

TAPPET Rattle



March / April- 2019



 Find us on Facebook



MACKAY AERO CLUB

Celebrating
40 Years



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



Annual Membership
\$30.00



BMOA MACKAY - LIFE MEMBERS

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

BMOA EXECUTIVE

President — Bob Inkson * 0418 728 273
Vice President — Lawrie Kapitzke * 0407639 884
Secretary — Bernard Cannon * 0419 795 816
Treasurer — Andy Mann * 0402 213 972
Dating Officer — Lloyd Dornbusch * 0427 561 577

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

Inks on Anything Bob Inkson—President



It has been a busy couple of months for me, but as usual it all seems to come together. First up, a huge thank you to all in the club who volunteered to help with the running of the Black Dog Ride. 230 plus bikes and no one got lost apart from the few who followed the “Bunnings to Bucasia Handyman”. A big thank you to the corner marshals.

The club luncheon and refreshments worked out to a “t”, as the saying goes, “many hands make light work”.

The Aero Club’s AGM was held on the 16.3.19 and the following were duly elected to the committee. President—Julie Inkson; Secretary—Bob Inkson; Treasurer—Greg Christensen; Vice President—Andy Mann; Committee. Peter Currey; Erik Scheers; Keith Pearce.

As you can see BMOA bike club members are prominent on the committee so that the club should have no problems with continued use of the club house. ‘Keep your Eyes on the Road Ahead”.

Regards, Bob Inkson / President.



Meet the VeloStar: a Velocette 500 single in a BSA Gold Star frame with suspension from a Husky.

Loose Cannon

Bernie Cannon—Secretary



The Early Days

My first bike, other than my Dads lawn mower engine in a Malvern Star frame, was a 1975 DT100 Yamaha. I purchased this brand new from Joe Gralow for \$420 and paid it off over 2 years.



My first restoration was the 1954 BSA Bantam that I sadly should never have sold, but we say that about most of them. Some things never change though. In a couple of years I will be married 40 years and the sign language is still the same when I mention bikes.

Not all restorations were bikes and I restored this 1955 CJ5 Israel Army Jeep at the same time I did the BSA. Did I mention the idiot part for selling thing



Anyway that's my little bit for this issue. I have gone through and dug up photos of my restos over the years and some of the bikes I have owned so over the coming months I will include them in the Tappet Rattle. Hope you enjoy them as much as I do the reminiscing of the good times and growing up with bikes and the freedoms we had.

Cheers Bernie.

Handymann
Andy Mann - Treasurer



‘The DO’

Thanks to everyone who helped out at the Aero Club for the Black Dog Ride BBQ, Harold and Lloydie the Iron Chefs, Lawrie, Bernie and Dale the Burger Kings and Keith the money man. Stu after losing his hair organising corner markers rocked up and assisted with the tucker and all others who contributed. Was a bit of a challenge to guess how much food was needed, as the meat and rolls had to be ordered early in the week without many numbers registered. Discussions had been going on for a few weeks on the Friday nights at the club over a beer or 2. It was decided that any leftover meat could be used for the bike show, so I decided on 200 hamburgers and 200 sausages with enough rolls and bread to suit and that is what was ordered. How much lettuce, tomato, beetroot and onion do I need to go with that, 6 x lettuce's plus 1 x box tomatoes, 2 x big tins beetroot and 10kg of onions. I picked up the vegies on Saturday and cut the tomatoes up that night, got napkins, plates, etc, so was looking good for Sunday. With the help of Eric we picked up the meat and bread and 6 tins beetroot as I forgot the day before to get big tins from Campbell's then back to the club. Then it was time to start cooking and prepping the rolls, bread etc. I was originally on the Burger King assembly line, until Lloydie informed me there were no more burgers in the fridge, impossible, you haven't cooked 200 yet. Did a quick count of empty packets and discovered they had short changed me 100 burgers? Back to Coles to sort this out, but the chick was on her lunch break, no time to wait, grab 80 off the shelf that was all that was there and back to the Club. Sort the order stuff out Monday. Burgers straight on the BBQ, hungry bikers waiting for a feed, now we are low on beetroot, off to Coles Parkside, more beetroot and another 30 burgers to be safe. On return it looks like things are slowing down, thank god. So after all the excitement a total of 170 burgers and 96 snags were cooked, there was a bit still in the Bain Marie afterwards. We still have 6 packs of snags, 4 packs of burgers and 5kg of onions in the freezer for the bike show. Unfortunately food isn't a big money spinner, so having a bit left over means we only made a couple of hundred dollars profit, until we sell the rest of stock at the bike show. Summing up, I ordered 8 x 24 packs snags and 20 x 10 packs burgers they supplied 10 x packs of snags and burgers, 34 x 6 pack hamburger rolls and 12 x loaves of bread.

Regards Andy.

The Attraction of Opposites

In motorcycle development, like most forms of engineering, progress is a gradual evolutionary process. Many 'new' concepts have been tried before in a more primitive form and revolutions happen rarely. Two men were responsible for the evolution of Triumph motorcycles during the Thirties, both Londoners by birth and both moved to the Midlands in pursuit of their chosen careers. Yet as characters, they were total opposites. Valentine (Val) Page (1892 – 1978) was apprenticed to a South Coast garage before moving to Talbot cars in London and Coventry, then engine makers JAP at Tottenham. WW1 saw Page on government design work before he returned to JAP as chief designer. Following JAP's withdrawal from racing, Page moved to Ariel at Selly Oak and then in 1932 to Triumph.

His 'opposite' was Edward Turner (1901 – 1973). One of seven siblings whose father was an engineer Turner displayed a talent for art at school before joining the merchant navy as a trainee telegraph officer at age 16. Resigning from the navy in 1920, ET, an accomplished baritone, tried the stage before retraining as a fitter/turner. Night school honed his skills further and after a series of jobs including one at his father's business, Mr. Turner bought a small garage that boasted a Velocette agency. He designed and built his own prototype OHC engined motorcycle during his garage days, before selling up to join Ariel under Val Page. Following Ariel's restructuring in 1932, Turner became chief designer, then moved to Triumph in 1936 after Ariel boss Jack Sangster bought the ailing company. A gentle, thoughtful, focused man Val Page insisted on saying grace before lunch – even in the boardroom – while Edward Turner could blow his top at a moment's notice and ride rough shod over all and sundry to achieve his goals. Page's drawing office was a place of calm where, undisturbed, he would turn out ultra-detailed drawings. Turner's office was, at times, filled with self created bedlam. Company decisions, finance, production details...all vied for the attentions of the man who completed many of his best designs on the backs of discarded fag packets. From an early stage in his career, Valentine Page understood the intricate process of quantity production at competitive costs. In Fact, when both were employed at Ariel, he was responsible for ensuring Edward Turner's Square Four could be manufactured at an acceptable price. Late in his career, ET admitted he learnt much of his production engineering skills from Page. These 'opposites' built some of the most attractive motorcycles in the history of UK manufacturing. After joining Triumph, using experience gained while employed at Ariel, Page discarded old designs and gave the company a range of spanking new singles including the 2/1 and L2/1 250's, 3/2 350 and 5/5 500, plus side valve models, economy models and the 5/10 racer. Val also gave Triumph their flagship 6/1 650cc parallel twin, sight of which caused ET to blow his stack, claiming Page had based his design on 'his' Square Four!

Val Page left Triumph for BSA when Jack Sangster bought the company and installed Edward Turner, who immediately set about re-vamping the existing range. Within months Turner launched his Tiger 70/80/90 range of 250/350/500cc OHV singles. Rather like a fashion house designer, ET had styled existing Triumph's into something young riders would fall over themselves to buy.

When under Val Page, ET suffered his first lessons in budget production and smarted as Page pared pounds off Ariel Square Four manufacturing costs by tweaking design features. In charge at Triumph, Turner used the same skills to produce attractive packages at affordable prices. Then he revisited each design to achieve more for less, a skill highlighted by the short history of the Tiger 70. The Val Page L2/1 with its integrally forged crankshaft – a design appreciated by tuners for its strength and balance – had many design features unique to it, making manufacture costly. On paper the L2/1 was the obvious choice for Turner to base the design of his smallest Tiger on. But within months, ET realised production costs of the Tiger 70 were too high and was quoted as saying “Triumph were giving a fiver away in the toolbox for each example sold.” The solution was simple, redesign the model this time based on the heavier 2/1 which shared many parts with the larger 350 / 500cc – and the crankshaft was cheaper to make.

At BSA Val Page was involved with the M20 and Gold Star projects among others, before returning to Ariel to design the Ariel Leader and later Arrow models using the German Adler two-stroke twins as inspiration. Edward Turner became more and more embroiled in big business, but still oversaw much Triumph design work and even found time to come up with the V-eight (SP250) sports car for Daimler, one of Triumph's then sister companies.

Even in retirement the two were opposites. Val Page worked into his seventies, albeit latterly as a consultant at Ariel (then owned by BSA Group) before retiring quietly to the Cotswolds village of Chipping Campden. Turner retired as Managing Director of Ariel/BSA/Triumph in 1964, but remained on the BSA Group board to pursue leisurely interests including sailing his 45ft yacht Charane. But his much earlier loss of his first wife Marion (Edith) in a car crash, pending divorce from his second partner Shirley and the impending end of his career, left him unsettled. Regular house moves including one to the Bahamas saw him finally settle at Ockley, Surrey, where he died during an afternoon nap in 1973.

The Classic Motorcycle magazine, May - 2002. Lawrie



Val Page



Edward Turner



1954 - James 'Captain'



The James Cycle Co was one of a clutch of famous British motorcycle manufacturers from the late 19th and early 20th centuries that failed to hold off the invasion of Japanese bikes in the 1960s. The Captain was its flagship model in the 1950s, almost exclusively painted in maroon and sharing the Villiers 197cc, 2 stroke engine with its predominantly green clothed stable mate Frances Barnett – both marques were by then under the ownership of AMC.



Mr. Percy.
'The Revelation'



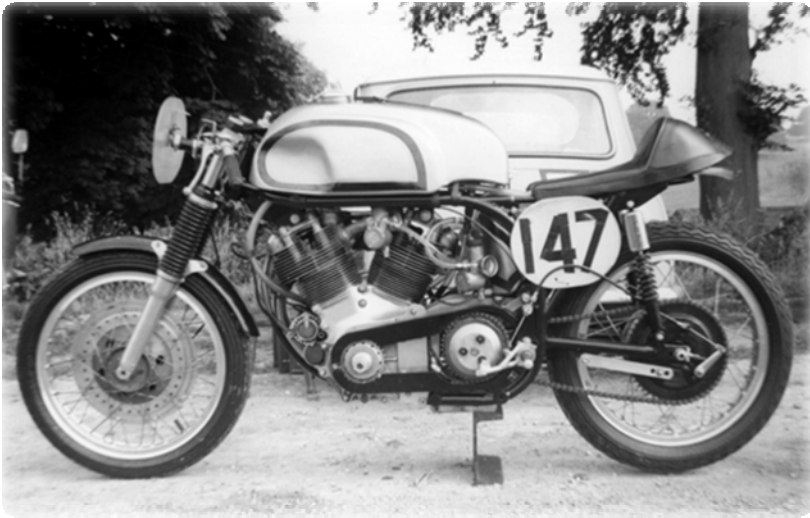
There is a misconception that I am a foundation member. To the best of my knowledge the BMOA Mackay was formed on the 28th August 1979 by Fred Field, Shelly Field, Brian Payne, Phil Daise and Paul Mackenzie. The criteria for being a member was that you had to own a British motorcycle. At this time in 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.



Curtis Racing Frames



Denis Curtis started to race in 1965 on a stock BSA 350 Gold Star that had been lent to him by a friend. Like many at that time, Denis often rode the bike to Cadwell Park, Lincolnshire, taped-up the lights, added number plates and went racing. As he was only 16 years old, his mother had to sign a waiver, leaving his father out of the secret. But Denis also had another secret; a plan to build his own racing bike, a Vincent special to compete in the Clubman Open class in the UK championship. The project began in 1965, while Denis was an apprentice at Jig and Tools Design at Lincoln. His vision was not to make as a classic Norvin, but rather in a way to use the most of the original racing bike to make it more competitive. Thus was born the concept to replace the Manx engine with a Vincent V-Twin, built on the exact crank centerline of the Manx, for better weight distribution and ease of maintenance (valve clearance adjustment, etc.). Consequently the Vincent twin unit had to be chopped to remove what was not necessary – the swinging arm anchorage, the primary transmission case, dynamo mounting and gearbox in order to mate it to the Manx 4-speed gearbox/transmission. The frame also had to be heavily re-engineered. The front down rails were removed to suspend the Vincent engine from plates attached to the steering head and boxed-in for strength (1). Completing the picture was the upgraded engine to the Black Lightning specification. Once the project completed in 1967, Denis raced the bike himself for the first season and subsequently sponsored Martin Bland for a couple of races before selling the bike to Bland. Between 1968 and 1970,

Curtis made seven more Curtis-Vincent twin cylinder race and street bikes using Norton frames, but only three of those used Manx Norton frames and cycle parts (2). In all cases, the front down rails were cut out just underneath the Norton steering head. In 1970, Denis emigrated to Canada where he started his own business in 1972 (3) producing frame kits and cast magnesium wheels for both race and street bikes. But in 1973, Denis was approached by a customer asking him to make a Curtis-Vincent specially for him as the customer had a spare, chopped twin engine for which he had no use. Curtis accepted the commission and used the same concept as previously, but made the frame and swinging-arm from scratch with 4130 Aircraft Chrome-Moly Steel tube. A total Dennis built five bikes in such style, and all were for chopped engines (4). In 1977, Curtis sold his business in order to focus on other activities. But 30 years later, his new company CMR (5) was incorporated with the intention to resume motorcycle rolling frame manufacture. Several collectors soon learnt that Curtis was producing frames again, and asked him to consider reproducing and updating his Curtis-Vincent concept. Denis accepted the challenge and CMR is currently working on three special orders that we will have the opportunity to feature in the future as the bikes are completed. Would it be a surprise to tell you that all projects are using chopped cases? No, thought not. CMR is now ready to take on more projects, although the core activity is focused on building traditional racing frames for Yamaha 4-cylinder and 2-cylinder, 2-strokes and 15 other classic racing models, which are becoming popular in classic racing circles. Unlike Fritz Egli, who built the frame around the Vincent power plant, Curtis took the challenge the other way around. In essence, carving the Vincent engine to fit it into a Manx Norton frame in order to deploy the cutting edge racing components, brakes and forks of the time. As a result, the racing bike was light, handled well, and was much lighter (like the Egli, and London built Parkin-Vincent) than the standard Stevenage product. Vincent purists have often derided the non-reversible alteration of the Vincent engine. It is certainly true, but at that time it was current practice for racing: Vincent twins were among the fastest power units available until the early 1970s, and were also cheap. Racers, then as now, want the maximum power for a minimum outlay. Hence the slew of specials, in road racing and sprinting, utilizing the 1000cc power plant, harnessed in more modern frames and running gear. Paradoxically, Curtis' idea today turns out to be a great way to revive the already chopped Vincent engines that are looking for a second life from their repose on the shelves and under benches in garages around the world.

Curtis Racing Frames, based in Belleville, Ontario, has scored major success in Australia's International Challenge Races, with American roadracers using its frames to great results.

1955 BMW R25

Owned by Denise Scott

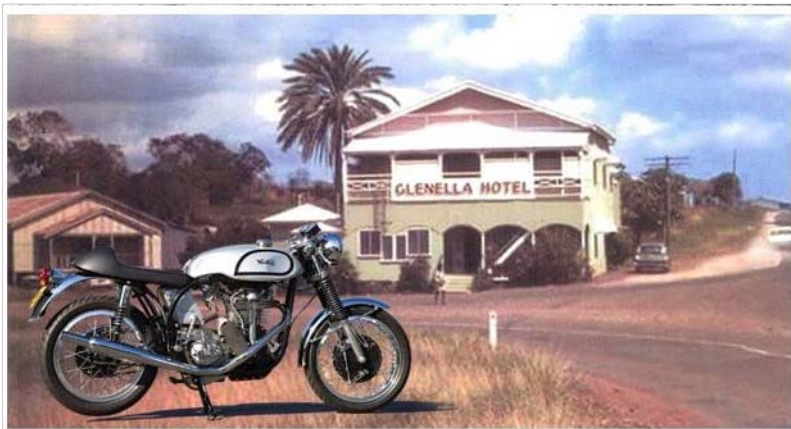


Denise was always happy to be pillion on the back of her husband Artie's bike, but when she turned 50 and her friend Sheryl was getting her motorcycle licence, she thought "why not." To Denise the only downside to not riding pillion is that when they stop at a pub she can't have a beer anymore! After riding for some time on her L plates with her husband and friends she and Sheryl thought they should have a lesson prior to sitting for their test. Her instructor's advice to them was that they "...would be lucky to get your licenses tomorrow..." but half way through the test they had ridden so well that the licence tester had the paperwork ready to go. Denise's first bike was the ever-popular learner's VTR 250 Honda and her current collection includes a sublime 1955 BMW R25 single, a 1955 BMW R50 and a 2008 Moto Guzzi 750 Brevia. Denise is petite so with help from Mr Minit, who put an extra 1 inch tread on her boots, and a carefully lowered seat on the Brevia, she is all set up to tour long distances and doesn't have to pull up beside a gutter all the time. Husband Artie, who has a 1982 Moto Guzzi California, 1955 Velocette and a 1927 AJS and is charged with the responsibility of looking after all these motorcycles, is supportive of Denise's decisions to move from the back to the front seat. Denise is referred to by some envious members of the Mackay motorcycling community as 'sponsored' as Artie is an extraordinary mechanic and she acknowledges that she wouldn't have motorcycles if she didn't have him to maintain them for her. It was Artie who told her to "ride it like you stole it" so she does. Denise does prefer to ride the BMWs but as they regularly go on long rides she needed something bigger that will cruise at a faster speed. The longest trip she has been on was for nine days out to Lightning Ridge. Both BMWs cruise well with a top speed of 100 km once they get going.

They are members of the Velocette Club, the British Motorcycle Club and the AJS club and have done some 'awesome' rallies. Being petite can be a problem when touching the ground is not easy. The Guzzi slid out from under her in front of the Leap Hotel in the gravel, it was just a graceful slide but a drunken fellow came off the verandah and tried to help Artie pick it up which made things worse. Denise found herself in a similar situation at the roundabout in North Mackay; when she went to take off the BMW slipped on an oily substance on the road. A group of Lycra clad men hopped off their pushbikes and raced over and helped pick the bike up. It was great that people came to help in these situations but the jury is out on what was worse - the sight of the drunk or the lycra clad cyclists. Despite having a range of amazing machines in her shed Denise's dream motorcycle is a 494cc 1925 BMW R32, the first motorcycle to be badged as a BMW. The R32 established the boxer-twin, shaft-drive powertrain layout that BMW continue to use. All up Denise and Artie have six road registered bikes, a couple of dirt bikes he is going to make one out of and an AJS basket case. Denise suggested that Artie will need "...around 300 years to complete his projects."

Courtesy - Lauren Turton

THE PUB CRAWL



The Glenella Hotel was located on the corner of Davey Street and Hill End Road, now a vacant block. It was named the Separation Hotel in support of the North Queensland Separation League which was strong locally at the time. The hotel was allegedly rebuilt in 1919 after being largely destroyed in the 1918 Cyclone. The Glenella Hotel was demolished c. 1980 the License was transferred to Mount Pleasant Tavern.



THE ORIGINAL
Norton
MOTOR CYCLES

ROWAN
on his
NORTON

Another great read as usual. Makes my paper based efforts look pretty ordinary. I was pleasantly surprised to see my Norton Inter featured in the Rattle in the form of a reprint of a letter to the editor or Real Classic as a result of a road test done on my Inter in the October edition of the same Magazine. I was really surprised that a Pommie magazine would be so interested in an Inter from Aus. Rowena explained that they are now very rare and very expensive in the UK and hardly seen on the road anymore. Anyway for the interest of members, I can explain the Norton suspension particularly in relation to comparisons with an ES2 of the same era. Have no problems if you want to use this as a letter to the editor in future Tappet Rattles if you like. There are significant differences between an International and ES2 frame, and of course more differences again between the Inter and the Manx frames. Both the Inter and Manx frames have steel tube of a higher specification to the ES2 plunger frame, being of higher tensile strength. I do believe that a Manx frame has a higher spec again over the Inter. Going forward in time, the Inter and Manx frames are more prone to breakage than the ES2 due to the tensile spec. Main breakage is of the front downtube and the tubes between the gearbox mounting point and the rear frame. The tank mounts and seat mounts are substantially different between the Inter and the ES2, the latter being a full casting including the large round holes for the rubbers. Inter frames have much smaller lugs which have 2 bolt points to mount a strip of metal which makes up the tank mount. The rear one is cranked upward on the right side to clear the carb and aligns with the cut out in the tank. The rear frame sections are very different, being that the upper suspension tubing is 3/4in shorter than an ES2 whilst the chain tubes are 3/4 in longer. This gives the forward cant of the Inter and Manx rear plungers. Otherwise the plungers are identical to the ES2 although I found that spring rates differ slightly between Manx and Inter. The chain tubes also contain serrated mountings for the rear set footrests, and the mounting of the brake lever behind those mounts. If you don't have rearsets on, you mount the footrest in the left side rearset footrest mount to have the brake lever position correct in relation to the forward mounted footrests.

The footrest mounts themselves are much longer than the ES2 ones which gives a slightly rear set position even in the standard mounts between the gearbox and the motor. The rear mudguard mount on the seat stays on an ES2 is tubular and the Inter and Manx is ALWAYS 1in strap steel without the cast iron lugs of the tube. This is the easiest way to tell them apart at a distance even if an upright box frame. Granted the Inter and Manx frames are quite similar, but there is a significant difference in weight. Most cast iron lugs on a manx frame were skeletonised by the factory to save weight so you will see tubing inside the lugs in a lot of places, particularly engine mounts and tank mounts. This difference is almost impossible to replicate if making a Manx knockoff, so is a good way to tell if it is a genuine Manx frame. Also not well known, is if you are looking at buying a Manx frame and not sure, turn it over and examine the underneath of the upper front engine mount. Every true Manx plunger frame I have seen has RACING stamped on the underside of that lug. ON the road, the difference amount to a spirited ride, with a more compliant ride from the rear, together with excellent handling for a plunger setup. I love it.

Cheers - Rowan Bond



A little boy was sitting on the footpath with a bottle of Turpentine. He was shaking it up and watching all the bubbles. A Priest came along and asked the little boy what he had. The little boy said, 'This is the most powerful liquid in the world; it's called Turpentine.' The Priest said 'No' the most powerful liquid in the world is Holy Water. If you rub it on a pregnant woman's belly, she'll pass a healthy baby. The little boy replied, ' if you rub Turpentine on a cats arse, he'll pass a Harley Davidson !

Nabiac Motorcycle Museum

On my recent touring trip to the Forster area on the mid north coast of NSW I visited the motorcycle museum. It is just off the main highway with good parking even for caravans. Well worth the stop and spending a couple of hours checking the collection of restored and works in progress. They have around 800 motorcycles on display. The museum is in Nabiac, NSW, approximately 140 km north of Newcastle before Taree on the Pacific Highway.

Open every day (except Christmas Day)

9am - 4pm

Last entry - 3.30pm

Makes on display

ACME, ABW, AJS, ARIEL, BENELLI, BMW, BROUGH SUPERIOR, BSA, CHANG-JIANG, CORGI, COTTON, COVENTRY-EAGLE, CZ, DKW, DOT, DOUGLAS, DUCATI, EXCELSIOR, FRANCIS BARNETT, HOWALL, INDIAN, IVER JOHNSON, KAWASAKI, KENILWORTH, LEVIS, MARUSHO LILAC, MATCHLESS, MILITAIRE, MORBIDELLI, MOTO MORINI, MOTO GUZZI, MV AGUSTA, NER-A-CAR, NORTON, NSU, PANTHER, PUCH, RIGA, RICKMAN, ROVER, ROYAL ENFIELD, SCO, SUNBEAM, SUZUKI, TRIUMPH, URAL, VELOCETTE, VINCENT, WARATAH, WARRIOR and YAMAHA

Admission

Adults - \$15.00

Family (Parents and children under 17 yrs) - \$45.00

Children under 14 - \$5.00

School students 14 -17 years - \$10.00

Group prices

History

Motorcycles formed a very important part of Australia's transport history, as they provided relatively inexpensive method of motor transport. Fifty years ago, for many Australians their introduction to the roads was by way of the motorcycle. Brian and Margaret Kelleher have been motorcycle enthusiasts for decades and developed their passionate interest in the sport as members of the motorcycle industry.

Contributed by Bruce Crowther

'BLACK DOG 1 DAYER RIDE' MACKAY / 2019

BMOA, Mackay in conjunction with the Mackay Aero Club and Tiger Moth Museum hosted the post ride celebrations for the Black Dog 1 Dayer Ride, Mackay. Upon arriving at the club house around midday it was obvious that the riders, public and members were supporting the event. The carpark and surrounds was filled with bikes and cars. I estimated a couple of hundred or more people in attendance and was quite hectic at times. Well done to the members who volunteered their services and time to put together a great end of ride function. Plus to the lads who helped out with the Corner Marker positions on the day. Thanks goes to Lawrie who tidied up the back end of the ride where a few problems were exposed. All in all the ride went well apart from the start. Riders were briefed on the route and other relevant info. But within 100 metres at the exit of Bunnings, turn left had exited some riders brains and off they went to the right. Better luck next time.

Stu

2019 Brough Superior Anniversary



Built to order
\$158,000 AUD

NOT BRITISH



1969 HONDA CB 750/4



The first CB 750s rolled off the production line in late 1968 early 69. Stress is placed here on the word “production” – as 1969 models designated, simply, CB 750 (without a K-number suffix.) The CB 750 K0 was the second model, a transition model, followed closely by the 1970 K1, and so on through 1978 and the K8. The 1969 “sand cast” production had engine crankcases that were cast in “short-term moulds” that were unsuitable for mass production. Honda did not want to pour, no pun intended all their investment capital into one strategy before they had some measure of its likely success. Technically speaking those early moulds were not made of sand. They were steel moulds and the process is called gravity or low pressure die casting, a process which produces a mildly rough exterior texture that is somewhat similar to that of sand casting. Once success came Honda switched to “high volume” pressure die cast steel moulds. But “sand cast” stuck.

For many of our generation the 750 Four was a blast the first time that we saw one. A genuine step forward, 4 cylinders, 4 pipes, electric start, turn signals etc. However what made this bike famous also made it look obsolete quite quickly. The Honda Four was unable to keep up with the technology race that it kicked off.

THE SAMMY MILLER MUSEUM



On a recent trip to the UK I was lucky enough to visit Sammy Millers motorcycle museum. I'm guessing that more than one or two of you have also been lucky enough to visit the museum so I hope this wont bore you too much. This museum houses one of the finest collections of fully restored motorcycles in the world. The main difference between this and other museums is that most of the bikes are actually used at various events, around England and the world. Apart from the museum which was truly amazing, Sammy himself amazed us as on the day we visited he was out in the paddock on a trials BSA going over the bumps. To be able to still ride like that after a life of road racing and trials at his age he truly is a legend.

Contributed by Richard Ross

CLUB RIDES—2019

April

21st—Monthly Club Ride

29th—Start—LDR

May

10th—Finish—LDR

19th—Monthly Club Ride

25th / 26th—Bowen O/night Ride

June

16th—Monthly Club Ride



BMOA—ALL BIKE SHOW

JULY - 21 / 22 - 2019

PAXTONS WAREHOUSE
RIVER ST, MACKAY



‘MY BIT’

Well done to those who stuck up their hand to take on major roles at the Mackay Aero Clubs AGM recently. Without these dedicated few the Mackay Aero Club would soon be no more and along with that the clubhouse. Several of these people have fingers in many

pies within the Mackay community and their efforts should be applauded. Many people take it for granted and that things just happen. So how about members taking on some tasks to ensure the Aero Club stays around and that BMOA Mackay will be able to celebrate more milestones.

[This year BMOA, Mackay celebrates its 40th anniversary 1979 / 2019.](#)

Thanks to those who helped me out with the corner marking for the BDR, Mackay. This is another way of promoting BMOA, Mackay plus assisting a great cause.

Stu

WANTED

Front forks complete or bottom sliders to suit 1964 triumph Tiger 90.
Can be early outside spring unit forks or internal spring Pre-unit forks.

Steering damper assembly for the same. Also centre stand.

Contact – Jim Schibrowski Ph: 0407 741302

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.