

# TAPPET Rattle



September—October 2018



MACKAY AERO CLUB

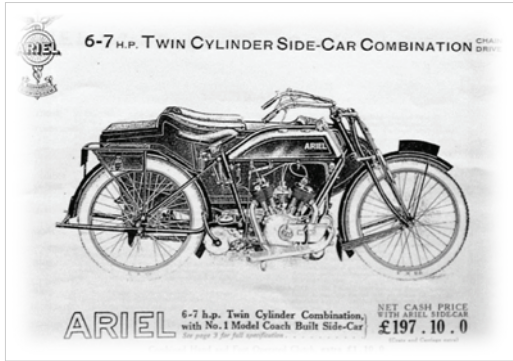
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The magazine of the British Motorcycle Owners Assoc, Inc, Mackay, Qld, Australia



Annual Membership  
\$30.00



Current membership - 103

### BMOA LIFE MEMBERS

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

### BMOA EXECUTIVE

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<b>Vice President;</b>	..... Gerry Dempsey	0407 171 898
<b>Secretary;</b>	..... Bernard Cannon	0419 795 816
<b>Treasurer;</b>	..... Andy Mann	0402 213 972
<b>Dating Officer;</b>	..... Lloyd Dornbusch	0427 561 577

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Club Archivist.....	Maurice & Joyce	0438 843 587

### 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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**Web Address:** [www.bmoa.org.au](http://www.bmoa.org.au)

## Inks on Anything

Bob Inkson—President



Welcome to the September / October Edition of the Tappet Rattle

First up, both overnight rides have both been huge successes, not only in numbers attending but also a great meet and greet for a few new members who attended. It was also good to catch up with our Rocky members Sully and Bart who ventured north for a night of fun. I caught up with Lawrie after his operation and he was in good spirits considering his ordeal. He spent four or five days in hospital, but is now home re cooperating. Hope to see him back on his bike soon.

The club's week away ride is this month, the hub being at Miriam Vale.

So fingers crossed and hope that the rain gods are kind to us.

That's it from me for this month and don't forget the 'Aero Clubs Runway Bar' is open from 4pm, Fridays. Come and join us after work for a drink and the latest updates in the club.

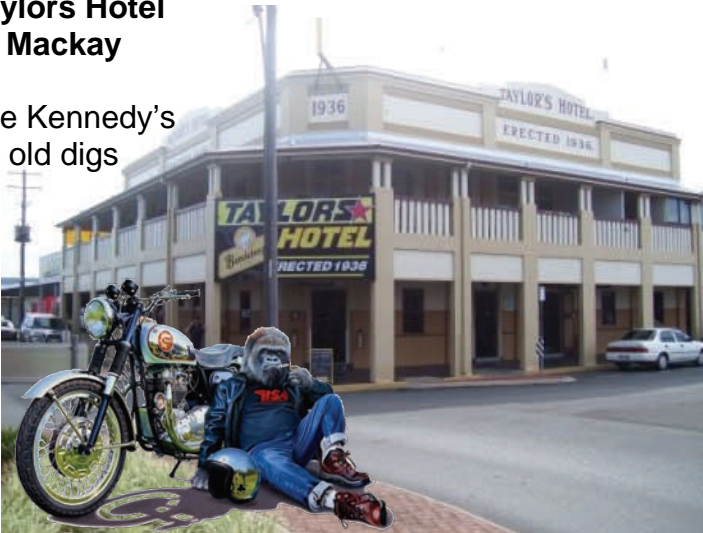
*"Keep left of the white line"*

*Cheers Bob Inkson.*

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## Taylor's Hotel Mackay

Dale Kennedy's  
old digs



## Cannon Fodder

Bernie Cannon—Secretary

### Guess the club member



Back in the very late 70's and early 80,s a few of us that grew up together raced a bit of Speedway at MAC,S and out at Moranbah. We were sponsored by the Greyhound Hotel but spent more money there than they spent on us. From left in the photo below is John Sabbo, Donald Murray (Mongrel), Warren Sabbo (Spear Grass), Graham Sabbo and myself (Skinny).



John swung for Merv Harris, Warren swung for Graham (they are brothers) and I swung for Donald. We were hopeless but had a shitload of fun. Donald's nickname was Mongrel hence the name of the bike a modified 750 Four. We were told to paint the bike any colour except green because it brings bad luck so you can see what we settled on .You're not superstitious or scared of anything when your young.



We have known each other since day one and went to school together from the start of Grade one to the completion of Grade 10. We are even related today through marriage. That's us in the photo below at Dundula in 1966.



Back row 3rd from left Donald (Mongrel), 4th me (Skinny) and 6th Warren (Spear Grass).  
Contributed by Bernie

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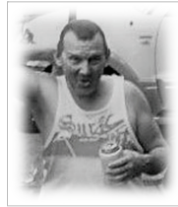
### 'Tommy'—Taffy's Dad



Found the picture of my father on his bike before i was born taken in Wales 1936. I am not sure what the bike is, i think its a BSA. This might be something for the Tappet Rattle. Regards, Hywel Davies (Taffy)

## Handymann

Andy Mann  
Treasurer



Bike Show done and dusted, thanks to all who helped out before, during and after the show, well done. Special thanks to Ian S and Maurie P for their efforts in the bar, solid effort by both over the weekend.

AGM done and dusted, congrats to all on the committee, pity a bloke who didn't show any indication of wanting to get off the committee got voted out, yet a bloke who has made mention for the last 5 years that he is willing to stand down is still there, go figure. Lake Elphinstone ride dusted, great turnout, couple of stalwarts did the regular stop at Eton Pub for a rest break. Very nice meal at the Nebo Pub, where one bloke left his bike due to an oil line coming adrift, then on to Kemmis Ck for a rest break. It was at this point Lucky departed back to Mackay, owing \$8 for a couple of refreshments, then on to the Lake for the rest. Very nice dinner was had by all and some stories told around the fire till the wee hours, Mr Johnny Propane is a very good story teller, kept a few amused till late / early hours. Very nice breakfast and coffee, then everyone was off home. Thanks to Lloydie D for the food and Honest Tim for the back up.

Clairview ride done and dusted, another good turnout, stopped at Koumala to meet up with Jim G on his very nice Trident. Onto Carmila for lunch and a nice lunch it was. Couple of punters put a Keno on, my 4 numbers proved lucky at that place, ticket was good for \$372 win, will get more tickets from there, also picked up a stubby holder. Onto Clairview where we were joined by Maurice and Joyce, Bart and Sully, everyone enjoyed a few cool drinks. I believe it was a reunion for Rick C, who meet a relo of his, while a few others enjoyed the atmosphere of the Crab Pot Bar. Sunday morning and off home, some lucky to make it, apparently one bloke had fuel problems. Someone always makes mention to Bob I's "Old Tracta", so just for shits and giggles I did some research with some interesting results, the best I could find.

1998 - Super Glide, 1340cc, 60hp, 104nm, the Old Tracta equivalent.

2007 - Harley Road King, 1584cc, 68hp, 126nm, a Bigger Tracta.

2012 - Thunderbird, 1600cc, 84hp, 146Nm, BIGGER TRACTA.

2006 - Rocket III, 2294cc, 106hp, 209Nm, MUCH BIGGER TRACTA.

### Some more Shits and Giggles

Saddle bags can never hold everything you want, but they can hold everything you need.\* Never try to race an old Geezer, he may have one more gear than you. \* Home is where your bike sits still long enough to leave a few drops of oil on the ground. \* You'll get farther down the road if you learn to use more than two fingers on the front brake.

*Regards Andy*

# Lake Elphinstone O/Nighter - 2018



# Crichton Roton - Rotary Racer

## The Australian Connection

The Norton powered Roton first came to Australia to compete in the 1991 Australian 500GP at Eastern Creek. With Chris Oldfield of Sydney giving both moral and financial support to Brian Crichton and rider Steve Spray. Brian instigated and developed the Norton rotary engine into the successful F1 race machine when employed by the Norton factory. He defected to his own solo private effort after a change of management with the race team. Under JPS (John Player Special) sponsorship he wasn't a fan of the direction it was heading. I was invited to ride the bike at Eastern Creek after the GP, the results were not what had been hoped. The team wanted feedback on the level of performance the bike was offering (ie bike / setup blues or their rider not gelling with it) First ride on the bike we lapped 6 seconds faster than it had prior, they were pretty happy about that. Albeit still off the pace of 500GP lap times. I could see the package had good potential, but the setup was sub optimal. Dialing in the twin shock WP suspension and geometry of the magnificent Spondon chassis showed a major improvement with the bikes handling. The biggest issue we had was the throttle was very heavy (heavy slide springs necessary on the AMAL carbs to prevent the slides from sticking open due to the strong engine vacuum) Apart from needing to have Popeye forearms the worst part was the transition from closed to opening throttle. The engine vacuum holding the slides closed until you managed to overcome the resistance, this usually happened when you were at maximum lean angle on the side of the tyre. The transition wasn't as smooth as it could have been, the sudden onslaught of power made things interesting, near high sides. EFI or slide carbs would have helped. The next week we rode Oran Park F1 Championships which we won and lapped within 1.5 seconds of Kevin Magees YZR500 lap times. Off to the UK riding at Donnington, Mallory Park and Cadwell Park we gave the JPS Nortons a good run for their multi million pound budget. Until a test day at Cadwell where I smashed myself up ending my season on the Roton. Overall it was a pretty impressive effort by Chris, Brian and David Hickman operating from a cedar garden shed in Brians back yard with just enough space to walk around the bike, plus on a shoestring budget. After dialing it in the Roton was one of the best bikes I have ridden.

It would've put Mr Squiggle to shame with the black lines you could leave behind.

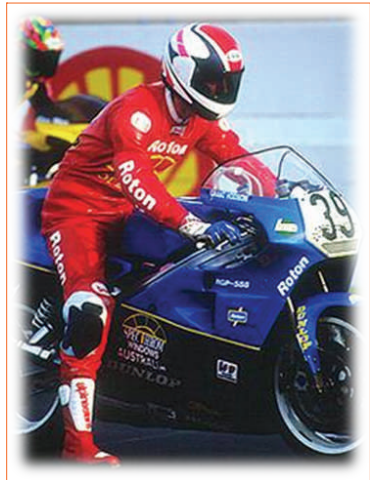
*Contributed by Grant Hodson*



## Crighton Roton

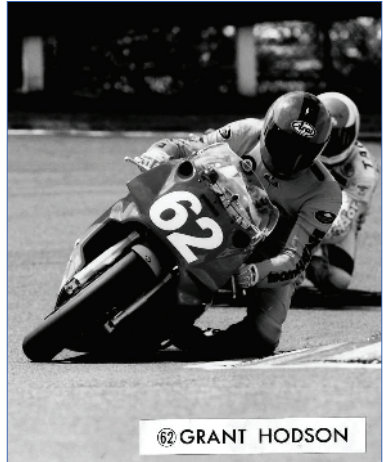


Swann Insurance Series - 1986  
Surfers Paradise International  
Raceway  
'Wizard Racing' Suzuki.  
750cc and 250cc Classes.



The Aussie Connection  
Grant Hodson on the Roton

GRANT HODSON—44



62 GRANT HODSON

Sugo Japan World Superbikes  
1989 on an OW01 Yamaha.

Qualified 6th fastest on a private  
team bike verse pretty much a  
full field of factory teams. DNF in  
typhoon rain.



1986—S/Paradise Int Raceway  
Front British rider Rob McElnea and  
Aussie guru Kel Carruthers.

*Thanks Grant—Stu*

# Motorcycle Trip around Tasmania

## March - 2018

On arrival in Melbourne we parked the bike trailer at a cousin's backyard and loaded the Triumph up with overnight essentials for the crossing. Departed Melbourne on the 'Spirit of Tasmania', Sunday night passage departing 21.30. Fares for the crossing - Adult \$98 each 4 berth inside cabin single bunk beds \$132 per cabin, single share inside cabin bunk male or female \$33 per bunk. Vehicles Ford Ranger ute \$89, motorbike \$60, note bikes are tied down with ratchet straps from handlebars, I supplied my own webbing loops off the triple tree mountings The line up for boarding starts well back from the Port of Melbourne with a bitter wind blowing off Port Phillip Bay and no movement till 7.30pm With a long wait before you finally get out of the cold wind to unload your overnight needs. Find your cabin, get a warm meal and cold drink before heading to a narrow bunk, we had a bit of a rough passage so we did not get a lot of sleep. Arrived at Devonport 6.30 am Monday and we were having a coffee in the Portside Café by 7.30 am then headed into town for sightseeing. We then headed along the coast road to Wynyard to our overnight stop with early book in to catch on some missed sleep. Tuesday off to Cradle Mountain in beautiful sunshine to the Wildness Cabins, very few places to buy reasonable priced supplies in the National Park. Wednesday back down the mountain in the rain heading to Strahan arriving mid afternoon. Wet and cold for a couple of days off with river and train tripping around the Strahan, Queenstown area. Friday off to Hobart via Derwent Bridge for morning tea and a look at the long timber wall showing the history of Tasmania. Good roads, apart from some sections following camper vans. But overall good ride on dry roads with roadside signs showing 30 kph bends. Sunday off to Port Arthur on crowded roads to check the convict history could not find any of my forefathers on the inmate lists. Monday we headed off to Richmond with good riding roads to stay at the Bridge View Retreat with secure motor cycle parking in the locked backyard. Tuesday short ride after morning sightseeing around Richmond to Ross village to the best accommodation of the trip at Elm Tree Cottage where the owner cleared out one side of his workshop to let me park the Bonneville next to his red MG/ B, a town with lots of history. Wednesday off down the east coast via Campbelltown on great riding roads to Bicheno for lobster lunch.





Followed by a visit to a very good Motorcycle Museum then overnight stop at Scamander with dinner of local seafood Thursday headed to St Helens, Scottsdale then on to Launceston for a couple of days riding on some of the best roads. This was my lucky day, I left behind my I Pad on a park bench and a young man handed it into a nearby shop where I was able to pick it up. There are still some good people in the world. Sunday off to Sheffield for the Steam Fest Fair where I spotted a Honda 500/4 with a supercharger fitted, great looking bike. Then we headed off to Burnie, for a quiet night. Monday repacking day before heading to Devonport for a 9.30 pm boarding. Very well organised large parking lot, lining up all vehicles according to height and length with the many motorbikes all parked on one deck. Very smooth overnight passage disembarking around 7.30 am in Melbourne. I travelled on my Bonneville with my wife, while her girlfriend followed in the Ford Ranger which carried the gear. Overall a great trip at a reasonable price.

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## Why are tyres so slippery when they are new?

The final part of manufacturing a tyre is the curing process, a carcass containing all the component materials is typically placed into a very hot mould and cured under high pressure for about thirty minutes. To assist in the removal of a cured tyre from its mould, a small amount of release agent can be applied before the process begins. A thin residue of this remains on the surface of the tyre, leading to the warnings issued about scrubbing in new rubber. Some manufacturers have got around this process now, and Continental for instance has developed a unique way of modifying premium tyre moulds, negating the need for any mould release agents; the finish is slightly rough and provides instant grip when the tyre is used for the first time – it's called 'Traction Skin'. A new tyre will always feel significantly different to your old, worn one, so we still recommend riding with care at first, building up speed and lean angle over time.

# Motorcycle Shows - Why?

Why do we have them? - what are the motivations for them? What is their history?

In the early days motorcycle manufacturers around the world may have thought that it would be a good idea to have exhibitions. These would be used to display and promote their range of machines. These exhibitions would also allow component manufacturers, fuel and oil companies etc to promote their products. These early exhibitions / shows attracted thousands of people. as a result of this, groups of like minded people got together and gradually motorcycle clubs were formed. Touring clubs—motorcycle sporting clubs to name a few. Later the 'one make' motorcycle sprung up around the various countries, some of which were instigated and organised by the manufacturers themselves. Other shows eg 'Show and Shine' were promoted by various clubs mentioned earlier. Over the years, for example in our region the bikes from our own club, VMX club, patch clubs, Mirani, Airlie Beach, Bowen and Proserpine have had shows. Why do these clubs take the considerable effort to put on these shows. In some cases it can be a means of bolstering the club funds, some of which are donated to local charities. Many clubs have new members join after going to these shows. Also it gives the opportunity for members to show off their machines, which can vary from brand new to a classic which has been restored from the ground up. The hard work, enthusiasm and expense that is put into the preparation required to enter a machine in a show is enormous. The exhibitions range from club members entries from classic to modern along with entries from the general public wishing to display the machines they love. The motorcycle trade within the district on occasions put on a display of their particular brands. For clubs that hold a show annually it becomes an important social occasion catering for a range of enthusiasts, male, female and families of all ages.



Friends love to catch up with the news too. Old fellas reminisce about their first British bike and old ladies remember the times they rode on the back of their boyfriends bike (in spite of an irate Dad telling them they would get a hiding if they did). For people who enter a machine they may be fortunate enough, depending on the standard of the exhibit in that class be awarded a trophy for their efforts. With regards to trophies, different clubs award these with many different styles and designs. The patch clubs for example the Rebels and Outlaws in Mackay preferred to award trophies made by tradesman amongst there membership. These were of a high standard. These shows have been going for just over 100yrs. May they continue to give pleasure to motorcyclists and enthusiasts well into the future.



*Contributed by Maurice and Joyce*



*Celebrating*  
**40** Years

1979

2019

The club is looking for suggestions, ideas from members on how to celebrate the above event in September/October 2019. Date yet to be confirmed. As this is a milestone event, time in advance will be needed to plan and organise this celebration. Give your 2 x Bobs worth.

Don't forget to spread the word.

# **The Bungee Effect**

Gerry Dempsey—V/President



## **The Long Distance Rides—LDR's / Take 3**

The first position I took in the BMOA was that of Ride Coordinator which I did for a few years. In that position you can't come up with all destinations so any ideas for a destination whether short or long please contact the Club Ride Coordinator. This information can make the job a little easier.

Out of the Ride Coordinator job it emerged that the club didn't do any long distance rides of around 1,200km to 4,500km and 7 to 10 days duration. The club also does shorter rides of around 1,200km over 3 days. LDR's are constantly evolving and over the past few years have covered most areas of Queensland and ventured deep into New South Wales a number of times.

The riders must be capable of riding as a group, this minimises what we call the 'Bungee Effect'. What happens is riders at the rear slowly drop behind and then have to speed up excessively to catch up. Generally we ride in a single file / staggered formation approximately 3 seconds or around 80 to 100 metres apart. The exception is in towns or where there is the possibility of a rider getting lost. We always have a nominated 'Lead Rider' and also a 'Tail End Charlie'. The tail ender always carries the club EPIRB or PLB (Personal Location Beacon) and generally has some First Aid skills. All riders MUST ensure that their bike is mechanically sound, serviced and serviceable tyres.

Unserviceable tyres can cause disruptions to the ride as well as possible danger to all riders. RACQ Ultra Care membership is desirable as in the event of a breakdown you can get assistance. Riding as a group ensures that each rider can be easily accounted for, riders not being left behind and also other riders are all responsible for those around us. This helps ensure that all arrive home safely. The LDR's usually are of a weeks duration with distances of between 450km to 650km ridden daily. Rarely are we on the road before 8am as we like to give the heavy transporters a head start plus they help chase away the wildlife. Generally we are off the road by 4 / 4.30 pm before the wildlife reappears to annoy and run into people. We have at least 1 or 2 days as rest breaks at a destination of some significance along the way. To date we have been able to limit our dirt riding to a total of 12km this was on the Birdsville trip. This was outside Marion Downs Station on the Boulia / Bedourie Road, this section has now been sealed. The planning starts well in advance of the ride date with the initial date set via the BMOA Ride Calendar.

A ride destination is then decided on with participants asked to make contact with myself. Development of the ride plan, booking of accommodation and all that goes with it can take up to a few months to organise.. A recent ride to Broken Hill was almost 9 months in planning. With the destination and participant numbers confirmed accommodation is booked, this is then reconfirmed several times prior to departure. Members have brought along spouses / partners who also can be accommodated. The number of riders does vary with each ride. The optimum number is 6 and the maximum of 8 participants. On previous rides we have had up to 12 riders with this number things can get a bit testing . Dealing with personalities , riding styles, numerous needs and the are we there yet, where is the next fuel etc. I can tell you with my experience of organizing and coordinating it is an easier option to herd cats on a dark night without a spotlight and shotgun. A detailed Ride Plan is distributed before each ride commences, this depicts distances between towns, fuel stops and also accumulative distances. Plus accommodation details including name and phone number of where we are staying. There is also a budgeting area giving a guide to what the costs may be, eg 1 x week away is usually in the vicinity of \$1,000 to \$1,200. Staying at motels v hotels has been the trend with self contained amenities, This enables the group to have drinks, meals and the joy of all snoring together in one place. Another benefit is this allows the bikes to be secure and off the street. Sleeping arrangements are generally on a shared basis with costs tallied and averaged across rider numbers. To date I have organized 23 rides and they have proven to be successful and participants generally having an enjoyable time.

Contributed by Gerry Dempsey

## Club Rides

### October

20th / 28th Week away Ride  
21st / Monthly Club Ride

### November

18th / Monthly Club Ride

### December

16th / Monthly Club Ride



Ideas for future rides whatever the format  
contact Tim Lucy or Gerry Dempsey LDR

Don't forget the 'Ride it Don't Hide it Ride' the Sunday following the monthly club ride.

# ON YER BIKE

31 August to 25 November 2018

**FIELD Engineers Gallery, Artspace Mackay.**

Mackay has a long and rich history of motorcycling from the sand racing on the Northern Beaches in the 1920s to the speedway at the Showgrounds at its peak in the 1970s. The tradition of collecting and restoring is alive and well. On yer bike provides an opportunity to view not only an eclectic mix of motorcycles but also to learn the stories of local motorcyclists - stories of ingenuity, courage and daring.

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I recently went along to have a look at this exhibition, I am telling you this has been well put together. Had a chat to one of the Artspace ladies about the response and was told the public support has been beyond expectation. Plus the turn out for the official opening was a tremendous success. A rarity for Artspace was the boys out numbering the girls by 10 to 1, yes motorcyclists are a diverse bunch. Also displayed were fantastic photos by Jim Cullen of the owners and their bikes. Good on you goes to Mackay Regional Council, Artspace Mackay, owners of the machines displayed as well as the public. Also good stuff to the curator Julie Skate for her talents in putting together 'ON YER BIKE'

Stu



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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. Opinions contained in this magazine are those of the contributors and do not necessarily reflect the opinions of the BMOA of Mackay.