

# TAPPET Rattle

May—June 2018



The magazine of the British Motorcycle Owners Association Inc of Mackay



Annual Membership  
\$30.00

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### CLUB REGALIA

Belt Buckle	\$25.00	Caps—Hats	\$15.00
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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 May June Edition of the Tappet Rattle.

Not to much to report this month.

At last the rain has subsided so now its back on the road with the bikes and the cooler weather means more comfortable rides in the future.

The Bowen weekend ride was successful with a great rollup of bikes , riders and friends. Those who decide to go their own way the morning of return please notify the Ride Coordinator of your intentions. The rest of us cannot ride around “Rounding up Stray Cats”. It 's not a good look for new members attending and very frustrating for the rest of the group.

The day rides have been enjoyable and I am looking forward to the Cooktown adventure. Don't forget the Friday evening “get together” at the Aero club, 4.30 to 6pm. for a knockoff chat.: ‘Stay Left of the White Line”

*Regards Bob Inkson*



*Thank You*

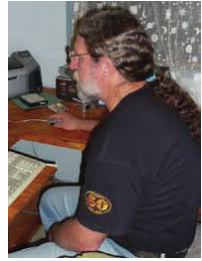
Dave Farmer of Farmer Engineering  
for his generous donation toward the BMOA All Bike Show 2018.

CQ Field Mining for their valued contribution toward the  
All Bike Show 2018.

**PIRTEK—Mackay for being the Major Sponsor for 2018**

# Lawrie Kapitzke

Secretary



## Ride it Don't Hide it Sunday Ride Management

Now that the weather has changed to conditions more amenable to riding the Ride it Don't Hide it rides have kicked off in earnest and will become more frequent over the coming months. These local rides are typically conducted on those Sunday's when no other club activity is scheduled and all members are very welcome to participate regardless of machine type. Slower riders and/or bikes are accommodated by the whole group stopping at each course deviation and waiting until all riders are present before proceeding, this way the ride is kept grouped and should anybody have a problem the whole group becomes aware of it quickly not just a lone corner marker or tail-end Charlie. This process also allows all riders to proceed at their own pace knowing that the whole group will be waiting for them at the next course deviation and should they have any problem the whole group will soon become aware of it and return to offer assistance rather than just one or two riders being left to offer assistance while the rest of the riders continue on oblivious.

The smaller groups typically involved in these rides and the fact that most of these rides are on back roads allows this system of ride management to function very effectively however some common sense is required from riders when bunching up on corners. Riders can pass the lead rider and proceed until they find a safe location to pull over rather than all bunching up behind the leader on a corner and thus creating a potentially dangerous situation. Once the lead rider has confirmed that all are present he restarts the ride and the other riders fall in behind. It's a simple system that works very well in this scenario, it keeps the ride together, gets help to anybody that needs it quicker and could potentially save a life in the case of accident. If all riders are available to assist there is a greater chance of one of those riders having first-aid experience and more people available to manage the accident scene rather than this responsibility being left in the hands of one or two riders while the rest of the ride continues on oblivious to the fact that one of their mates is down, as would most likely be the case if the second man drop off system was being used.

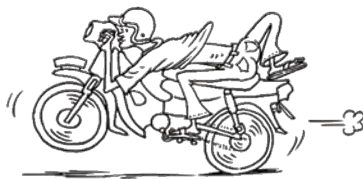


An assessment is made at the start of each ride and, if slower riders and/or bikes are present, a shorter route more amenable to that style of riding is usually selected. In our experience, regardless of how slow a rider is, the group rarely has to wait more than a minute or two before they catch up anyway. Riders are encouraged to ride at their own pace regardless of what others are doing and to not feel pressured to try and keep up if the pace of the ride is faster than they are comfortable with. We don't mind waiting and very much prefer that all riders are happy, safe and present when we arrive at our destination rather than have a rider feel pressured to push himself or his machine out of their comfort zone thus increasing the risk of accident or machine failure. These rides are meant to be for personal pleasure after all.

*Lawrie Kapitzke*



**Handymann**  
Andy Mann—Treasurer



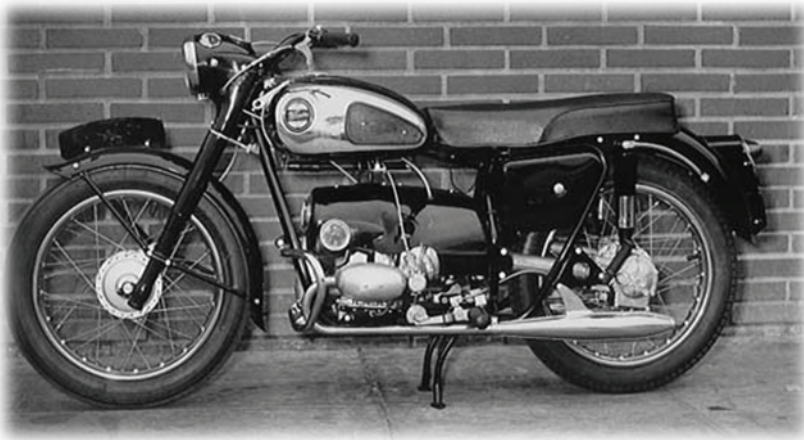
*Couple of bike photos!*



*All set up for overnight  
runs,  
Cheers Andy*

## Velocette Valiant

The Velocette Valiant was produced by Velocette from 1957 to 1963. Launched at the 1956 Earl's Court Motorcycle Show, the Valiant had a 192 cc (11.7cu in) flat-twin engine but was expensive and criticized for its underpowered engine. In the mid 1950s Velocette had two very different lines of motorcycles. Alongside the larger and more conventional M and K series, they produced a series of enclosed small capacity four stroke flat twins for the commuter market, at time when most of their competitors were producing two stroke singles.



Launched at the Earls Court Show in November 1956 the *Velocette Valiant* was a development of the Velocette LE. It had a two piece cover that enclosed most of the crankcase and gearbox. The engine was based on the LE engine but differed from it considerably, with the engine converted to air cooling for simplicity and lightness. Revised cylinder heads with overhead valves were used, with the compression ratio increased to 8.5:1 from the LE's 7.0:1. A stronger crankshaft with larger bearings was used to handle the increased power, 12 horsepower (8.9 kW) to the LE's 8 horsepower (6.0 kW). The engine also featured a bigger crankcase and cast iron cylinders with steel pushrod tubes and alloy heads. It was mounted in a duplex frame with a single top tube. The clutch and four speed gearbox were the same as those fitted to the MK3 LE but the final drive was through a cast aluminium pivoted fork, with a universal joint to the drive shaft. Front suspension was the same as the LE but rear suspension used Woodhead-Monroe springs with hydraulic damping. Two Amal 363 monobloc carburettors fitted to stub inlet manifolds were linked by a balancing tube. The recommended top speed was 60 mph (97 km/h).



## THE BSA-MAHINDRA DEAL

The worst-kept secret in the motorcycle industry today is that Indian tractor giant Mahindra bought the rights to the BSA brand in October 2016 with plans to start building new BSA motorcycles in India starting in 2019. Mahindra is not only the world's largest producer of tractors today, they have also been in the motorcycle business for quite awhile already, mostly cheap, light-weight 2-stroke commuter bikes sold in India and other parts of Asia. Then in 2014, they acquired 51% of Peugeot Scooters and moved into the scooter business. Now it's clear they want to move into the upscale motorcycle market, and with the reverence that Indians have for classic British motorcycles in general, and the long-standing reputation of BSA in particular, there was no better choice of brands to buy than BSA. They paid 3.2 Million Pounds (about \$4.1 Million USD) for it, then shortly after also bought Jawa. They plan to build BSA's in their massive factory complex in Pithampur, Madhya Pradesh, India starting in 2019 to ship them mainly to Europe and the US.





**NOT BRITISH**

**LAVERDA**



**750 SF**



## A Flawed Masterpiece

Throughout its manufacture, response to the Laverda 750 SF was mixed. While the SF was lauded for its reliability and high build quality (Laverda's use of Bosch starters and generators and Suzuki switchgear on later models helped), period testers gave the SF poor marks for a too-stiff suspension, hard shifting and a weak clutch. Where some loved the authoritative sound emanating from the 750's twin pipes, others found it too loud. It was, Cycle Guide concluded, "a flawed masterpiece."

But don't tell that to current owners, who tend to ride their machines regularly and keep them for years, piling on the miles easily thanks to the SF's rugged construction: Tales of 100,000-mile bikes are not uncommon.

Good examples surface regularly, and thanks to active interest parts are still easy to get and are remarkably cheap given the bike's relatively small production numbers.

# **BMOA - Undara and Cooktown - 2018 LDR**

## **Day 1: Monday, Mackay to Charters Towers – 466 km**

The planned “BMOA Northern Ride to Undara and Cooktown” consisting of 10 riders got underway on Monday 14th of May leaving the Shell north side at 9am. We connected up with riders from the Sunshine Coast, Moranbah and Walkerston at the Marian Hampden Road turn off. With the first stop being Proserpine BP Servo for a leg stretch. The next stop was at the Puma Roadhouse just north of the Don River at Bowen for fuel and leg stretch. We then ventured on to Ayr and as always visited Phelan’s drive through pie shop for our lunch break. After lunch we then rode north to the Giru Woodstock turn off and headed to Woodstock. This road was one of the best rides as it passed through all types of picturesque countryside with some very good long sweeping corners and all the way it was fairly well inhabited. At Woodstock we turned right and headed for Charters Towers but couldn’t make it past the Mingle Pub for some refreshment. We eventually arrived in “The Towers about 4pm and booked into the Charters Towers Motel which turned out to be a very good choice of accommodation.

## **Day2: Tuesday, Charters Towers to Undara – 383 km.**

We got away from Charters Towers at about 9.30am after some minor electrical repairs to Lloyds trailer. Our first stop was Blue Water Springs for some to refuel and the rest of us to have a coffee and then it was onto Greenvale for some petrol and a lunch break. To this point we had only encountered 3 x Road Trains carting road material heading south. From Greenvale we headed to the Lynd Roadhouse for a refuel and a couple of drinks at the smallest bar in the world from there it was the remaining 128 km to the Undara Lava Tubes and camping resort which is 17 km up the Gulf Development Road and 14 km in the bush from the Gulf Rd. (Bitumen all the way) this was our stop for the next 2 nights .Where we took on the ‘Glamping’ experience, modern 2 person tents joined together as 4.



### **Day 3: Wednesday, Undara Volcanic Park Tour**

A very easy day at Undara, with everyone going on the 2 hour escorted tour of the Lava Tubes \$56. Going back and viewing what happened around the area 190,000 years ago was really a worthwhile experience. The set up is a credit to the station owners that have set up the Undara Experience Resort facilities and the Queensland Parks assn that have set up the Lava Tubes access. As part of the Glamping experience we took our own food supplies in Lloyd D' trailer and had BBQ meals in the Undara Camp kitchens which were very well fitted out with fridges, toasters, jugs and gas BBQ's

### **Day4: Thursday, Undara to Cooktown – 492 km**

We left Undara around 8am headed for Cooktown, immediately when we got back onto the Gulf Development Road we could see light drizzle / rain coming our way. The smart riders stopped and put their wet weather gear on. The drizzle would continue through to the refuel stop at Mt Garnet and at Ravenshoe where we stopped for breakfast / smoko. When we headed off across the tablelands it got a little heavier, this made for some real interesting "Sphincter Tightening" riding over to Atherton. Once we headed for Mareeba for the next refuel stop the rain had stopped. From there it was onto Mt Molloy for our lunch break then the last 266 km to Cooktown via Lakeland. We arrived at the Seaview Motel in Cooktown at 4pm. The ride from Mt Molloy to Cooktown in "The Rides" opinion would be one of the best if not the best motorcycle ride we have ever done, the road design and construction is an absolute credit to whoever designed and built it.

### **Day5: Friday, Cooktown- lay day.**

As this was a rest day and seeing as a number of us had not frequented this establishment it was decided to have a few drinks and burger at the Lion's Den Hotel on the Cape Tribulation / Cooktown road. Great pub in very nice surroundings and good beer.



**Day6: Saturday, Cooktown to Kurimine Beach. 432 km**

We left the gale force blown town (40+km winds – 300 days a year) of Cooktown and headed back down to the coast via fuel stops at Lakeland, smoko break at Mt Carbine and fuel again at Mareeba. Then back across the tablelands running into more light rain at Atherton. We had a lunch break at Milla Milla then down the Palmerston in light rain diverting behind Innisfail via the South Johnston bypass arriving at the King Reef Resort at Kurrimine Beach at 4pm.

**Day7: Sunday Kurimine Beach to Townsville, 248 km**

With only 248 km today it was depart Kurrimine at 8.30, refuel and breakfast on the beachfront at Cardwell before riding onto Ingham and arriving in Townsville around midday. We booked into the Beachouse Motel where we have stopped before as it handy to all the dining and entertainment facilities on the Strand.

**Day 8: Monday Townsville to Mackay. 391 km**

On the road and out of Townsville at 8am with a refuel at Alligator Creek before retracing our steps and stopping at Phelan's Pie Shop in Ayr for smoko. It was then onto the Puma Service Station at the Don River and then back to Mackay arriving home about 2pm.

Total ride distance – 2,456 km

*Contributed by Gerry Dempsey*

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Details: Bert Pulman 0428540843

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coming soon to your  
area.**



## ERIC CHENEY



Eric Cheney was the greatest post-war British motorcycle chassis designer. Were it not for his very individual view on life, he could have been acknowledged as the finest frame engineer of his generation.

Cheney was completely his own man, and virtually unemployable in any conventional company role. Despite operating from premises which were often extremely basic, he produced some of the outstanding motorcycle designs of his day. His were the last British bikes to win a 500 cc motocross championship, a world road racing championship and - the award of which he was most proud - the manufacturers' prize in the International Six Days Trial.

Eric Cheney was born on January 4 1924 and educated at the Lancastrian School in Winchester. He joined the Navy as soon as he was eligible, serving on the Arctic convoys and in motor torpedo boats. He often cited the experience of repairing engines in combat conditions as a key reason for his calmness under pressure when working on race motors.

After the war, Cheney began racing motocross and was soon acknowledged as one of the best riders in the world. His travelling companion was Les Archer, who went on to become European motocross champion; for Cheney, motocross was always a well-paid profession rather than a path to glory.

Cheney's riding career came to an end in 1961 when he contracted a serious blood infection while competing in Algiers. After a period of acute illness, he was never able to recover his former speed. He decided to retire and concentrate on bike preparation.



## *My little Bit*

BMOA Club, Mackay members need to show a bit of enthusiasm and step up. Unfortunately it is left to a select few to steer the ship. My experience is the lack of contributions to the T/Rattle, over the period I have been putting it together I can count on one hand the number of contributors. The copies seem to disappear quickly at meetings so there must be people interested. All I ask for is input not only to make it an enjoyable read, but also it is a way to record history of the club and members. I think this is vital as the club has a lot of senior members and as Lawrie said most of us are getting close to meeting our maker. A word of recognition must go to past and present executive and members for their efforts, but without Bob Inkson's efforts I feel the club would not be where it stands today. [Stu](#)

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### **A few of the machines that were on the Bowen O/nighter recently.**

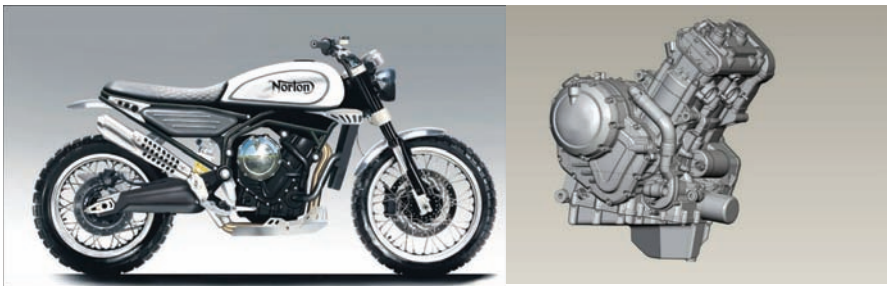


# RAIN

**SOME PEOPLE ACTUALLY** like riding in the rain. Really, they do. And there's a reason for it. The challenge of wet weather machine control can be as appealing as riding in the dry, perhaps more so. But for others, riding in the rain is such a fearful prospect that they simply don't bother. That's the wrong approach so developing wet riding skills should be high on your agenda. And there's no secret to it: the key to swift, safe riding in the wet is no different to that in the dry - you need to be smooth, relaxed and confident. Those three things are the building blocks of good riding no matter what the conditions. If you find it's necessary to make significant changes to your riding in the wet in order not to feel like you're constantly about to crash, there's probably something that needs addressing with your riding overall, not just when the heavens open. The trouble with modern suspension, brakes and tyres is that they are so good that many basic riding errors are masked or can be got away with in the dry. But once it's wet there's only so much a set of decent tyres can do, and heavy-handed steering inputs or clumsy throttle and brake control will manifest themselves as confidence-shattering twitches, slides or crashes. So relax and be smooth - which is easier said than done if the thought of riding in the rain scares you rigid.

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## Official: Norton 650 Scrambler in development



The motorcycle will kick off a new family of 650cc parallel-twins and the intent is to launch two scrambler styled motorcycles. There'll be a road biased scrambler and a proper, dual-purpose scrambler, replete with knobby tyres and suspension to ride off-road. Both bikes will get 17-inch wheels at the rear, however, the road focused bike will have an 18-inch front wheel, while the off-road motorcycle will have a 19-inch front wheel.

## Club Rides

### June

17th-Monthly Club Ride

### July

15th-Monthly Club Ride  
**22nd-BMOA All Bike Show  
35 Yrs**

### August

19th- Monthly Club Ride  
**25/26th-Lake Elphinstone  
O/night Ride**



**Paxton's Markets on River Street**

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**Admission \$10.00 Accompanied Children Free**



**Major Sponsor: Pirtek Mackay.**

## Introduced in 1968



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