BSA A70L Lightning

The 1971 BSA A70L was externally identical to the production A65L of the same year. Only the telltale "750" decal on the side panels (and the engine number stamp) was different. Inside, the main change was a new crankshaft giving an 85mm stroke, with new rods to suit the longer crankshaft throws and new pistons giving 9.5:1 compression versus the 650's 9:1 ratio. Carbs were still Amal 930 Concentric, but with a larger 250 main jet. BSA listed the crankcases as being new, though it's not clear what the differences were from the A65L, apart from a change to accommodate a different timing side crankshaft bush. Just 202 A70Ls were produced: 65 in June; 101 in July; and 36 in August of 1971. Estimates are that around 180 were shipped to BSA East Coast in Baltimore, with the remainder going to California. The majority of the bikes had the 1972 black-painted frame, though at least one is known to have been finished in the ivory 1971 paint finish. Although they were presented as 1972 models, they were all stamped for 1971. It seems at least some of the A70s were dispersed around to a number of U.S. dealers, though many were also stripped of their engines, which ended up in flat-trackers. Unfortunately for BSA, the day of OHV parallel twins on the track was almost over. The A70 was never listed in BSA sales literature, and there's no indication it would have replaced the A65 in the BSA model lineup. In fact, the BSA sales brochure for 1972 listed just four models: the B50SS "Gold Star;" the A65L Lightning and A65T Thunderbolt; and the A75RV Rocket 3.



1951 PANTHER 100 600CC OHV

In 1932, the Panther Model 100, an OHV 600cc single, was launched. This heavyweight single 'sloper' was the epitome of the big British banger 'firing once every lamp post'. Promoted as 'The Perfected Motorcycle', it was noted for innovation for most of its history. The Panther company's most famous product was the giant sloper single 'Model 100', which would haul anything which needed moving, provided it would fit in, or on, a sidecar. The Panther 100 remains a very handsome and torque-soaked machine. Its build quality remained a benchmark for decades and its simple and fairly robust powerplant continues to inspire enormous enthusiasm in its owners. These factors, combined with relatively low cost, make the Panther a rare and desirable classic. The Panther Model 100 has a 598 cc, 6.5:1 compression ratio, 87 mm × 100 mm (3.43 in × 3.94 in), OHV sloping engine in a frame where the engine replaces the front down-tube. While the engine and overall layout stayed essentially the same, the specifications steadily evolved over these thirty or so years. Panthers were manufactured from 1900 to 1967. The handsome tank paint scheme for 1946-51 was chrome with cream panels. Due to the sturdiness and reliability, a fair number of Panthers are still in use.

Triumph announced as Moto2™ engine supplier from 2019

Triumph Motorcycles has been chosen as the exclusive engine supplier to the FIM Moto2™ World Championship from 2019. The three year agreement between Triumph and MotoGP™ commercial rights holder Dorna Sports will see the British marque supply a dedicated race-tuned 765cc Triumph triple engine to the class, which is based on the powerplant from the all-new 2017 Triumph Street Triple.

Halcyon Classic Parts

British Made Quality



New BSA Produced by Mahindra



Mahindra & Mahindra recently acquired the legendary British motorcycle manufacturer BSA and it plans to revive the company with the introduction of new models. Latest reports confirm that the Mahindra-made motorcycles, of engine size between 500-750cc, will be launched in the markets by 2019.

Mahindra has roped in the brand BSA via its new subsidiary, Classic Legends, which is also having a licence agreement with another iconic brand, Jawa. Now, Mahindra can use both the brands to launch and market its new products worldwide and take advantage of their heritage value and cult following. It will help the Indian giant to enter the premium and niche segments with a bang.

**RIDING A
MOTORCYCLE IS
10% HANDS AND
FEET AND 90%
MIND AND EYES.**

Australian Motorcycles



Tilbrook: - Probably one of the most well known Australian motorcycle innovators. Rex Tilbrook, from Sth Australia, manufactured motorcycles and sidecars in the Fifties. The motorcycles used imported Villiers engines. Rex's machines were eye-catching and innovative. Rex designed a leading link front fork and cantilevered rear suspension system which was ahead of its time. Racing was also Rex's forte and he extensively reworked his Villiers engines achieving a considerable power output from the otherwise utilitarian motors. Most interesting of all was his racing rotary valve 4 stroke design. Before things could develop further however a motorcycle slump ended his business.



Alron: Ron Lyon started his Alron motorcycle business in Perth in the early 70s. Supported by Rickman frame kit and Motobecane motorcycle sales, his motorcycle manufacturing business was a brave move which was defeated by dealer indifference and the Japanese motorcycle boom. Powered by Ossa engines and came in enduro and motocrosser versions. *Dale Kennedy*



THE MACKAY AERO CLUB

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Notice to members, 20th July 2017

Mackay Aero Club turns 40 on 14th October

The current Mackay Aero Club turns 40 years young on Saturday 14th October so mark your calendars for this day of celebration. Details are not yet finalised but we will most likely have an afternoon function with possibly the Tiger Moths and other aircraft on display (if you can help with your time it would be great!!) and also a night function with Jodie providing a three course banquet meal (likely \$50 per head) for tables of eight. Dinner Dress Code: Black tie or the uniform of a Captain or Hostess perhaps???

Does any member share the birth date of 14 October 1977? Please let us know!

And here is a prequel...a special request to all existing members and former members for items, newspaper clippings, humorous stories and photos dating back to at least 1977... please dig through your memorabilia and send it or copies (including your name so it can be returned) to Caroline Gaden at Mackay Aero Club, PO BOX 692, MACKAY, Q 4740 or via email mac.flypaper@gmail.com

The history of the Mackay Aero Club

In a 20 year period from 1934-1954 there are about eighty mentions of the Mackay Aero Club in the local newspapers. There were obviously some 'start-stop-start' times to setting up the Club and no doubt wartime was an additional setback. The first relevant advert I have found in the Mackay Daily Mercury is dated 26 April 1934.... it reads:

When a lower octane fuel with a higher volatility is better at controlling **detonation**



On the spec sheet issued by makers of racing gasoline, you will see volatility referred to twice; as the 10% point and the 90% point. The 10% point is that temperature by which 10% of the fuel has come over in the volatility test. This is a measure of the fuel's ability to cold-start; the lower the 10% point temperature, the easier the cold-starting becomes. The 90% point is that temperature by which 90% of the fuel has come over. This is a measure of how easily or quickly the fuel as a whole will evaporate in a running engine. For example, two fuels of different 90% points may run identically in a 6000 rpm engine; both have plenty of time in which to vaporize adequately. Yet the fuel with the higher 90% point may chop a few hundred revs off the top of a 12,000 rpm engine.

This effect is most often seen when a racer buys fuel by the 55-gallon drum, and leaves the drum open all the time he is at the track. Over time, much of the fuel's front end evaporates, raising both the 10% and 90% points. Such a user often finds himself using stranger and stranger jetting as the drum gets down to the last third. Throttle response deteriorates and peak-rpm performance gets soggy. Finally, in desperation, he opens a fresh new drum and all his missing performance comes back. Keep race fuel capped and in a cool place. Every time you unscrew the cap and hear that "PSSH", that's part of your volatility, throttle response, and higher-rpm performance escaping. If you are a small user of race fuels, buy in five-gallon tins instead of in drums – just as you would buy soda water in 8-10 ounce bottles instead of in litres to keep it from going flat.

In high-rpm racing engines, the time that elapses between the fuel's entering the airstream and the spark that ignites the mixture is extremely short – sometimes too short for adequate vaporization. The result is lean mixture, just as in cold-starting. Trying to compensate by richening-up works, but it sacrifices power because the extra fuel passing through unburned robs heat from combustion. In some cases, a more volatile fuel can solve the problem (as above). Octane number is not the only important variable in racing gasoline. Look for a fuel with a lower 90% point and try it. Often, especially with two-strokes and their absurdly high compression ratios, a lower-octane fuel of a higher volatility will cause less knock than will a higher-octane fuel of lesser volatility. Failure to vaporize leads to leanness, which in turn can lead to knock.

A Favorite Subject

by Kevin Cameron



The Rust Bin



2 x Black Diamond S/S Valves to suit 750—650 Triumph—\$20 each
Phone 0427 561 577 Lloyd

1995 Yamaha SRV250—For Sale

Hi All

I have decided to sell my 1995 Yamaha SRV250.
Asking price is \$3,500 unregistered and As Is.

Lawrie Kapitzke <lkapitzke1@bigpond.com>

Burt Munro

Challenge

*Enquires to Bert Pulman
0428540843
bert@lazerevents.com*

NEW ZEALAND SOUTH ISLAND TOUR 2018

15 day South Island Tour

1st – 15th February, 2018

Including

Burt Munroe Challenge, Classic motorcycle Mecca,

Bill Robertson Transport World (Invercargill)

Punakaiki Pancake Rocks

Milford Sound

Franz Joseph Glazier

Queenstown



Club Rides 2017

August 20 - Monthly Club Ride
August 26-27 - Lake Elphinstone O/Night
September 17-Monthly Club Ride
September 23-24 - Keith Sander Ride
St Lawrence O/Night

Note: Members not wishing to complete the overnight rides are welcome to participate and day ride only.



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.