

TAPPET Rattle



January / February 2018



With rider Phil Irving and passenger Graham Walker aboard, the suspension system was given a very severe test from which it emerged with full marks.

ManxNorton.com 



The magazine of the British Motorcycle Owners Association Inc 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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Vice President; Dale Kennedy	0418 185 974
Secretary; Lawrie Kapitzke	0407 639 884
Treasurer; Andy Mann	0402 213 972
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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 Tappet Rattle.

Well another year done and dusted, a successful one by club standards. Now it starts all over again.

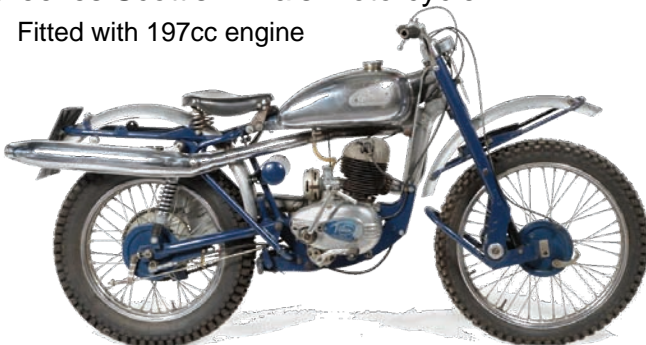
I ask all members that as part of the club, your input in the running of the club is important. If you have any ideas for the Bike Show that you think might help, please talk to Dale or better still join the Bike Show Committee. The same with the club rides, if you have a ride in mind, talk to Tim or in the case of Long Distance Rides, Gerry is the man.

At the February meeting a discussion will be held regards to the position of the Aero Club and to what direction it is heading. All members of the Bike Club are members of the Aero Club and as such we make up 50% of the Aero Club membership. Having said that we have the same rights as the other 50% in how we would like the club to continue. Possibly having to find a new home base with the same benefits is near impossible. The Mackay Aero Club committee, have sent out by email a discussion paper with three options available for discussion to determine the future of the club. [Please read this discussion paper]. If you have any thoughts or ideas, contact the Mackay Aero Club or bring your ideas to the BMOA February meeting.

Regards Bob Inkson

1959 Greeves Scottish Trials Motorcycle

Fitted with 197cc engine



Lawrie Kapitzke

Secretary



Words of Wisdom

"The secret of success is the keeping of a watchful eye on every part. After a ride every part of the machine is carefully cleansed, and eyes accompany the duster which follows the petrol rag. All oil, grease and dirt is removed, every adjustment is tested, each part and detail of the engine is examined, the voltmeter is applied to the battery and, in the course of a few minutes cleaning and inspecting, the machine is made ready for the next ride and a knowledge is gained of the condition of every part. And this little job, even if it occupied half an hour or even an hour, is exceedingly interesting. And then, when the time for the next ride comes around, supplies of petrol and oil are provided, and one sets out with perfect confidence that the machine will go through. I go out now with never a thought of trouble, because I know that such things are, in ninety-nine cases out of a hundred, avoidable by beforehand inspection, and, when the hundredth one does occur, it can be readily located and, invariably, as readily put right. And I say without hesitation that any rider who has not attained to such a condition of mind is not going down the right road".

Despite the above words being written in 1902 they still apply today and it doesn't matter if your machine is 50 years old or 50 days old. Despite the huge advances in technology, manufacturing processes and reliability that modern motorcycles have benefitted from these words are just as relevant today as they were well over a century ago. Any words that can retain their truth and relevance for well over a century are undeniably words of wisdom.

Lawrie Kapitzke



Old members list

Found the attached whilst cleaning up , only twenty years ago ,
how time has flown - Greg Ryke

BRITISH MOTORCYCLE OWNERS ASSOCIATION OF MACKAY

P.O. BOX 591. MACKAY. QLD 4740
1997 - 1998

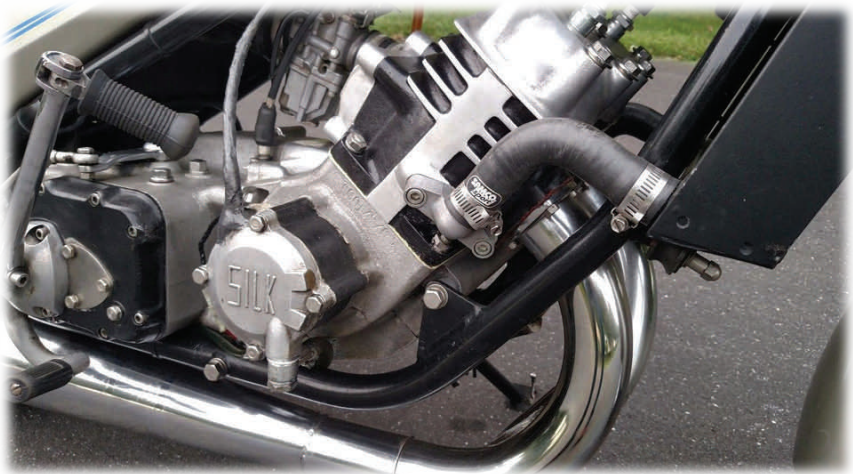
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BARRY FREDERICKSON		49423161
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DOUG BEAN		417007170
ERIC SCHEERES		49551020/ 0417823011
GREG RYKE		49425156
JIM SCHIBROWSKI		49553306
KEITH SANDER		49424259
KEITH WOOD	0419705635, 49599756	49424537
KEN USSHER		49549566
KEVIN MILLER		49573769
KEVIN MOYLE		49553892
LLOYD DORNBUSCH		49418285
MARK BOTEFUHR		49591617
JEFF HUNT		49423161
RICK ALLWOOD		49555150
ROB ASHTON		49546666
ROSS GORDON		49440589

PRESIDENT Ross Gordon
VICE PRESIDENT Dennis Layden
SECRETARY Chris Percy / Greg Ryke
TREASURER Bruce Hurren



THE SILK 700

Think of the icons of British motorcycling and odds are you will think of one thing exclusively four strokes. All the great flagship cycles of English industry the Commando, Manx, Bonneville, Tiger, Interceptor, Gold Star and anything else of note from the golden age of British bikes was going to be operating on the principles of suck-squish-bang-blow. British two strokes were relegated to small, cheap, entry level machines that were aspired to by no one. Dirty two-strokes were the domain of the Japanese as far as most of the British marques were concerned.





The Silk 700S was launched in 1975 and featured the new engine in a steel tubular frame made by Spondon Engineering of Derbyshire, who also made the forks, yokes, disc/drum brakes and rotors. Priced at £1,355 it was the most expensive production motorcycle of the time. The 700S continued to be developed at the Darley Abbey works in Derbyshire, along with the SPR Production Racing version. Production was slow, with just two motorcycles a week coming off the production line. Customers could select from five colours schemes – British Racing Green, Metallic Blue or Green, Black with Gold coach lines or plain Red. There was also a *Scott Special Edition* in Purple and Cream and a scheme similar to Silk Cut cigarettes, which were popular at the time. The engine had no water pump, using instead a thermo-syphon cooling system. Coolant in the cylinder jackets absorbed engine heat and rose convectively *via* a rubber tube to the radiator. The cooled liquid was denser and sank through another tube to the base of the cylinders. The thermo-syphon system was used in early cars and static engines, but became insufficient as power outputs increased. However, the system worked well enough in the Scott engine. The final drive chain was fully enclosed, with the upper and lower runs being encased in "telescopic" rubber gaiters. The Silk Engineering company was taken over by the Kendal based Furmanite International Group in 1976 who continued production of the Silk 700S and in 1977 it was upgraded to the 700S Mk2, which Silk called the *Sabre*. Improvements from the Mk 1 included finned cylinder barrels, a redesigned seat, instruments and rear light nacelle. Porting and timing revisions plus a higher compression boosted power to a more respectable 48 hp, but the price continued to rise. In 1978 the 100th Silk motorcycle was produced and production continued until December 1979 when Silk realised they were losing £200 with every motorcycle sold.



NOT BRITISH



The Kawasaki KLR650 is a dual-sport motorcycle intended for use on both paved and unpaved roads. It has been a long-standing model in Kawasaki's lineup, having been introduced in 1987 and remaining almost unchanged through to the 2007 model. The 2008 model was the first significant redesign of the KLR650 since its inception. It has a 650 cc four-stroke, DOHC, dual-counterbalanced, single-cylinder, water-cooled engine. The KLR is widely used as an inexpensive adventure/touring bike. The addition of luggage and personalised modifications make it more functional on long trips. Bikes have been used for long distance and intercontinental trips, as well as full global circumnavigation rides e.g., by Dr. Gregory Frazier in 2001 and 2002.

Purchased my KLR new in 2015, \$8,500 with luggage and taller screen. The main reason for purchase was the up and coming BMOA LDR to Bedourie, Western Qld. Since then the KLR has taken me on many more trips, Cape York, Broken Hill, Brisbane to name a few. It is a competent touring machine, no EFI, traction control or any of the gizmos fitted to many bikes today. It does have a 22 litre fuel tank giving a range of around 410 km, 21 inch front wheel, great for Australian roads and after fitting a 16th front sprocket the capability to cruise comfortably at 120 KPH. The KLR is a joy to own, ride and is definitely a work horse not a show pony. SIMPLE.

Contributed by Ian Stuart



Sledges

1969

Norton

750 COMMANDO

Fastback



The first Norton Commando was introduced
in September 1967
at the Earl's Court Show in London



Contributed by Steve Hammer

11th National Veteran Motorcycle Rally - 2017

Rally was held at the Barossa Tourist Park, Nurioopta, Barossa Valley, SA from the 17th Sept to 22nd Sept 2017. Participants had travelled from all states in Oz, NZ and the UK with stories to tell on making their way there by cars, planes, bikes and taxis. As this is my first Veteran Rally I was eager to see the bikes. It was absolutely brilliant to see the diversification of makes and models with 141 bikes entered. I would like to thank all involved in organising the rally for their efforts and the rides over the 6 days. The first 2 days were cool to overcast, some rain and light drizzle. One of the Qld riders suffered with injury above an eye and he informed us that it was a bee (yeah we said likely story). There was another occasion when we road through a swarm of bees, thanks to my full face helmet, luckily none got through. The sound was like someone had dropped a hand full of ball bearings into a bucket. On stopping for smoko and relaying what had happened I was informed that some bees were still moving in my beard. There was a suggestion that some of the Qld riders felt the cold more than others whereas (for medicinal purposes) they needed warming up. After meeting Wally from F.N.Q we set off for the nearest dispensary. This started a trend of visiting the nearest dispensary at every opportunity for the rest of the rally to relieve the said cold.



As the sponsored rider I wish to thank Andrew for providing the little Indian motorcycle for me to enjoy. On the first day ride I thought there was a problem with the engine that I found to be a rattle from the toolbox. Easy fix with some strips of rubber, now could hear the engine working well and the other bikes around me. The bike preformed faultlessly. Day 5 when checking the bike over, I found two bolts that retain the rear mudguard were missing. I asked Andrew if he had some spares, he informed me that he removed them to assist another Indian rider whose rear guard was running on the rear tyre. Thus I was relieved for my guard still had 6 critical retainers in place. We made a point of letting two thirds of the riders go before starting out. At times I did feel for the rider with lower powered single cylinder, belt drive machines slowly walking or peddling their machines to the top of long grades. The save of the rally goes to Stephen Shepherd's son, who acting as the brake (being dragged along) averted serious injury and damage to themselves and bikes. Graham's reaction was lightning, the rest of us watching were gobsmacked.



There were 24 Queenslanders that made the long trip to S.A for the rally but were outnumbered by the 29 West Aussies coming over. With the average days of about 100km riding through mostly picturesque countryside with lush green pastures and paddocks full of flowering crops of Canola. We all certainly enjoyed the company of other fellow veteran riders and their machines. Sure there were customers for the break down trailers, but some people made the most of it and networked in the warmth of a car seat for a while. The ladies followed the rally in the comfort of a coach joining the riders for smokos and lunches. There was plenty to see and do, Museums, old buildings, Birdwood National Motor Museum and of course a look in Bill's Bikes and Bits over the road. There were even some old pubs to look in. Back at the caravan park there was plenty of action either repairs or test riding around the oval on the banked dirt track.

Some of the riders continued their holiday with a week at Clare just up the road a couple hours for the National Veteran Rally for cars and bikes. Next National Veteran Motorcycle Rally will be at Ulverstone, Tasmania in 2019.

Contributed by Arthur Scott

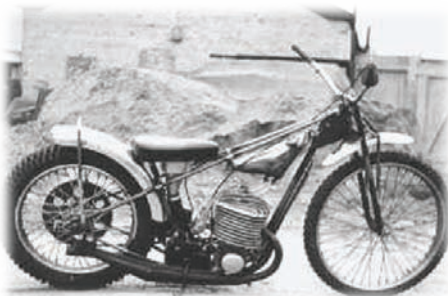
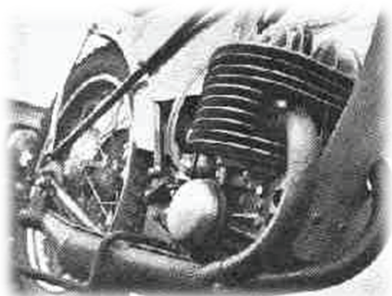


**Ron Fellowes 1910 - 4 Cylinder
FN that he rode 14,606K
through 15 countries to
Belgium**



**3 x Queenslanders, 1 x BMOA
member in the Indian line up at
the National Rally.**

Don Smith's Speedway Greeves—1968



"This bike could revolutionise Speedway racing"

The speaker was world championship runner up Bengt Jansson. The bike was Don Smith's prototype production Greeves powered speedway machine. Jansson tried the machine at its first ever outing at Hackney Wick Stadium. His only criticism, slightly down on power at the start and coming out of corners, and the too stiff front suspension. But these two faults were easily corrected. Smith bolted on instant power by changing the 360cc cylinder and piston for Greeves new 390cc set up and tuning for methanol instead of petrol. Softer fork springs were fitted. Now the ex Greeves works trials rider made further modifications and working on a second prototype which he and Jansson would ride. If it was successful and successful to Smith means beating the JAP and ESO-powered machines it will go into production. The first prototype frame was built in low quality tubing so that any design weakness would quickly show up. Despite this, it gave no trouble and the second machine had an almost identical layout, but made from T45 or Reynolds 531 tubing. The frame is of bolted up construction and individual tubes, most of which are straight and can be easily replaced. With a conventional frame, a bent tube can mean a major repair job or possibly a disaster to a top rider who needs to keep his machine in service practically every night of the week. Wheelbase is 51.5 inches and seat height 28ins. The 390cc engine was fitted with a 1.25 inch-choke Phillips fuel injector. Although it would be possible to open up the inlet tract another eighth of an inch, Smith believed that while adding to the top end bhp of the engine it would rob power at lower revs. Many proprietary parts were used in the first prototype, but the second had Don's own countershaft, magnesium hubs and a diaphragm clutch. To keep dirt out of the engine, a paper filter was fitted over a still air-box under the seat and a shield was used to protect the drive side crankshaft seal. However, the Greeves project never really got off the ground. His motorcycle business and the fact that he was dashing to and fro from Spain where he was helping develop a new Montesa trials machine meant that Don never completed developing the engine as he had wished.

MCN Bike of the Year Award 2017

STREET TRIPLE RS

The Hinckley form can't seem to put a foot wrong at the moment. They're not just about producing brilliantly executed retros, the modern nakededs are simply astounding, too. The old 675cc Street Triple was always going to be a tough act to follow, but we're happy to report this new 765 is a very special motorcycle indeed.



\$18,990 ready to rock and roll

Specification

Engine 765cc 12v inline triple

Frame Cast aluminium twin spar

Seat height 825mm

Suspension Fully adjustable Showa 41mm forks and single rear Ohlins shock.

Front brake 2 x 310mm discs. Brembo four-piston radial caliper.

Colours Silver, black

Power 121bhp@11,700rpm

Torque 57ftlb@10,800rpm

Dry weight 166kg

Tank capacity 17.4-litres



FOR SALE

The Rust Bin

Buy, swap, sell

1955 Royal Enfield, Meteor Minor, 500cc Twin—VGC. \$8,500



Contact Maurice—0438843587

**Suzuki 1100cc Outfit— VGC. \$8,500
Contact Maurice—0438843587**



Also For Sale—Single bike trailer, spare wheel, 6mths rego. \$650



**AJS H9 500cc OHV. Year 1927
2,607 k in VGC
\$18,000
Contact Arthur—0438126184**

**Moto Guzzi Brevia 750cc,
Year 2007, 26,250 k
In VGC. \$6,500
Contact Arthur—0438126184**



**BMW R25/3. Year 1955
Basket cases, spare engines,
transmissions + new parts
\$6,300 the lot
Contact Arthur—0438126184**

Wanted

Pre 1973
650 Yamaha
Parts or complete bike



Contact Arthur Cooke on 0439605930
Any help appreciated

Black Dog Ride (*raising awareness
of depression &
suicide prevention*)

Black Dog Ride began in 2009 as one man's ride to raise awareness of depression, developing into a national suicide prevention charity involving thousands of Australian motorcycle riders. Raising over \$2,200,000 for mental health services, plus fostering mental health awareness around the country. Join us as we ride for awareness.

**2018 - 1 Dayer
Mackay**

Sunday 18th March

Join us on the third Sunday in March for our annual ride
Mark the diary and save the date!



2018 Club Rides

February

18th—Monthly Club Ride

March

18th—Monthly Club Ride

April

15th—Monthly Club Ride

21st—Bowen O/night Ride

May

12th—Start LDR (Gerry)

21st—Finish LDR

20th—Monthly Club Ride

Gerry on the blower to the RACQ after the drive belt on the T/Bird tore apart at Calen recently



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.