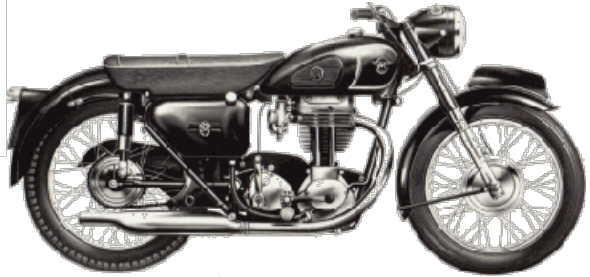


# TAPPET RATTLE

September / October—2017



Official Journal of the British Motorcycle Owners Association Incorporated of Mackay



### **BMOA LIFE MEMBERS**

Mark Botefuhr—Gerry Dempsey—Lloyd Dornbusch—Bruce Hurren  
Bob Inkson—Dale Kennedy—Andy Mann—Chris Percy—Ian Skuse

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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



There's an old saying, time flies when you are having fun and fun is what I have had since the last Tappet Rattle. I finally sorted the carbonation on the Super Rocket and had a great ride to and from Lake Elphinstone. The bike didn't miss a beat and neither did I Saturday night. What a great weekend, good roll up of members, and the weather gods were on our side.

The Keith Sanders Memorial Ride will be over by the time this Tappet Rattle goes to print but the early indication suggests it will also be a well attended ride. Thanks to Tim and Bernie plus helpers who sacrificed a Sunday mowing lawns to ride all over C.Q. to check out venues after the St Lawrence pub closed. The new venue chosen was Clairview Beach.

The monthly club rides seem to be growing in numbers with a lot of new members enjoying the Sunday outing. Keep it up and see if we can attract a few of the past riders back in the saddle for an enjoyable morning run.

Regards, Bob Inkson.



**Clairview O/Nighter**  
Tiger supporters and  
bullshit artists

Photos Bernie Cannon.



**Lake Elphinstone  
O/Nighter  
Crew**  
Photos Bernie  
Cannon



## Lawrie Kapitzke Secretary



We couldn't have asked for a better day weather wise as 14 riders assembled at NQ Water for the September monthly club ride. Of those 14 riders 4 were non members or visitors that were either invited to join us or, as in one case, just happened to see us assembling and decided to see what was going on. All were welcomed to participate of course and, in the absence of our Ride Co-ordinator, a route and destination was decided upon by those present and at 9:00am sharp we fired up the bikes to commence our journey. Proceeding to the northern side of the river we made our way via Maraju - Yakapari, Doyle's, Devereux Creek, Mt. Martin Loop and Mirani - Mt. Ossa Road's to Dows Creek before turning south onto Langdon - Lumburra Road across to Gargett to join the Valley highway which we followed to Finch Hatton. This back-road route has the advantage of being very low traffic and, despite being a little narrow in parts, has a mostly good to excellent surface that allows riders to chose their own pace depending on their familiarity with the route. Riders stopped to re-group at each major route deviation which has the effect of accommodating riders/bikes of all capabilities while allowing confirmation that all riders have made it safely through to that point. These stops are usually surprisingly short as even the slowest of riders/bikes turn up after just a couple of minutes. Our arrival at the Criterion Hotel in Finch Hatton was very timely as the bar was just being opened as we pulled up out front and, after the usual chatter and removal of riding gear, we managed to procure our beverage of choice and gather on the veranda to discuss a multitude of subjects including the world's problems and our proposed solutions. The Criterion offers the choice of coffee for those not inclined to partake of the amber fluid and also has food available if you have missed breakfast so most of our requirements can be met at this single location. The atmosphere is pleasant enough to make a short stay enjoyable.



In my opinion this is a venue that we should support more often.

Unfortunately our stay was not of sufficient length to solve all of the world's issues and the decision was made to move on to another location to further consider our options. Some of the participants had other responsibilities to attend to on the day and made it known that they would be making their own way home while the balance agreed that the Leap Hotel would be an ideal destination to head to by retracing our steps as far as Marian – Hampden Road before crossing over to the Bruce Highway and heading south to the Hotel. This return ride, despite being for the most part over the same route, was thoroughly enjoyed by the riders if their smiles were anything to go by and this group of happy riders dismounted at the Leap Hotel shortly before lunchtime.

Some succumbed to the alluring odours emanating from the barbeque and ordered some lunch while others took the liquid only route and enjoyed a couple more light ales. The stimulating conversation of course continued covering a vast array of subjects and I am sure that at least some of what was said was in fact truthful. The hamburgers were, I am reliably assured, as tasteful as the alluring odours indicated they would be and the cold beer was certainly up to par. Considering the availability of an enjoyable bike ride, good company, stimulating conversation, good food and even coffee, for those that must, it is difficult to understand why it is that only 10% of our membership decided to participate in this ride. Take it from me, you don't know what you are missing out on.

Lawrie Kapitzke

**BROKEN HILL  
RIDE  
Sept 4th—14th  
2017**

*"Sometimes it takes a  
whole tankful of fuel or 2  
before you can think  
straight"*



The following riders departed Mackay for the trip to Broken Hill, Dennis Gregor, Ken Hudson, Rick Cameron and Ian Stuart. Joining up with us were Walter Bruin, Graham Elliot from the Sunshine Coast, Chris Percy from Moranbah and Ray Northridge from Sydney. Ken Hudson had come down from Bowen. Unfortunately Walter had to leave the ride early due to feeling unwell, made the trip home safely but ended up having a night in Hospital. Overnight stops on the way were at Theodore, Moree, Cobar and 3 nights at Broken Hill. The ride out was pretty uneventful apart from Chris dicing with emus and Ray getting a flat at Wilcannia of all places. We decided to cut short our stay at Broken Hill to 3 nights as we had taken in most of the sights. Guido a mate of Rays and a local through and through made certain our stay was entertaining. Showing us the local sights and putting on a BBQ for the troops on the Saturday night.. The Broken Hill Bike Show was a must see, over 100 machines on display with a good variety of British, Japanese, European and American bikes on display. A ride to Silverton and surrounds was also well worth it. A trip up to the top of the spoils heap right on the edge of town was quite impressive. Not only did you have a great view of the town there is also a structure to honour the miners that have lost their lives. The town has a friendly feel and the time spent there was enjoyable. The above photo was taken at The Palace Hotel, Broken Hill with our newest best friends, who along with other varieties were in town for the 23rd Celebration of Priscilla Queen of the Desert

The return journey was altered slightly for various reasons one was to show Gerry that we were quite capable of getting there and back without him. Bourke, St George, and Rockhampton were our o/night stops.

Reflecting on the ride, long distance riding is my thing and this ride certainly provided that, 4,500 km and a bit longer for Ken. Emus, long straights, goats and a great bunch of lads is what made this ride one to remember. Gerry D unfortunately could not join the ride, but he certainly did a fantastic job in putting it all together. Thanks Gerry.

BMOA—Mackay with whom I have only been associated with for a short time is a great club and one I have no regrets joining. 100 plus financial members except me (will fix that up soon okay Andy) with about 50% plus attendance for the monthly meeting says something about the people involved. Finally to the riders on the B/Hill run, thanks for your company and letting me share with you my greatest passion, riding motorcycles. I am certain your thoughts and passions are the same.

*Ian Stuart (Stu)*





# Norton

**Hi-rider**  
One of the most unloved of  
all the  
Commando variations.



The movie "Easy Rider" kicked off the chopper craze of the late-60s and early-70s. Harley had the Super Glide, Triumph has the X-75 Hurricane, so Norton felt it had to follow suit. Unfortunately, their ill-conceived and poorly -executed result was the hideous and totally impractical Commando Hi-Rider. Ridiculous "ape-hanger" handlebars, and that absurd "banana seat" with sissy bar were hung onto stock Commando Roadsters in an attempt to cash in on the chopper craze. Few were sold, many were converted by dealers back to normal Roadsters before they could find buyers. Many more were converted back to standard bodywork by the owners after the sale. So ironically, today, unmolested bikes are rare and somewhat sought-after by collectors.

## Dale said.

The 35th BMOA All Bike Show will be celebrated in 2018, this event has been held continuously since it's inception. The following year 2019 will be the 40th year celebration of the formation of BMOA Mackay. At a recent meeting Dale asked members for input by way of themes, attractions or ideas to celebrate these milestones. Yes it is early but time soon gets away.

Lawrie suggested 'Retro' theme, Bernie suggested getting John Rooth up for one of the events. Roothy is a renowned journo, bush cook, motorcyclist and 4 x 4 wheel expert. He has written numerous articles for motorcycle and 4 wheel drive magazines plus he has done articles on Lucky's, R/R Merlin.



BSA Bantam—1948, RE Bullet continuous production since—1948.  
Honda 750/1—1969, BSA Rocket 3 launched—1968, to name a few.



## Dragons Abreast Mackay

B.M.O.A Mackay along with the Marian RSL donated funds for a cover to keep the elements of the ladies tractor.



# NOT BRITISH



## Honda XLV750R



Air/oil cooled, four stroke, 45° V-four cylinders, SOHC. 3 valves per cylinder:  
Capacity 749 Bore x Stroke 79.5 x 75.5 mm Compression Ratio 8.4:1  
Induction 2x Keihin VD Throttle bore 36 mm  
Ignition / Starting CDI / electric  
Max Power 61 hp 45 KW @ 7000 rpm  
Transmission / Shaft Drive 5 Speed / Clutch Wet, multi-plate  
Frame Double cradle  
Front Suspension Telescopic forks, 200mm wheel travel.  
Rear Suspension Air assisted Pro-Link, 180mm wheel travel  
Front Brakes Single 276mm disc 2 piston caliper  
Rear Brakes Drum  
Front Tyre 90/90 21 Rear Tyre 130/80 17  
Seat Height 855 mm  
Dry-Weight / Wet-Weight 195 kg / 212 kg  
Fuel Capacity 19.5 Litres  
Top Speed 165-170 km/h

Due to its low production numbers of approximately 10,000 units worldwide (D&F models the XLV750R is quite seldom seen outside of Europe and Australia, it's an extremely rare bird.

## A quarter of the region's fatalities are motorcycle riders

Recently motorcyclist Wayne Blackburn was entering a roundabout at the Northern Beaches, when he was almost taken out by the car beside him. That time he was lucky, 20 years ago, he was involved in a hit and run while riding along. A car decided to do a U-turn, but didn't see him. In just 12 months every one in four deaths on the regions roads was a motorcyclist. Of the 19 road fatalities in the region over the past financial year, five were motorcyclists, a statistic that had Mackay's top cop Superintendent Bruce McNab calling for greater awareness on the roads. He said only two of the crashes could be attributed to rider error, but the others were actually caused by other road users. Recently, 75 motorcyclists rode in solidarity to Mirani to raise awareness for motorcycle safety.

Kate Hardwick, whose father, Bryan Baker, died in a motorcycle accident after a 78-year-old man failed to notice Mr Baker riding when completing a U-turn on Maraju-Yakapari Rd on May 14. "There was no malice or intent for his actions," she said in a speech to the riders. "Simple carelessness and inattention is the reason my little girl has lost her pa." Ms Hardwick said the number of riders there was a testament to how many riders want other motorists to be more cautious on the road.

Supt McNab didn't expect such a large turnout, but said it was obviously a concern from across the motorcycling community.

"When I looked at the demographic of the people who were facing those injuries, they were young people, middle aged, older people," he said. That indicates to me that it's an issue across all boundaries in society and it's such a simple thing to overcome. "If we are all paying attention when we are driving our cars and we watch out for motorcycles, we are going to next year take off five people (off the number of fatalities)." Supt McNab said there were two additional crashes where the motorcyclists survived but were seriously injured. Greater awareness on the road and greater education on the issue will lead to a decline in motorcycle rider fatalities and injuries, he said.

Supt McNab said they can only enforce rules to change behaviour to an extent. "What we can do is we can take action against people who are driving without due care and attention... our forensic crash unit investigate that and people are prosecuted. "I'd love to get to the space where it's not us as cops to try to change that behaviour, it's up to people to realise they can change their own behaviour, they can make a difference themselves by simply being a little bit more observant about what's happening around on the roads."

*Jacob Miley | 28th Aug 2017*



Tensioning a motorcycle chain is usually done by hand without any real way of knowing it has been set correctly. It may also need re-adjusting several times until the tension of the chain 'feels right' by lifting the chain with your finger and guessing the right tension. Now UK motorcycle tool manufacturer Tru-Tension has produced the simple Chain Monkey tool which promises to end this outdated practice.



**Tour Prop Stand**  
**\$55 + Freight**



**Proudly made in**  
**Australia**



Have something to swap, sell, give away or buy this is the spot.





**Greeves**  
GREAT BRITAIN

Mick Crawley and the  
Greeves 250  
Proserpine VMX, 2007

In the background a trim  
and taut Kenny Cullen  
sporting the club shirt.

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## **100 plus BMOA Members**

Surely you can take a bit of time out of your hectic schedule and put together a yarn, photos or bullshit to entertain the fellow readers of the Tappet Rattle. 50 words or even more will make my job a lot easier, come on give it a go.



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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.