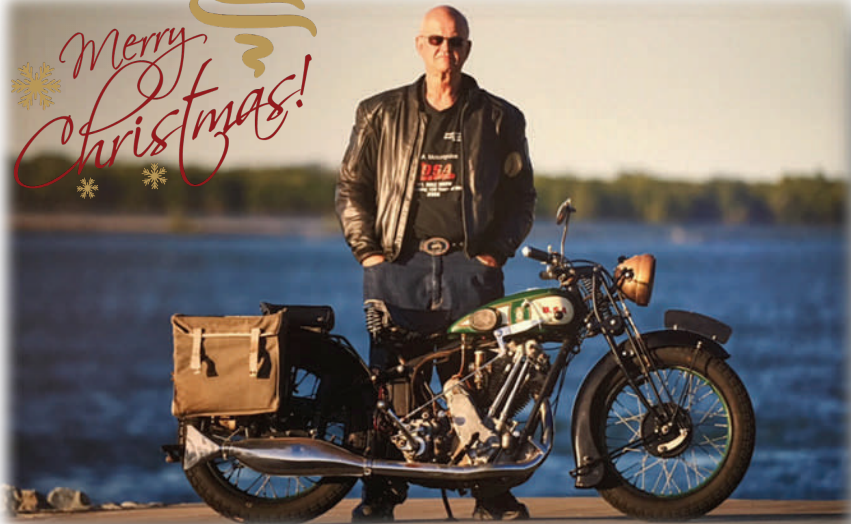


TAPPET Rattle

November / December 2018



*Merry
Christmas!*



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



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\$30.00



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Inks on Anything Bob Inkson—President



Welcome to the last edition of the “Tappet Rattle’ for the 2018 calendar year.

I anticipate that it will be a fine read to finish the year, great effort by Editor Ian. By all accounts, Lawrie, whilst recuperating has put together the Ride Calendar for 2019 and finalised the BMOA Club Calendar. Make sure you order your copy of the glossy photo limited edition, these won’t last long.

I ask all members to read the calendar and take note that traditional ride dates have been altered or swapped around to accommodate the 2019 club activities. Hopefully all members will be happy with the changes.

As I won’t be at the Christmas Party this year, I wish all members and their families a Merry Christmas and Happy New Year. Looking forward to seeing you all in good health in 2019.

Something to think about over Xmas—(Don’t ask what the club can do for me, ask yourself what can I do for the club .

Regards Bob Inkson

CLASSIC MOTOCROSS IRON 1965 COTTON COBRA 250



Cotton was founded in 1918 by Frank Willoughby Cotton

MR - LDR

Gerry Dempsey—V / President

The changing of BMOA Inc, Mackay.

I was asked by the Editor if I could put something together for the Tappet Rattle on the changes that have I have seen take place within the BMOA in recent years. Firstly, I was proposed by two early long term members of the BMOA, Keith Wood and Bernie Stevenson, Keith I knew through my work and Bernie through his efforts in trying to get my Harris Bonneville sorted. Like everyone I did the mandatory 3 meetings and partook in club rides.

My first thoughts were that I need to understand the “ **Manner & Spirit** ” of this club and I must say there are quite a few people who do not understand the “ **Manner & Spirit** ”. “**The Manner**” is how the club operates and “**The Spirit**” is the “**Soul**” or the unwritten traditions or rules of that have evolved overtime and are generally retained in the minds of the older members. These are what the founders built the club on and are thought to be known to everyone but are never really communicated until something erupts or goes wrong. Classic example is “the 2nd rider corner drop off on club rides” . The manner was pretty easy to pick up as it is generally “out there” for all to see, however the Spirit is not. I thought back, somehow we need to get that out there for members to understand. The trick is NOT to upset the apple cart and get everyone pissed off, as we all should know it is impossible to please everyone so some must accept things that they do not necessarily like 100%. As the club was getting older and many of the older members were either leaving or passing on and along with times changing and moving into the Electronic/ Technology / Modern era of Motorcycling I realised firstly changes needed to be made to move to Electronic Systems. I knew this was going to be fairly difficult due to the clubs members age and computer literacy. The first thing that had to be bought up to date was our Constitution and this was due to State Government Rule changes for Incorporated Bodies. Not being Lawyers or knowing anything about this, Bob Inkson, Andy Mann and myself sat down at Andy’s place one weekend and with the aid of the a “Queensland Government Draft Constitution” we went about bastardising it to suit the BMOA’s needs. Once that was communicated and accepted by the members it was submitted to the regulatory authority and was subsequently accepted, approved and this is how the club is legally governed at present. Along with the electronic changes the reasonably simple tasks of modernising the Ride Calender, Membership lists and the Tappet Rattle were easily accomplished. Then Bob got this idea “We need a **w**eb site”, once again not knowing how to do this we went about developing and implementing our web site,

This was accomplished by basically coming up with a format that was put together by Lawrie Kapitzke and myself in Microsoft Publisher format along with a "Computer Code Writer" that I knew would give us the basics of what we needed to get it up and running. He would also instruct Lawrie on how to make minor changes if required, The BMOA Web Site still exists today but it is now in need of more modernisation. Then came the Membership Cards they were hand written items that were done each year by the Treasurer and being the Treasurer at the time they also needed to be modernised, I recommended that we should likewise move this to the electronic age and as the Mackay Aero Club had a card printer I again enlisted the help of Lawrie to assist in designing and implementing them. This was done by hijacking the Aero Clubs card printer. This was fine providing the Aero Clubs machine was operational, we decided to stand alone and purchase our own.

The 'All Bike Show' was a bit of a challenge as this is where the **Spirit** or **Soul** of the club came into play and where possible it had to be retained. "This is how we have always done it from day 1". was mentioned that a few things required modernising and formalising as the number of members were rapidly increasing and some of the founders, creators of the **Soul** had passed on. The major thing was documenting and recording everything so that the soul of the club was retained, Other things that have been documented was the formalisation of a basic floor plan (this can be changed), The financial expenditure incomes or profit and loss for each of the various bike show activities. These had to be recorded in detail for future planning. The securing of future bookings for the venue, recording of the quantities of food, amount of liquor etc required and the number of raffle tickets etc The list is pretty extensive but now we have it recorded in the "Treasurers Red Book" so that the shows history can be handed on to the next occupier of the job. Therefore not reinventing the whole thing year after year and also keeping the Soul or Spirit of the club intact. This is called "contingency" or for the "just in case value".

One of the big hurdles, we had was the change to Electronic Banking and getting the protocols, communications in place to make it happen. Being an Incorporated Body there must be total transparency of all the financial activity, everything must be recorded then audited by Accounting Auditors. This took a pretty big effort to put in place along with fact that many people actually saw us as a Service Club not a Motorcycle Club. Various requests for donations at a monthly club meeting would often see substantial amounts of money donated to many organisations. On one occasion virtually a complete years takings from the bike show was given out to one recipient To stop this hard earned money disappearing out the door I developed and after much emotional discussion we implemented the "Financial Donation Guidelines" which govern how our finances can be distributed.

, I believe these guidelines along with the change of mentality of **“We are a Bike Club NOT a Service Club “** are two of the main contributing factors to our current stable financial position. The club has no problem spending money within or on our members for many varied activities. They likewise must go via the Donation Guidelines which work well when adhered to, for example the recent Dragons Abreast Donation is an excellent example of the guidelines working correctly.

There are ongoing changes in our society and in our Governing Environments with State and Federal laws on Political Correctness, Discrimination, Bullying etc which the BMOA and Management Committee are exposed to These laws must be kept abreast of by following these rules / guidelines this has enabled the club to continue evolving and moving with the times, believe it or not, We are NOW more than “Just a bike Club”. With the advances in social media we started our own BMOA Facebook page Rob Cotter and myself worked our way through the setup and it is now out there with 175 Members, including members from overseas. This is yet another means of communicating with people on what were are doing and what is happening in OUR BMOA Inc of Mackay motorcycling world.

As we approach our 40th year I believe our biggest internal challenges facing us is actual communications and keeping alive **BMOA’s “Manner & Spirit “** Stop trying to shoot the messengers when most are trying to improve the way things should be done. It did not just happen we have become one of the most successful motorcycle clubs in Queensland by getting it wrong.

BMOA Mackay has been changing and evolving since it’s inception and that process must continue.

Gerry Dempsey. BMOA-Vice President

The Triumph Street
Twin is Triumphs
biggest seller from
its Modern Classic
Range



Loose Cannon
Bernie Cannon—Secretary

WHY DO WE SELL THEM??

More pictures and stories from my "Blast from The Past"
archive.

This picture was taken on the hill at Grasstree Beach in 1977.

It's all houses up there now. These were a couple of my favourite rides back then. A Honda 400 Hawk which was my first new road bike I ever purchased. Bought it at Fields and helped assemble it out of the crate. Was a great bike to get around on and didn't look too bad once I repainted it, had some chrome work done and put the high bars on.



The other bike was a Yamaha 650 Special and I and three other mates had one each. They were popular and a treat to ride as well. For us back then the Yammy was "the big bike". As you can see we wore all the appropriate riding gear back then, safety first you know.

As the headline states "why do we sell them", I wish I still had both in the shed but if I still had half the bikes I have owned over the years I wouldn't afford the shed.

Cheers Bernie.

My bit

On Spirit and being a Clubman.



Well another year down and for the majority of members, we are heading for the Departure Lounge. As mentioned in Bobs column (Don't ask what the club can do for me, ask yourself what can I do for the club.) I tend to agree.

A club with approximately 100 financial members is sadly lacking spirit and enthusiasm, yes certainly over that period a lot of effort has been put in by past members, long term members and current members. Currently the club needs full support of all its members to continue the BMOA Mackay journey into the future. We have had many new faces join this year and amongst them a number of younger lads, Merlin, Dave and Daniel to name a few. These fellows need to be given a set of handlebars as these are the people needed to carry on the tradition and spirit. On numerous occasions, I have heard at club meetings members offering ideas, assistance of what they can do for the club. Unfortunately the bulk of these offers are not given any thought and thrown straight out the window. Maybe this is part of the reason why the club is lacking enthusiasm and spirit. There would not be many clubs out there that have a solid foundation, financially secure and have a club house like ours. I am positive BMOA Mackay would be the envy of most.

Many members such as the snag cooks, doorman, archivist, barman and others go unnoticed, a lot is taken for granted, things don't just happen.

Also don't lose sight of the fact that this a club and not a club within a club.

A special thanks to Lawrie for his help in putting the T/R out there plus this years contributors, well done.

Stu

I felt sorry for the
hypnotist I saw last
night.

He hypnotized 7 guys,
then dropped the mic on
his foot and yelled
'FUCK ME'.

What happened next
will haunt me for the
rest of my life.

Surprise sex is the best thing
to wake up to.

Unless your in prison

Your riding a horse full speed.

There's a giraffe next to you
and a lion chasing you

What do you do?

Get your drunk arse off the
merry go round.

Taking Viagra for my sunburn, it doesn't cure it.
But it keeps the sheets off my legs.

Handymann
Andy Mann - Treasurer

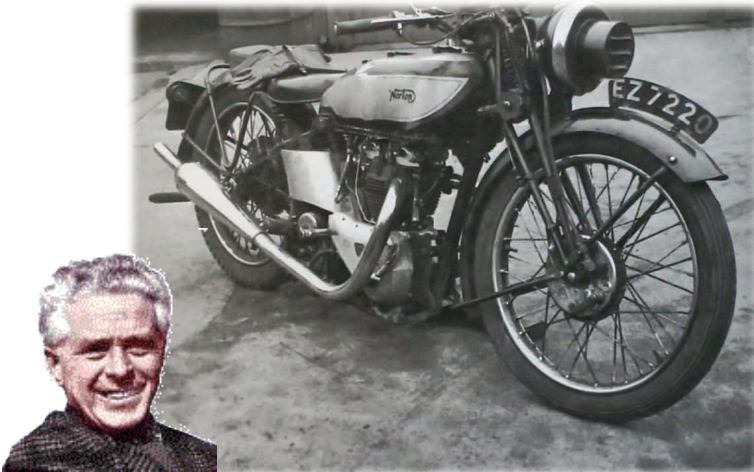


Sunday 24th November, Bob, Tim (Honest), Bryce and myself met at the Boomerang Hotel at midday for the ride to Jim Gourlays place at Greenhill. It was discussed over a beverage at the Aero Club the night before that we would get some refreshments at the Koumala Pub. We had arranged the food supplies with Jim previously. Nice ride was had down to Koumala where we met Dave, had a couple of refreshments, then strapped a carton of beer on Timmy's and my bike. Then it was off to Greenhill on arrival Maurice and Joyce were already there. Parked up the bikes and it was time for another drink. Jim had put the crab pots in, so it was afternoon tea with crab and beer and enjoyed by all. Dave's mate rode across mid afternoon to join us. A few stories were told throughout the afternoon / evening, Bryce cooked a nice feed on the BBQ while Jim prepared the salads. We all then sat down to a lovely meal plus a nice red wine supplied by Bryce. Next morning all were up early, some tea / coffee in the tank then it was time for breakfast. Bacon and poached eggs and leftover steak more coffee for some and all were happy. Bob and Bryce were off early home as they had to go to church, so Jim and I went off to retrieve the pots. The pots ended up having a couple of keepers in them. I helped Jim so I could see his secret spots lol and Jim cooked up the crabs. Timmy got takeaway then we headed home. Was a great O/nighter with a great bunch of people. Thanks Jim and Lori for having us and to the others for an enjoyable weekend.

There was a bit of discussion over the club PLB a couple of meetings ago. I know a few members have their own, including myself. I was on a ride a few months ago on a back road not far from Mackay when a guy came unstuck on a causeway, he was about 20ft in front of me. I stopped directly on the causeway and stood looking but I couldn't see the guy anywhere. I could see his bike down the creek and I knew he was there as I saw him roll over the edge. I walked to the edge and saw him in the pipe running under the road. If others had stopped and looked from the road they possibly would not have seen him and he could have still been laying there. This is where a PLB could have been handy for him if needed. The device really needs to be kept in your pocket, eg if travelling alone or part company with your vehicle. Which is very likely on a motorcycle. For the cost of around 10c a day, is it really worth relying on someone else to have one?

Andy

THE FIRST 'TRITON' - A PREWAR CAFE RACER



The world's first Triton, built by Rex McCandless during WW2
A racing Triumph Tiger 100 motor in a Norton International racing chassis.
Note headlamp mask – required during wartime blackouts.

Rex McCandless tuned and raced his own motorcycles before WW2, first turning his attention to a new twin cylinder Triumph Tiger 100 in 1940. His home tuned Tiger was faster than the factory tuned bronze head Tiger 100 of his friend, Artie Bell (future Norton Works racer) Rex and Artie won the Irish 500cc Road Race and Hill Climb championships that year. While the motor was fast, the Triumph chassis made 'unreasonable demands of its rider'. The story goes that McCandless began experimenting with weight distribution on the Triumph and eventually designed his own frame, which became the Featherbed. But it seems he tried a known better handling chassis first for his Triumph motor and installed the engine in a racing Norton International chassis. He'd already proven his T100 engine faster than a racing Norton, but their chassis was the gold standard for handling. Thus the first Triton was born during WW2.

In partnership with his brother Cromie and Norton works-rider Artie Bell, Rex developed and patented the Featherbed' frame used very successfully by Nortons for both road-racing and touring-bikes in the early 1950s.

TREV

Trevor Nicolson said he had a story to tell on his biking life. So it was on the bike and down to Ilbilbie where Trevor and his wife Jenny reside. They care take a 1,000 acre property for Trevor's brother, their transportable home is a little gem with solar, rainwater and creek water. Trevor's first bike was a Honda XL250 mid 70's then the usual thing happens get married, children and no bike. Trevor was back on bikes in 1998 this time on a Hyosung GV 250 this was a fuel saving effort. They were living in the Rockhampton area when in 2006 he met up with a bunch of lads and ladies who enjoyed doing o/night rides. At this time a Suzuki V Strom 650 was the machine of choice. The group was a mix of Prison Guards, Police, Clergy, Solicitor and various other occupations. The group rode a variety of bikes Ducati, BMW, Honda, Triumph and other makes. These rides were kicked off by Tony H and Ken V with the first being held in 2006 and the last in 2009 . They visited various locations in a 500km to 600km radius of Rocky. The o/nighters were held on a monthly basis generally with a 6.30am kickoff and at their accommodation around 4pm. The Gem Fields, Woodgate, Biloela and Mt Perry were some of the areas visited. Trevor said there was generally a good dozen or so who joined in, with the youngest at that time being in his early 30s.

To this day Trevor still misses the rides and friendships made, contact is still kept with a few of the riders but in time people move on to do other things. Trevor is currently riding a Honda Varadero XL 1000V water cooled V / twin which he has had for some time. 'If finances allowed, \$26,500 would buy me my bike of choice a Triumph Tiger 1200 Explorer, buggie adjusting chains this machine has shaft drive he said.' Had a run around the property in the ute for an hour or so, then back to the ranch for a sandwich. Had more bike chat and what we thought of Donald Trump. After spending most of the day there it was time to head out, but one final question. Trevor how did you get on to the BMOA club? Well I had arranged to catch up with the Red Shirts for a ride and meet them at the Shell Servo on the highway Nth Mackay. No one turned up, while waiting I met Dave from BMOA Mackay who was heading to Max Anzolins place to join in on the 'Ride it Don't Hide it" Sunday ride. He said to me come along so I did and now I am a member.

Stu





Ken 'Hooks' Cullen
& Dave 'Radar' Cullen.
Brothers with passion,
for motorcycles
that is.



Due to Kens hectic schedule of late he was unable to put together an article for the Nov / Dec Tappet Rattle. Read below and you will understand why!

Besides his love of motorcycles Kenny has a love for birds. Each afternoon Ken has the local birds in a feeding frenzy. The feeding sessions can attract up to 50 or more birds which include Magpies, Butcher birds and his favorite the Kites. They flutter about as he watches his Pension money disappear down there throats.



Most times you will find Ken in his shed, that's when he is not eating or sleeping. Over the years Ken has generously offered his time to help out fellow enthusiasts. He has also bolted together some fascinating and unusual motorcycles in his time.

Not that long ago, seeing Ken sitting, standing or whatever without a beer in reach was a very rare sight.

Have had many enjoyable trips, conversations and laughs with Ken over time.

Even without a beer and a smoke Kenny is still a great bloke to catch up with. You will need an hour or two though.



Local Boy ‘ Little Hooks’ or Dave ‘Radar’ Cullen



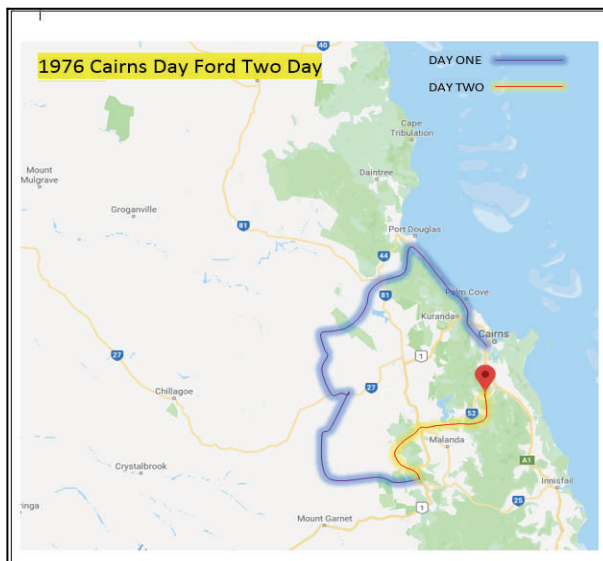
Dave ‘Radar’ Cullen got the motorcycle bug early in life. “There was always an interest there as my brother had some motorbikes... Suzuki Hustlers and a Suzuki 80. He was a bit older than me and we’d go trail riding a lot, back in the days of the DT-1 Yamaha. Eventually, I went through what we call ‘go bikes’, which were made from bicycles a pushbike frame with a small wheelbarrow wheel. “My brother and I put an outboard engine in mine, so it went a bit harder than everyone else’s. It sort of blew them away the first time we took it around a circular horse trotting track we used to go to. That’s probably where the competition side... the interest in performance started. “They’d have these organised trail rides on Sundays, the use of 10 square miles of land at Mia Mia west of Mackay. We would camp and we built a ‘humpy’ up there, a big dormitory that got blown over by a cyclone but it’s been rebuilt. I did a little bit of trials and a season or two of motocross, but the main thing was trail riding through the undulating forest with creeks running down a mountain range. It was always an adventure.” What was the introduction to the eventual career wrenching on motorcycles? “Playing with bloody Jawa 250s, BSA C-15s and random BSA’s when I was at school... it took a bit of effort just to keep them running. The interest was there in just having something to ride. I had a book – a repair manual on motorcycles – so I guess that made me the most qualified in the area. I became the go-to-man... or boy. I did the normal apprenticeship for cars, trucks and stationary engines and then worked for a motorbike dealer in Mackay, JG Yamaha, who was very proactive in the racing at that time. David went on to work with many big name riders, Crosby, Hailwood, Doohan and a host of other International and Australian riders.

A small part of an article borrowed from ‘The Classic Racer’ magazine 2018.

Cape York Motorcycle Club

The Noel Stephens Memorial Enduro 1976 - 1986

In 1976 the motorcycle clubs of Cairns and Tablelands combined resources to run a two day event in the Far North. Day 1 started in Cairns travelling northwards to Port Douglas, turning off the highway at Craiglie, leaving the coast through Clengarry, climbing up the range through the historical Bump Track. This was the first track, wide enough for carts and wagons and was blazed by Christie Palmerston in 1877. This being the original track linking Port Douglas with the Tablelands and Hodgkinson Goldfields. The course climbed over the range out onto the savannah country through Weatherby Station towards the 1890 copper mining town of Mount Molloy. They then wound their way west through the old gold mining town of Thornborough, then turned south past the tobacco area of Dimbula. (Interestingly, Dimbula at its peak produced 60% of Australia's tobacco.) The course wound its way across the Tablelands through Muchilba, to the historic tin mining town of Herberton. The next leg wound its way through to Wondecla, through Wild River mining country to the timber town of Ravenshoe, Day 1 completed. Day 2 departed Ravenshoe travelling through the beautiful lush farmlands that the Tablelands are famous for to picturesque Butchers Creek, to a treacherous descent back down the range through Gadgarra National Park to the finish at Little Mulgrave at the base of the Gillie's Range. Rd west of Gordonvale.



This event was very successful, attracting riders from far and wide to compete. The interest from this event was a catalyst and wetted Far North Queensland's appetite for well organised enduro events.

In 1976 the CYMCC set about organising a local one day event, which was run around the local environs of Weipa. This core group included a young rider Noel Stephens, a keen active member of the Ravenshoe Dirt Bike Club on the Atherton Tablelands, who came to work in Weipa in 1976. The Ravenshoe Club was very active, organising enduros and other events through some of the beautiful logging country which the town was famous for. He had been baptised with the Ravenshoe riders on their successful joint two day enduro, plus many one day events and his enthusiasm for enduro was obvious. The riders marking the course for this event identified a high speed section along a drill line where a barbed wire stock fence crossed the southern section of the course. The riders would have impaired visibility from dust and direct sunlight at the time they would travel this section, creating a hazardous risk. A request was forwarded to allow lowering of the fence on the day and covering with rubber conveyor belt. Permission was granted and a checkpoint was planned for this spot so riders would have to stop and not cross the fence line at speed, as an extra precaution. Checkpoints were also to be established at each point the course crossed the Peninsula Development Road into Weipa. On Sunday 7th November, the group were setting out again from the south end, checking hazards, adjusting marking and timing. Noel, who was in front of the group heading out along the drill and survey lines had failed to see the stock fence, riding into it at speed. Tragically he succumbed to his injuries a few hours later in Weipa Hospital. The Weipa community were in shock at the news, but the loss was deepest in Noel's hometown of Ravenshoe. The close knit dirt bike community across Far North Qld also felt the pain of losing a young popular rider.

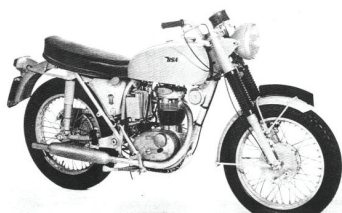
There was much discussion as whether to continue with the event, or postpone it until next year. Unanimous support was received from Far Northern Motorcycle Clubs, the Ravenshoe and Weipa communities to run the event in honour of Noel. The mining principal, their contractors were very generous with their sponsorship and support, so the preparations again got into full swing. A 10 Year Perpetual Shield was kindly donated by the contracting firm Thomas and Coffey, who had undertaken projects in Weipa since 1972.

Contributed by John 'Dasher' Hills - 2018

I would personally like to thank John along with past CYMCC Members who contributed to this story / history of how the 'Noel Stephens Memorial Enduro' came about. The rest of the history of this significant enduro event will be published in the January / February 2019 edition of the Tappet Rattle.

Stu

BSA



B40 WD 343cc Military and Rough Rider

The B40 Military Mk2 didn't sell well. Essentially there was nothing wrong with it; it performed slightly better than the Mk1 (due to the Concentric carb) with a marginally more robust front end. The problem was who would buy it? Most remaining loyal anglophile customers abroad had already invested in, and tooled up for the Mk1 which was in continuing but reduced supply to them (up to the end of 1973 in the case of the British army). For these customers, adoption of a new and not fully parts-interchangeable machine alongside the Mk1's would not be common sense.

In fairness, the Australian army received nearly 50 Mk2's, most likely for evaluation purposes as they had done a prototype batch of Mk1 machines in 1964.

The only other notable buyer of Mk2's was the "Jordan Arab Army" as BSA referred to them. King Hussian of Jordan was a loyal BSA customer of long standing but had not bought the Mk1. In total this customer took 200 machines between 11/67 and 3/68, all fetchingly finished in "Sand" colour. As you would expect, complete Mk2's are now very scarce in the UK but sand coloured parts sometimes turn up as explained below.

An oddity regarding the Jordanian Army B40's is a series of engine and frame numbers prefixed "GJ" dating from 1972.

It is surmised that the Jordanians needed more machines at this time but could only be provided with the still available Mk1, the Mk2 having been dropped in 1969.

More information is sought regarding this and all post-1970 BSA B40 Military production as the usual factory despatch records do not exist for this period. A second small batch of Mk2's mostly destined for Australia were produced nearly a year later in early 1969.

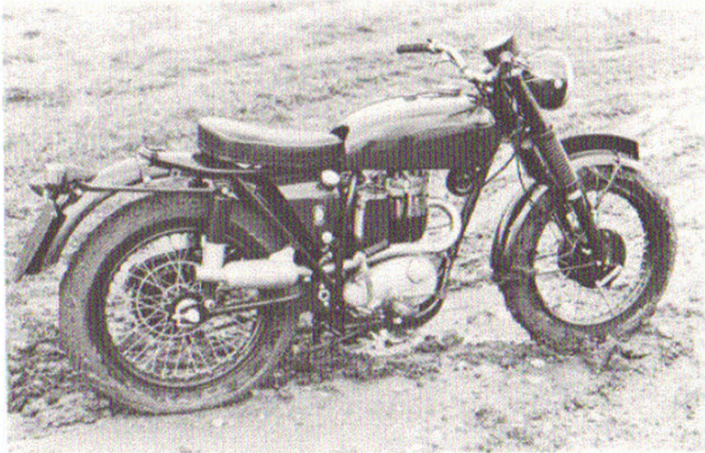
The story of the repatriation of some ex Jordanian army Mk2's to the UK has so far been pieced together as follows –

The Jordanian military disposed of most of its British bike hardware in 1981/82, B40's, OIF A65's and T160 Cardinals. These were purchased by a dealer in Holland. Sizeable quantities of this cache were imported into the UK by Ted Bloomfield of MCS in Leytonstone and then sold-on piecemeal to the public.

The problem is that few of these Mk2's remained intact as the first thing the Jordanians did to prepare them for sale was to put a cutting torch through the front downtube so they could be sold as "scrap". Engines and sundry other parts found a ready market but butchered frames, when alternative unit single frames were easy to find were often consigned to the skip. As such, B40M engines, whilst not common, do turn up from time to time but B40M frames are like hens teeth. A complete Mk2 is more likely to be found in Australia having survived from the machines sent there.

Destinations for Mk2's other than Jordan –

- Australia – 48
 - UK – 24
 - Arabia – 3
 - Ceylon – 4
 - Denmark – 1
- Other ('Crown Purchasing Agency' for British overseas territories) - 36
-



Having failed to find a viable Military market for the Mk2, BSA revamped it slightly for sale to the public for off-road use as the "Rough Rider", primarily intended for rounding up sheep in Australia!

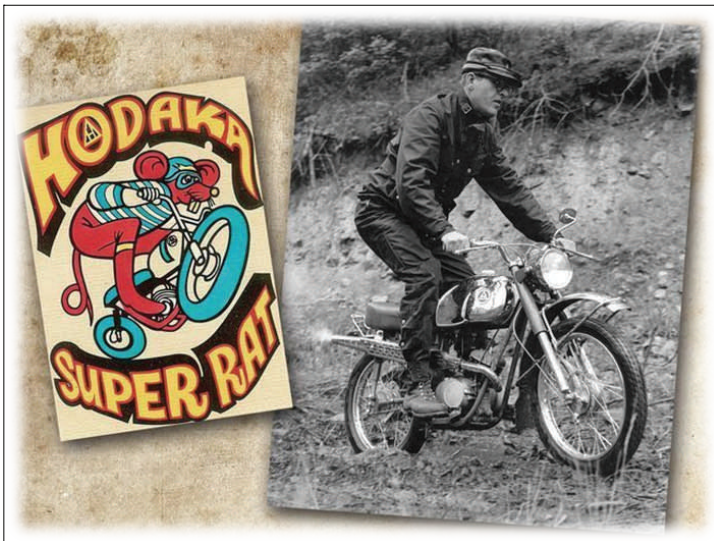
NOT BRITISH



Hodaka Super Rat: The Little Big Bike

Hodaka hit a home run with the Super Rat,” vintage guru Rick Doughty says. “They’d done their homework, integrating some of the modifications the best racers had been making for years. The result was an out of the box winner for under \$500 a bike that stormed onto the scene with an impact not unlike that of the Honda Elsinore four years later. Simply put, if you raced in the Trail Bike desert class, you either rode a Super Rat or wished you did.” The Super Rat was the answer for a lot of people,”

Malcolm Smith remembers. “Everyone women, kids, experts and beginners alike could ride the thing, and it was really competitive. Not too expensive, either suggested retail in late ’69 was \$495. Hodaka guru Paul Stannard says, “ the bikes flew through showroom doors. Everyone had to have a Rat, and very shortly a massive aftermarket appeared. Companies like Webco, VanTech, and others sold high-compression heads, expansion chambers, high flow air box, cleated foot pegs, which were scooped up by excitable enthusiasts looking for an aesthetic or performance edge. Magazine editors swooned, races were won in large numbers and people were breaking fun meters all over the country. All of which added to the bike’s do it all and do it well mystique. If you wanted to win in MX or desert racing in the 100cc class, you had to be on a Rat.



The inaugural and maybe the one and only BMOA 'Club Idiot of the Year Award' goes to the 'Duck Mann' - Andy Mann



Sunday morning after he had slugged 25 tins the previous night 'Duck Mann' decides to go hunting, for ducks that is. What a sight 'Duck Mann' slips a knife into his mitt waddles around (could have been the piss playing havoc with his head and limbs) but it looked like a waddle in search of his prey. He didn't have to go far and there they were, after a lot of stealth and knife throwing the result was 178 throws and no ducks. Thankfully the BBQ had been fired up, so he thought that the odds were better to feed his face with B&E from it. Rather than fool around with those duck things. Stu

FOR SALE

Got a 1960 3TA Triumph T100 unit twin 350/500 frame and Swing arm for sale, Could you post in Tappet Rattle please? \$200. Brother Kenneth says you're da man! David - Contact Ken Cullen for info.





Celebrating
40 Years

1979 / 2019

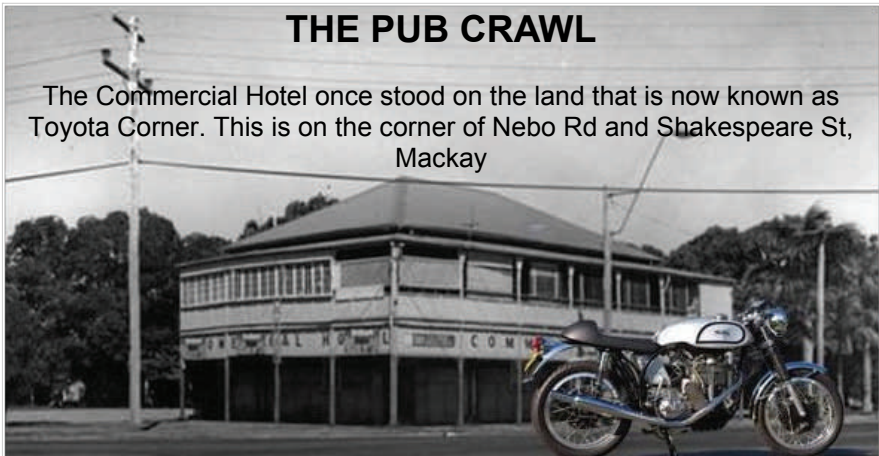
The celebration will be held over the weekend of 17th / 18th August, 2019 at the Mackay Aero Club. On the Saturday evening a dinner is planned to celebrate this milestone, the dinner will be catered for by the Northern Beaches Rotary Club. The club is also asking members to contribute if possible, by providing memorabilia, setting up and tidying up at the end of the celebration. Come and have a good time.

Welcome to the new BMOA Members-2018

Dave Catchpole, Daniel Ratford, Dale Swindells,
Steve Whykes (rejoined) Paul Gallant, Fraser Dawson

Country Members

Jim Melling and Grants Munce



THE PUB CRAWL

The Commercial Hotel once stood on the land that is now known as Toyota Corner. This is on the corner of Nebo Rd and Shakespeare St, Mackay

This journal is produced six times per year and distributed at the even numbered meetings.

Contributions to the Editor by 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.