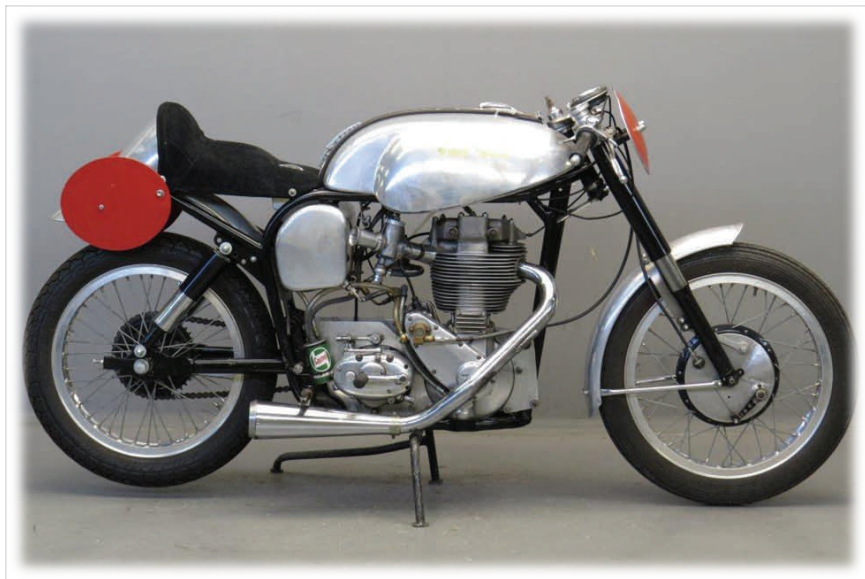


# TAPPET Rattle



January / February - 2019



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MACKAY AERO CLUB

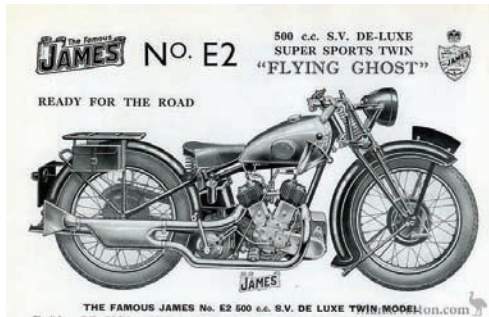
*Celebrating*  
**40** Years



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



Annual Membership  
\$30.00



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

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President — Bob Inkson \* 0418 728 273  
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Secretary — Bernard Cannon \* 0419 795 816  
Treasurer — Andy Mann \* 0402 213 972  
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## GENERAL COMMITTEE

Ride Co-ordinator — Tim Lucy \* 0438 788 739  
Spiritual Guidance Officer — Ian Skuse \* 0437 448 590  
Editor — Ian Stuart \* 0456 674 009  
T / Rattle contributions — istua55@bigpond.com  
Club Archivist — Maurice and Joyce \* 0438 843 587

## CLUB MERCHANDISE

Caps / Bucket Hats	\$15.00	Badge ( Sew On )	\$8.00
Singlets (Black)	\$22.00	Badge ( Lapel )	\$5.00
T Shirts (Black)	\$20.00	Badge ( Machine )	\$25.00
Polo Shirts (S/Sleeve)	\$25.00	Belt Buckle	\$25.00
Polo Shirts (Gray/Black)	\$35.00	Stubby Coolers	\$8.00


**Official Address** — British Motorcycle Owners Assn Inc of Mackay  
PO Box 591, Mackay, Qld, 4740, Australia  
**Web Address** — [www.bmoa.org.au](http://www.bmoa.org.au)

## Inks on Anything Bob Inkson—President



Welcome to the Jan / Feb Edition of the Tappet Rattle.

I have been going through the BMOA club calendar [great edition Lawrie] checking dates to see what rides I can attend. What with monthly rides, LDR, week away rides plus three over / nighters a Bike Show plus the club's 40th Anniversary, I can see it is going to be a full year.

As I write this report, it is pouring with rain and I thought back to rides I have been on. These were pre mobile phone, BOM radar, where we have been caught in nonstop torrential rain. None of this "Check the radar / 7 day forecast." just jump on the bike and take off. "If it starts to rain, don't stop, ride thru it" another Inkson saying that's failed. Weabonga / Goondiwindi, Alpha / Longreach, Cairns / Townsville and the big one up and over the Midlands of Tassie, to name a few. But you know I would not have missed them, they were some of the best rides that I have been on. Don't let the wet weather put off all your rides and  keep the black rubber turning.

Cheers, Bob Inkson.

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## Lodge Plug Company.

Sir Oliver Joseph Lodge (1851-1940) was a British physicist and writer who invented electric spark ignition for the internal combustion engine (the Lodge Igniter). In Birmingham 1903, Alec and Francis Brodie Lodge (two of Oliver's sons) founded Lodge Brothers, to produce electric Ignition coils.



Lodge had started to sell plugs when the introduction of the Bosch magneto made their heavy coil system obsolete. It was H.G. Longford of the Sphinx Sparking Plug Company who made this suggestion and that the Lodges should design their own plugs and let him manufacture them. Alec Lodge's designs were superior to the plugs of the day and became known for sparking plugs suitable for motor cycles, cars, motor boats and for gas and oil engines as well.

Loose Cannon  
Bernie Cannon—Secretary



## Club Ride Sunday 20th January

We had a great roll up for the BMOA club ride on Sunday the 20th. Congrats to Honest Tim for organising a run to Sarina Range. I thought that after the ride and due to the usual mayhem that seems to plague us that I would put some interpretations of BMOA speak down in ink so new and old members alike know what's going on. As you can see in the photos I think we had about 28 riders which is great.



The weather was a treat and the repair job on the range is brilliant and it was great to ride the twisty's. Anyway on to the ride speak. Tim lined everybody up and issued the following instructions. Head down Nebo Road and turn left into Lagoon Street, turn left at roundabout to Horse and Jockey Road then right at lights at Eungella Road out through Walkerston to Eton and left onto Homebush Road, right onto Sarina Homebush, right at West Plane Creek Road through to Swaynville School, up the Range, back to Sarina RSL then to the Clubhouse for a BBQ that Bob and Julie were preparing.

Everyone murmured there approval and looking like wizened warriors, mounted there steeds and headed off. That's where the organisation ended. Half turned left onto Horse and Jockey and half headed to the Hospital Bridge. I didn't see anyone except Mick Ryan until we got to the gravel pit at the Homebush turn off at Eton where we decided to wait and see who turned up. Some riders actually approached us from Nebo way ?????? don't know what happened there. Will let others explain. Second man drop off did not exist at most corners however the good news is that eventually we all ended up at the top of the range in dribs and drabs. Was a real hoot and a great ride anyway.

Now the fun part. For future rides the following phrases and interpretations apply so we are all singing off the same hymn sheet.

**What is said or happening.**

**How its interpreted or the outcome.**

Someone's presenting the ride plan	-Stare at the sky and dream of the BBQ.
Do you understand.	Shit I missed that. Nod anyway.
Turn Left	Don't like left. What's that straight ahead.
Turn Right	Go left.
Go straight ahead	Shit do we turn here.
Second Man	How many bikes is that in front.
Second Man	I think I was supposed to stop.
Second Man	Bugger it the next bloke will stop.
Second Man	What's that.
Walkerston	Nebo.
Eton	Nebo.
Sarina Range	Nebo.
Don't stop in the middle of the road—	I hope that truck can get around.
Don't bunch up on the road while stopped—	That trucks got no hope.
Try and stick together in slow and fast groups—	I'm out of here.
Slower bikes leave first and stick together—	I'm out of here.
Faster bikes follow and try and stick together—	I'm out of here.
Are you the last bike	Dunno
Is there anyone behind you	Dunno
Is there anyone in front of you	Dunno
Dunno	I understand

Let's change nothing people it was a great day, Bob and Julie had the BBQ spot on and it was a laugh. Love It.—Bernie Cannon.



# Hinckley Bonneville Cylinder Head Rebuild

Having clocked up about 60,000K's on the modified engine in my Bonneville I decided that a "top end" inspection was warranted. Despite finding little evidence of wear I elected to perform a valve grind and fit new rings while the unit was apart. I also decided to perform a mild porting job on the cylinder head and shave 20 thou of the mating surface while the head was apart. Professional quotes for this work totalled \$1,400 + return freight to Melbourne, despite being warned about having head work performed locally I elected to have the valve regrind and resurfacing done locally and do the porting myself. The following is my experience in carrying out this work. I first purchased a valve spring compressor off eBay for the sum of \$19.50 delivered and it worked perfectly to dismantle and reassemble the head. I then stripped the old paint and powder coat off the head using several applications of paint stripper and using a small hand held sandblaster to remove the balance of the coating from deep within in the fins. The end result was a perfectly clean bare casting. Using a rotary tool I had purchased from Supercheap for \$50 supplemented with some genuine Dremel bits at a further cost of \$50, I then proceeded with the porting work. The exhaust ports were only cleaned and de burred as it is my opinion that little is to be gained from porting the exhaust ports in this particular case. My theory is based on the fact that exhaust gasses are forcibly ejected from the cylinder under high pressure by the rising piston whereas intake mixture relies solely on atmospheric pressure to force it into the cylinder. This suggests to me that there is increased opportunity for gains in improving the flow potential of the intake ports than there is in increasing the flow potential of the exhaust ports. I concentrated my efforts on the intake ports. These cast alloy cylinder heads are machined to accept the valve seat inserts and this process leaves a substantial ridge between the machined area and the cast port, it is this area that most of my work concentrated on. Using small grinding stones I first removed material from this area to blend the port shape to the lower part of the valve seat insert and then used various flap wheels, sanders and buffs to finish off leaving a smooth but lightly textured surface. While performing this work I found that feel gave me a better indication of how things were proceeding rather than relying on just what I could see by eye. Of course working around the valve seat with high speed grinding stones requires some caution and a steady hand as you don't want to damage the valve seating area itself. The risk of this was primarily why I performed the port work before having the seats ground. Once I was happy with the valve throats of the intake ports I proceeded to match the outer edge of the ports with the intake manifolds and then blended this work into the general shape of the port, de burring and smoothing further into the throat of the port until I met the area previously worked. During this work I also sharpened the leading edge of the divider that divides the single port into two valve entries.

Finally I dressed the area to a smooth but textured finish. Not a lot of material was removed during this process as I don't know enough about these particular cylinder heads to take on any significant enlarging or reshaping work of the ports and I don't have a flow bench on hand. Thus I was conservative and just blended and smoothed without enlarging or reshaping the ports significantly. It is very easy to make a mess of this sort of work if you get too adventurous without knowing what the actual results of your efforts will be and you can end up with a head that flows worse than a standard head. Considering that replacement cylinder heads for Hinckley Bonneville's aren't easily found proceeding cautiously when porting them is probably wise.

On completion of the porting work I then took the head to MAD Engine Solutions, Mackay who performed the valve and seat regrinds on all valves and also machined 20 thou off the mating surface. They also lightly lapped the valves to ensure a proper seal. Cost of this work was originally quoted at \$450 without seeing the head however final cost on completion was \$350. This cost reduction may have been influenced by my "old fashioned" payment method but I cannot say for certain. The work was performed to a very high standard using the best machinery available. Evidence of this was obvious in the mirror finish on the machined surface of the head.

Once I had the head back in my workshop I thoroughly cleaned it including a final scrub with thinners before repainting it with DupliColor engine enamel. Two coats of primer were applied first, a light "dust" coat followed by a heavier "cover" coat, followed by two coats of engine enamel, again a "dust" coat and a "cover" coat. 10 minutes between all coats so only a little over 30 minutes to repaint the head in total which was then allowed to "cure" for 14 days before reassembly. The valves were refitted to the head with new valve seals being fitted first. New valve seals were purchased from Sprint Manufacturing in the UK at around half the cost of genuine items from the local dealer and proved to be identical to the original genuine seals I removed from the head. At \$150+ for genuine seals purchased locally the savings were significant.

Total costs for the job including purchase of tools, consumables, paint, parts and machining totalled just under \$600 which is a considerable saving over the \$1,400 (plus freight) I was quoted to have the same work done interstate. I would estimate that I spent 20 hours dismantling, porting and reassembling the head and a further 12 hours stripping and repainting however the latter would still have been required if I'd had the porting and reconditioning work done interstate. Overall I was pleasantly surprised at how easy and relatively quick it was to achieve a good result when porting this head with home workshop equipment and very pleased with the cost savings that resulted. Hopefully the increased flow and compression will get me closer to the 80 rear wheel horsepower I was aiming for when this engine was first built but ultimately fell slightly short of when the bike was first dyno tested.

**Handymann**  
**Andy Mann - Treasurer**



Thanks to all who attended the Christmas Party 2018. I think everybody enjoyed the day. A special thanks to Bob and the Swans for the bain marie, Harold for the BBQs and the cooks and the set up and cleaner upper people. Whilst I was away in January I ventured over to Rathdowney to check out the pub, being a Sunday afternoon the roads had plenty of motorcyclists on them. I think all that attend the Week Away Ride 2019 will enjoy the riding in the area. The pub itself is only small but I think it will cater to our needs. We got there just as lunch was finishing, the food looked okay and the beer was ok. Looks very popular for day visitors. I enquired about the rooms, unfortunately the lady was working by herself and was hesitant about giving me a key to look in them. But she did explain the layout to me. As Lawrie explained previous there are 5 rooms in total, 1 room x Double bed and a single, the other 4 x 1 Double and 2 singles. No bunk beds, there is a bathroom and a bit of a kitchenette. There is plenty of area around the rooms to park motorcycles, also it a short walk about 100ft to the hotel. The rooms didn't look that big so it might be a bit cramped inside. The Caravan Park is about 500 yards away, not a lot there a few permanent vans and a shaded area not a large park. I think the venue would be perfect for our week away, possibly a little cool around that time. But the have a fire place in the pub.

Regards Andy Mann



Why is air a  
lot like sex?

Because it's no big  
deal unless you're  
not getting any.





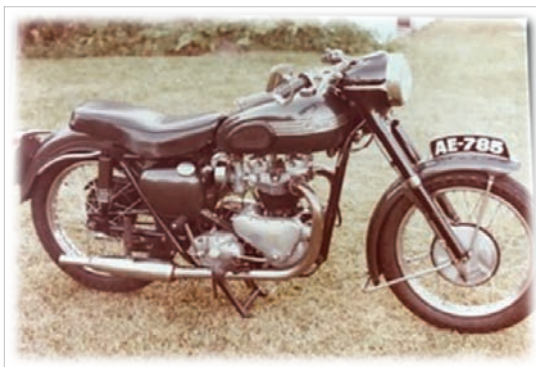
Mr. Percy.  
'The Revelation'



There is a misconception that I am a foundation member. To the best of my knowledge the BMOA Mackay was formed on the 28<sup>th</sup> August 1979 by Fred Field, Shelly Field, Brian Payne, Phil Daise and Paul Mackenzie. The criteria for being a member was that you had to own a British motorcycle. At this time in my life I was saving for a house so owning a motorcycle was not high on my priority list, although we still socialised with the members and attended functions. So it was around 1980 that I was able to get my hands on a purple and yellow 1957 Triumph T110, which I bought from Fred Field. It took quite a few months to restore the Tiger, including a new paint job.

Finally I was able to become a member of the club. In the early days the meetings were an informal affair generally held at a members house on a Sunday morning followed by a few beers after. The club became a little more formal when it became incorporated, as we had to have an AGM and elect office bearers. It is to the credit of all the committee members over the years that the club has progressed to what it is now.

Good luck, stay upright, Chris Percy.



## Cape York Motorcycle Club

### “The Noel Stephens Memorial Enduro” 1976 - 1986

Contributed by John (Dasher) Hills and past members of the CYMC

Only local riders contested this inaugural event as it wasn't advertised and was too far for riders to travel the 550 miles (850 km) of mostly dirt road from Cairns to Weipa. This course did include a section through a short spring fed section of scrub, which became so boggy after twenty or so bikes, it was impossible to walk through. Some bikes were bogged down to the seat, requiring a joint effort to rock it back and forward to relieve the suction and manually drag it up and sideways, then it would inevitably find another before going down again. The winner of this One Day Enduro was Bill Hendry, but a more important outcome of this event was, it planted the seed of enthusiasm and desire to develop an enduro to attract riders from further afield of Weipa. In late 1976 the CYMCC now spurred on by the success of the Cairns Two Day event and their experience gained from their own event, set out to determine if they could resource a bigger event for next year in honour of Noel. This meant more detailed planning and more commitment from all club members with assistance and support from the local community. The club identified the essential criteria, considered vital for its implementation and to ensure a successful ongoing enduro event:

**A Two Day Event.** This was determined necessary for the future, as people were prepared to plan and travel from far south for a well organised event, as was demonstrated by the Cairns event earlier in the year.

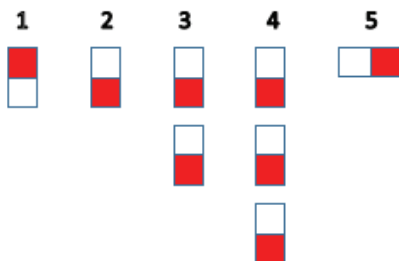
**Sponsorship.** The big lure was a substantial purse for Outright and Class Winners. This was initially \$1,500 for the outright winner, which was well and truly the richest purse in Australia at the time, generating strong, broad interest on the east coast.

**Organisation.** The event needed to be well publicised, with good communication, strong support from the local community for accommodation and on course management.

So in early 1977 with that seed well and truly germinated an enthusiastic bunch of club stalwarts commenced organising the Cape York Motorcycle Club's first two day enduro, to be held late in the winter that year. It was decided that the event would be a unique two day enduro, not be run over the same course each day, with course variations or reverse directions as had been the practice in a lot of events around Australia, mainly due to limited access to good enduro country and approved riding areas. The CYMCC was very fortunate to have access to vast areas of Cape York tropical savannah terrain, littered with creeks, springs and swamps which would provide a unique day one course. Competitors would experience riding through wilderness country, over ground never traversed by motorcycles and only disturbed by the feet of our indigenous community and wildlife for centuries.

The club identified the need to develop a new and better course marking standard, as the various existing systems, methods used in other areas of Australia were considered to be inadequate, especially in the remote areas where this enduro would traverse. Losing somebody in this country would have disastrous consequences and require mounting enormous resources to carry out a search and rescue operation if required.

### The CYMCC Course Marking



- 1) Course straight ahead
- 2) Minor Hazard ahead
- 3) Intermediate Hazard ahead
- 4) Major Hazard ahead
- 5) Course change of direction

Two and a half thousand course markers were manufactured from aluminium sheet 150mm L X 75mm W, half white and half day glow orange. The day two course would comprise previously well used courses along tracks, survey drill line grids and access roads around Weipa used the previous year. These required expansion to lengthen this course with exploration to link the new sections and existing routes together. This gave the club a good head start enabling members to set about the task of marking the majority of day two course, whilst day one was still in the planning. The need to map a new full day one course, outside of the previously available areas in the Weipa environs, started with pencil lines drawn on detailed survey maps from Comalco Ltd, with input of local knowledge from survey crews who had traversed these areas pushing exploration drill lines and sampling years before. Whilst the access roads from Merluna to Aurukun and Weipa were established, the area to the south of the Embley River within the mining lease had been surveyed the country from the limits of the mining lease to Aurukun was unknown. The only way to understand whether this area was traversable and a viable course option would require detailed discussion with the indigenous elders, who had travelled the Cape country wilderness for centuries. An elder from the Napranum Community established that there was a traditional track commonly used by the indigenous communities between Mapoon and Aurukun many years ago.

So an expedition comprising a Land Rover utility with fuel and supplies, three riders, Ozzie Blacker, Barry Hawes, Peter Jones Jnr, Weipa South-Head Stockman, Peter Jones Snr and a Napranum Aboriginal Elder as a guide. They departed as soon as able after the wet season around late April to travel the approximate 65km as the crow flies, from the upper headwaters of the Embley River to the steep and sandy Watson River crossing intersection with the Aurukun Road. This original journey took three days to complete, following the watershed past beautiful lagoons, creeks and wetlands to the Watson River north of Aurukun, then up to Merluna Station. They were able to establish and mark the basic route of the missing link for the proposed day one, which then enabled club members to complete the marking and timing of this section over the next couple of months. From Merluna Station the course was to follow the track up the Weipa Telegraph Line to a point known as the Jump Up, linking the Running Creek track back to the Saw Mill Start / Finish Line. The rise in the escarpment was promoted in correspondence as a big hill. After the event outside riders referred to this as just an anthill, compared to undulating country they rode in. Marking was now well underway, on both day one and two courses with preliminary hazard marking also being undertaken, with some section times established. Day two follow the Mission River was marked except for two connecting routes required around Willum Swamp to a section established further north. Another route joining these two sections through Wire Yard Creek back to the Jump Up, this excluded using the Peninsula Development Road as part of the course. Again with the help of the Head Stockman-Peter Jones and club member Dasher Hills, hours were spent, riding through bush around Willum Swamp Creek trying for a way through, only to be thwarted by impenetrable swamp or scrub. Eventually a link was found and the course passed through Peppan Spring at the spot which was to become known as "The Notorious Dasher's Swamp". This was a favourite annual pilgrimage spot for locals, visitors alike to view the spills and thrills and to spur on the riders. The swamp was to become a feature of the event until the last enduro in 1986. Images of the antics have been shared on slide nights and in magazine pages for years. Undoubtedly some of these riders will now be sharing (exaggerating) their stories and memories with their grandkids. One can only imagine how many images and stories would grace the airways with the modern generation's social media appetite. The Wire Yard Creek link was surveyed and marked (proving less of a challenge than the swamp), through virgin timbered country completing day 2. The countless hours of work went on right up to the event with correspondence, event details being sent to all newspapers and clubs in Nth Queensland. The Cairns Post were very supportive, posting stories about the event and what riders may expect, keeping all informed about the event and snippets of the unique country it would cross. Thirty riders nominated for this enduro, which required the Weipa Community to open up their hearts, houses to provide billeting for all these riders and support crews arriving in town to compete, at that time there was no Caravan Park or rental housing in Weipa.



Alf Musumeci from Innisfail the only rider to win the event three times



## Nostalgic highlights



The only lady to finish a Noel Stephens Memorial Enduro, Rhonda Leonard is congratulated by husband Wayne



Article contributed by  
John 'Dasher' Hills



My name is Glen Lennox. I have only been a member for a short time. For those of you that do not know me, I am the big red headed bloke. So how did I get into motor bikes? When I was a young teenager, a couple of my mates had motorbikes so I started riding them and so did my brother. Hence, I loved it.

**Here are a few of the bikes I have had over the years:**

- \* Suzuki A100 my first which I turned into a bush basher.
- \* KT250 Kawasaki trials bike which I bought off my brother
  - \* Ossa 250 ISDT yep a nice fast one.
- \* Yamaha DT400D which I got my motor bike licence on.
- \* Kawasaki KR250 road bike which was a replica of Greg Hansfords, World Championship bike.
- \* Suzuki GSX750 which earned the name "The Barge" cause it went like a rocket and had no brakes hence I had a couple of accidents on that one.
- \* Velocette LE still restoring. It should be a nice ride when it's finally finished.
- \* My Le Mans Moto Guzzi 850 M3 which I still have today well over 30 years old.
- \* MV Agusta F4 which is great on the open road and I still have that too.
- \* Honda Postie Bike which I used up in Darwin to get around town when I wasn't working. I've made some modifications and it may do up to 120kph.

So what is my dream bike? I'm pretty lucky because it's my MV Agusta. It's different to all other bikes. It rides like a dream.

Which is my favourite bike?

I can't choose. They all have different characteristics. Different ones are good for in town and others a good for being on the highway. However I wouldn't mind getting another Kawasaki KR250 but they are hard to find and plus I haven't told the wife yet.

Glen

## RH Pike—BSA 350cc Gold Star GP Racer



Former BSA development wizard Roland Pike built two of these frames for the 1952 I.O.M TT. One was raced with a 350 Goldstar engine, the second bike was raced with different engines on occasion, like an A7 Star Twin with aluminum barrel and head.

Pike was a well known road racer between 1936 and 1953. He entered 168 racing events, scored 29 first, 38 second and 13 third places. During his race career he joined the BSA factory where he became head of the development department. He also was responsible for the machines that brought BSA the success at Daytona in 1954. ( 5 BSA's within the first 6 finishers).

Pike started building these frames at home, but late 1951 he was offered a job at BSA as head of the development department, and finished the bikes at the factory. The frames look a bit like Norton's featherbed but where the featherbed uses twin front down tubes, this frame has a thick single tapered tube. The rear suspension is the swing arm type and is also made of tapered tube.

## Norton Suspension



RC174 was another great read especially the article on Norton Inter. As the owner of one of its less glamorous sisters, a 1952 ES2, I'm particularly struck by the comment ' The Inter sprung heel is, I believe, much better than the same fitted to the ES2, due to the different dimensions.'

I've seen similar comments before, most recently I believe in Paul Miles' comparison of the Inter and Velo cammy models. However, I'm not at all sure to what this difference may be attributed. A read through the 1951-4 parts book shows that the entire rear suspension consisted of identical components for all models from the ES2 right through to the 30M and 40M Manx models. Contemporary catalogue and road test pictures do show a very minor difference in the incline of the rear units, with the cammy models having the top slightly further forward than the ohv models, but I cannot see how this would change the behaviour in any discernible way other than by making the suspension slightly softer. I'd love to hear from someone who can definitively answer the question. I wonder why this difference in angle? Possibly it was to cater for the fact that the pushrod bike was much more likely to be burdened with a double adult chair? Or could it have been chosen as the ohc bikes persisted in using the vertical gearbox with its wear-prone external clevis joints (although I've never understood why)? My ES2 has the much better lay-down gearbox – in fact one factor which led me to choose this year over others when I was searching for a suitable machine.

I've always admired the ohc bikes from afar and believe that Titch Allen for one felt the garden gate models some of the most beautiful motorcycles ever produced. But they have never, to me, justified their elevated prices over their proletarian stablemates.



Especially when I read contemporary road tests from The Motor Cycle which show relatively small performance differences – 0-60 time of 16.4 seconds for the Model 30, 18.6 for the ES2, top speeds of 86 and 78mph respectively. And of course nowadays Mike Pemberton and others have shown it possible to release many more horses from the humble roadster.

I'll stick with my artisan's bike and leave the exotica (and oily trousers) to others. Although I have to admit that those piecrust tanks are a joy to behold! Ian Soady, member 3405

I suspect the Inter retains its following because it is such a dual-personality motorcycle. The ones I've ridden have been amazingly soft and sweet at low revs, just as amenable as the pushrod singles. Then they come on the cam and turn into total hooligans. By contrast, the tuned-tobejaysus pushrod bikes I've ridden have been hard to start and a bit of a handful; plenty of performance but they seem to lose their charming nature... Mind you, I wouldn't want to own and maintain a cammy Norton. I'll stick to my Model 18 in standard spec! Rowena Bond

Article from Real Classic 3 Nov 2018

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## LIFE MEMBERS 'Wall of Fame'

I would like to put together some A4 framed prints similar to the example below, of BMOA 'Life Members' With visions of displaying them at the clubhouse and also used for special events. If all okay would these members be prepared to submit a photo . Life Members can you assist?

Thanks Stu



# NOT BRITISH



## Honda SL350 History

### The Stopgap Scrambler

When Yamaha stirred it all up back in 1968 with the DT1 250 trail bike the future of motorcycling took a very specific and divergent turn. The days of making a half-hearted attempt at an off-roader were over.

Honda's immediate response was actually little more than a papering over the cracks exercise; it might even be seen as a cynical effort. The first Honda SL350 really was little more than a CB350 in a pretty summer outfit. The bike's mass at 364lb (165kg) meant it was still far too heavy for its intended purpose: Honda arguably still hadn't quite grasped what a trail bike actually was and was still too focused on the desert sled side of things as successfully capitalised on by the big British twins.

The CB's geometry meant that the 'new' SL had too much understeer on fast bends and the power came in a little too hard at 5.000 RPM. The bike was okay but not exactly what the market wanted; there was too much CB about the bike; it even retained the roadster's electric start. However, there were two facets of the Honda SL350 Motorsport that everyone seemed to love; the looks were stunning and the saddle was one of the most comfortable ever.



**Mackay - BDR**  
**Sunday—17th March, 2019.**  
**'PLEASE SUPPORT THIS EVENT'**

“to raise awareness of depression and suicide prevention

The ride will be departing Bunnings, Nth Mackay. The ride will cover approx 120km. The 1st leg is from Bunnings, Nth Mackay to the General Gordon Hotel, Homebush Rd for a brief stop. Then it will be on to the Mackay Aero Club, Juliet St for food, drinks and festivities. Several local businesses have donated substantial prizes in support of this event..The British Motorcycle Owners Association, Mackay will be supporting this noteworthy event by providing 'Corner Markers' and providing support at the Mackay Aero Club venue. BMOA, Mackay is affiliated with the Mackay Aero Club. If members of the public would also like to view the bikes and join in, you are welcome to come along. Start time, ride route and any other information will be made available soon or contact—Charles Linsley, on 0400051211 for information.

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### **FOR SALE**

Dri Rider boots size UK 11, USA 12, EUR 45. Scuffed toes otherwise  
G / Cond—\$70. Call Charles on 0400051211.

RJays top box, approx 40 litres, lockable, G / Cond— \$90 / needs mounting  
plate. Call Charles on 0400051211



## CLUB RIDES—2019

### February

17th—Monthly Club Ride

### March

17th—Monthly Club Ride

### April

21st—Monthly Club Ride

29th—Start—LDR

### May

10th—Finish—LDR

19th—Monthly Club Ride

25th / 26th—Bowen O/night Ride



Members not wanting to complete the o/night rides are quite welcome to participate and day ride only.

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Members are encouraged to contact the ride coordinators regarding new ride destinations or venues  
Tim Lucy - O/night / Sunday Rides  
Gerry Dempsey-LDR

## BMOA—ALL BIKE SHOW

JULY 21/22 - 2019

PAXTONS WAREHOUSE

RIVER ST, MACKAY

## THE PUB CRAWL

From William Thomas Eyles occupation in 1915 the business was known as the Eimeo Hotel. Now known as the Pacific Hotel



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