

TAPPET RATTLE

January - February 2017



Maurice Price—BMOA Member





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	\$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 February Tappet Rattle.

I hope the first edition of the Tappet Rattle for 2017 finds all members refreshed and ready for the “off” over the next eleven months.

The ride calendar is full of day, overnight and week plus away events. What didn't make the ride calendar is the Sunday morning “Lawrie - Max” rides as an extra. I was lucky to be able to join in last week ends ride although it was warm going. The roads more than made up for a pleasurable ride. We rode roughly 150 km at a reasonable pace and with very little traffic. Eleven members attended and all had a great time by all reports.

I can understand the concern by members regarding our tenancy at the Aero Club. I am not being evasive by saying that there has been no decision agreed to by the Aero Club committee as yet to the agreement of the bar to the Sweet Spot Catering. It is my belief that whatever the Aero Club committee decide and if Jodie of Sweet Spot accepts the agreement, it could be months away. In the meantime we will still continue to operate as normal.

Safe riding *Bob.*

Presenting our 2 new Life Members
Gerry Dempsey and Andy Mann with
their BMOA Club Life Membership buckles.



BROUGH SUPERIOR SS100

The reborn brand is in British hands and it's
going in the right direction

997cc—100bhp

New price \$75,590 Australian

Lawrie Kapitzke
Secretary



Club Ride 15th January 2016

On this quite hot but thankfully dry January day nine riders fronted up for our monthly club ride. After the usual chit chat and motorcycle small talk a route and destination was announced and we mounted up for an enjoyable jaunt up the valley via the usual back road route following Maraju - Yakapari road, Doyles road, Deveraux Creek road and Mirani - Mt. Ossa road before turning south again onto the Bruce highway at Mt. Ossa, swinging into the Kuttabul Pub to refresh. With mostly modern machinery in attendance an average speed hovering around the 100Kph mark was maintained by most riders with those wishing to go a little harder only having to wait a minute or two at each major route deviation for the other riders to catch up. The chosen route was, as usual, mostly clear of traffic and with the crushing season over the run from Kungurri through to Mt. Charlton was particularly enjoyable although not completely free of obstacles. With substantial rain having already fallen this early in the season there was a little water running over the road in places and the grass on the road verges was beginning to obscure vision a little on some of the tighter turns. There was of course the occasional strategically placed patch of gravel on some turns and even the odd pothole but generally speaking this is to be expected on this section of road and the smarter rider will only attack this section while holding some in reserve.



Overall that section was the highlight of the chosen route for me and judging by the smiles at Mt. Charlton it was the same or most other riders. The ride from Mt. Charlton to Mt. Ossa is also an enjoyable ride and with wider more open roads a higher speed can be safely maintained. There are a couple of tighter turns that can catch out those not familiar with the road and it is wise to attack the numerous single lane bridges with some respect. On this day there was also some sand washed onto the road along the lower section that follows Murray Creek but overall it was still an enjoyable section to ride.

Sitting on the veranda of the Kuttabul pub with a cold beer in hand was also notably enjoyable and gave the riders a chance to discuss the days proceedings although the volume and choice of music being played over the pub's sound system grated with some riders and made conversation somewhat difficult. In retrospect it may have been wiser to arrange the ride in such a way that the final destination was an air-conditioned pub considering the heat of the day but hindsight is always 20 - 20.

Thanks to those riders that participated. *Lawrie*

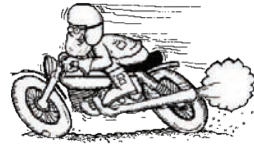
Thanks and well done Lawrie on putting together the BMOA Club Calendar for 2017.



Constable Bill Purcell on his 1965 BSA (Lightning) motorcycle at Coronation Drive, Milton, 1966.

Handymann

Andy Mann—Treasurer



What is this motorcycle?
Clue - ends in R,
not Hondar.

WOLER

Circumcised (this is priceless)
A teacher noticed that a little boy at the back of the class was squirming around, scratching his crotch, and not paying attention. She went back to find out what was going on. He was quite embarrassed and whispered that he had just recently been circumcised and was quite itchy. The teacher told him to go down to the principal's office. He was to telephone his mother and ask her what he should do about it. He did this and returned to class. Suddenly there was a commotion at the back of the room. She went back to investigate only to find him sitting at his desk with his penis hanging out. "I thought I told you to call your Mum!" she said. "I did" he said, "and she told me that if I could stick it out until lunchtime, she'd come and pick me up from school"



Royal Enfield GP5 - 250cc Single Road Racer

The front cover photo is a machine that some members may be interested in. It is a 1965—68 Royal Enfield 250cc GP5, only 19 were made. The engine is a 2 stroke designed by Hermann Meier. It had a 5 speed close ratio Albion gearbox, the frame and front forks were a Geoff Duke and Reynolds design, made by Reynolds. They were fairly competitive until the Yamaha TD—TZ came along. It was capable of reaching just over 130 mph. [Maurice Price](#)

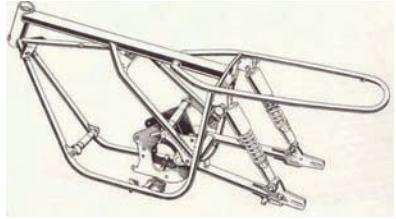


Royal Enfields race effort Sept 1965, Percy Tait, Pip Harris and John Rudge.





Ken Sprayson The Frame Man



Ken Sprayson, the man behind the welding torch at every TT for over 50 years from 1958 to 2008 and whose expertise in the design, fabrication and repair of motorcycle frames is the stuff of legend. Not surprisingly his services were put to good use by many of the leading riders of the day including Geoff Duke, Mike Hailwood, John Surtees, and Jeff Smith who all used special frames made by Ken at one time or another.

Ken was a household name to all TT racers and just about everyone connected with motorcycles. At the Isle of Man TT he repaired the ravages that the circuit wrecked on racing machinery, and also a good few spectator's bikes - always free and always with a smile. He learnt his incredible metal-working and design skills at the Reynolds Tube Company where he also developed his deep knowledge of motorcycle frames, and how to make them light and strong using welded steel tubing. He developed the Earles type forks into the legendary Reynolds Racing Fork and was also constantly in demand from manufacturers such as BSA, Norton, Douglas, and Yamaha amongst others, whilst continuing to build one-off specials for racers up and down the country. But apart from motorcycles Ken was also involved in many other things from designing and building steel yacht masts, flagpoles for tall buildings and, of course, the frame for Thrust 2 the British World Land Speed Record breaking car! Completely self taught he epitomized how things used to be in British industry when personal skill, enthusiasm and hard work seemed to be so much more highly valued than they are today. Ken's enthusiasm for making things with his hands shines through.

Reynolds, one of the UK's world leading manufacturers in post war Britain, alas now no more.

The record-breaking Thrust 2



THE FABULOUS KD1

A replica of the BTH KD1 "TT" MAGNETO



The KD1 is a high quality piece of kit and a replica of the BTH KD1 a TT 'Dirt track magneto' which was most commonly fitted to speedway and some road racing competition bikes. In designing the KD1, BTH Components has brought its best manufacturing and electrical experience to bear. The KD1's body is constructed from solid billet and needless to say has the companies new advanced internal electronics which is in keeping with its existing high quality products. The KD1 unit is interchangeable with existing types. With a 35 mm base to spindle height, which can be calibrated to run in either direction and also has a facility to fit a 10 mm base plate to raise the height to 45 mm.

BRIEF SPECIFICATION:

A direct replacement for whatever system you are using now.

Self generating model that requires no battery

Single cylinder model

Smallest and lightest of our magnetos

Latest advances in electronic ignition technology

Simplicity itself to time, with no contact breaker points to maintain.

KEY BENEFITS:

Sparks at lowest RPM out of all models for the easiest kick start

Magnets never need re-charging

A cut out wire for stop buttons /ignition switch

Reliable spark for easy starting, reliable tick over with full power performance.

Dale Kennedy - V/President

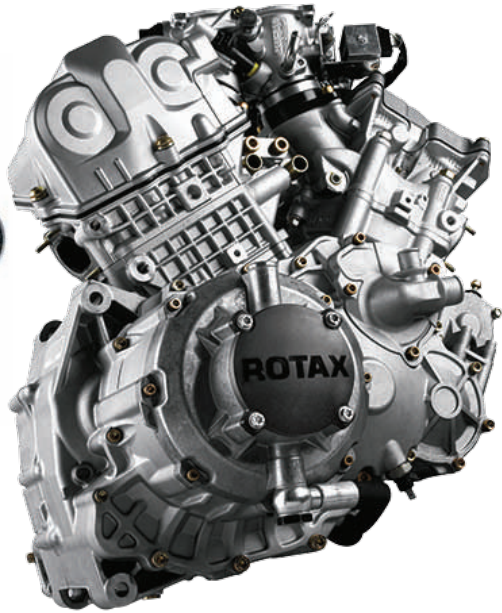
**NOT
BRITISH**



ROTAX.



Rotax 122



Since its foundation as ROTAX-WERK AG in Dresden in the year 1920, BRP-Rotax in Günskirchen has specialised in the development and manufacturing of innovative drive systems. As a subsidiary of BRP Inc., today the company is responsible for the global development and manufacturing of Rotax engines. The past 50 years have seen 350 engine models developed for recreational products and manufactured over seven million engines.

2007

Launch of the revolutionary Can-Am Spyder Roadster with Rotax engine



can-am

Motorcycle manufacturers using Rotax engines include

aprilia

KTM



Christmas Party at the Mackay Aero Club 2016

With a sheleighly under me arm
and a twinkle in me eye —



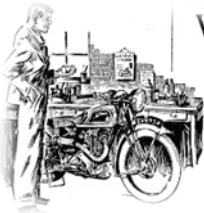
Nice landing
that



That will do em

Okay then
1 more





WORKBENCH
WISDOM
by
Phil Wilson



Phone: (07) 4951 1745

This column's topic is oil, yep, that slippery stuff that keeps your engine going but doesn't get a second thought or any credit. There is a lot of debate about brands, viscosities, ratings etc., but for the purposes of keeping it simple we'll break this into two sections, old bike oil and new bike oil.

Most oils for new bikes can be broken into three basic types, mineral, semi-synthetic and fully synthetic, while it is a bit more complex than this, these three denominations are essentially how it works.

Mineral oils are generally suited to most general purpose applications such as farm bikes, small fourstroke engines, older lower horsepower output engines and to some degree, most mid-sized road bikes. Most "mineral" oils however, aren't true mineral's, they usually have some form of synthetic fortification to help them perform a little bit better.

Semi-synthetics fill the gap in the middle, this is now your general purpose oil for just about anything bar some sort of high performance fire breathing weapon. To be honest, you're pretty safe using a modern semi-synthetic in just about anything.

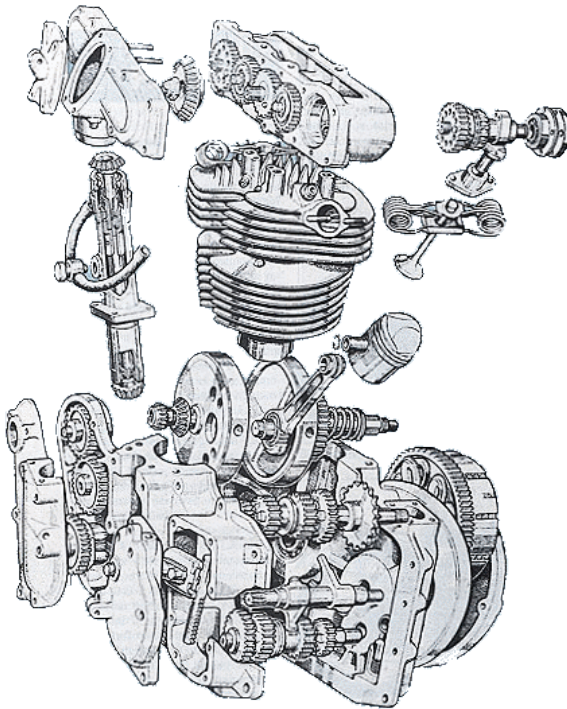
Full synthetics are designed for the high end high performance machines, like sports bikes, race bikes etc. There really are very few instances where you would need to run a high performance full synthetic on the road. Plus, you tend to find that in a lot of cases the full synthetics get contaminated in a shorter amount of time and require changing more frequently.

It's a general rule of thumb that you should stay with the oil that you have been using. If you have been using a semi-synthetic for the last 10,000, you should stay with a semi. You can usually step up from a mineral to a semi, but once you have a full synthetic in something, that's about it, you've got to keep that in there otherwise you will have problems with bore glazing etc.

One interesting note about oil is that although you can have several similar brands the same viscosity, type and rating, they will perform very differently in the same engine. We recently had a case of a gentleman with a fire breathing 200+ Hp at the rear wheel road bike, where he had major issues with clutch slippage. He was using a specific type of oil because that's what he was told to use by some southern expert. Three clutches later, it was found that the oil previously unconsidered, because it wasn't a high end name brand, solved all of his problems. Yet interestingly enough, that oil that didn't work in his bike, worked fine in a midsized, reasonably high performance track bike. You just don't know, each manufacturer has slightly different recipe's.

Vintage bikes are slightly different, when bikes were manufactured way back when, oil and metallurgy was totally different to what we have now. Bronze bushes and bearings, roller bearings, cast iron and aluminium are all very different now to what was manufactured in the early to mid 1900's. Even the hard facing used on gears and shafts now is a different process to that used in the 60's. Oil quality now, even vintage specific oil, is vastly superior to that produced in the early years. A current low end mineral multi-grade is of far greater quality than what the bikes would have come out with back in the day. The end story is that you need to match the oil to your bike, the application that the bike is being used for. Don't get hung up on brands so much, if you find one particular type of oil that works with your motor/clutch/gearbox, that's far more important than having oil that doesn't work. Regular oil changes are necessary, as is replacing the oil filters, and, be aware that some of the newer extended service intervals are not working out that great, oils cheap, engines aren't!

Phil



New Lease of Life for Burdekin Speedway

There is a spark of life at the former derelict Pioneer Park Speedway track after a small army of volunteers cleared the site and uncovered the track.



Work has begun on building a new spectator hill and planning is underway for the construction of a new air conditioned Control Tower and Sponsor's box. The new owner Rod Heathcote bought the rundown property recently and has been 'blown away' by the enthusiast support to return speedway to the Burdekin. The first Speedway could be held at Pioneer Park by February or March 2017

Kenny Roberts TZ750 Flat Tracker

One ride that has become part of AMA Grand National lore happened in August 1975 at the Indy Mile when Yamaha, in a desperate attempt to find a faster dirt track bike, stuffed a TZ750 four-cylinder two-stroke road racing engine into a dirt track frame and asked Roberts to race it. The awesome, but peaky power of the big two-stroke engine was nearly impossible to control on a dirt track, but somehow Roberts managed to wrangle the beast and slide wildly out of the final turn to pass an amazed Jay Springsteen and Corky Kenner to win the race. Roberts admitted that the TZ750 dirt-tracker was intimidating for him, calling it the wildest ride in his career, and the AMA promptly banned the road racing motor from dirt track competition.





The Rust Bin

FOR SALE

1968 Triumph TR6, Older restoration, excellent club bike,
\$7500.

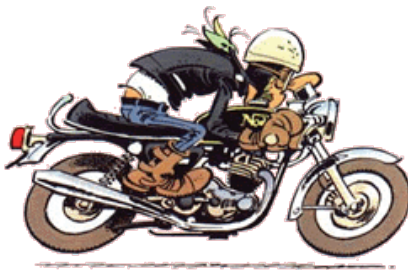
Call Peter 0436034187.



FOX - Comp 5 MX Boots,
Men's Size USA 12—EU 46.5. A1 condition
worn once. \$100. Ph 49548686 Ellen

Over \$300 New

***Don't forget to check the BMOA Ride Calendar
and come for a spin.***



Black Douglas Sterling MK5 Countryman Deluxe



There was once a time when gentlemen wore hats, pannier mounts were briefcase holders and you could ride from London to Birmingham without seeing another road user. These were the good old days and it is this era that Black Douglas seek to emulate with the Sterling.

It does look the part, the square tank in particular, the Sterling is actually a brand new bike – the frame is built in Italy and the engine is made in Taiwan. Unlike its modern counterparts from Italy there are no Ohlins forks or Brembo brakes here, riders instead settling for a hardtail with a springer fork and drum brakes all round. What isn't chromed is bound with leather and the enormous 'Herring Can' headlight accentuates the vintage look.



Lining up an article for the next T/R on a 1937 Excelsior Manxman 350 which I was fortunate enough to have a look at and drool over. Managing to get a few yarns from club members and fellow enthusiasts, Mick Ryan has put his hand up and I hope more will follow with articles.

Thanks Stu

What's the worst thing about breaking up with a Japanese girl?
You have to drop the bomb twice before she gets the message.

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.