

TAPPET Rattle

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



Annual Membership
\$30.00



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Caps / Bucket Hats	\$15.00	Badge (Sew On)	\$8.00
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Inks on Anything

Bob Inkson—President



As I “put pen to paper” other BMOA Mackay members and myself have just returned from the annual Bowen Ride. As most club members would be well aware Lawrie and a very large kangaroo had a walz down the Collinsville-Elphington Road. I won’t dwell on Lawries injuries, but I would like to congratulate the four members riding with Lawrie for their reactions, no panic, assessed Lawries situation, then got on to help. Ambulance, RACQ and the Newlands Mine Rescue Team notified, the Newlands team were on the scene within minutes. When accidents at this level happen, it makes me proud to be the President of such a great club. Not one member even thought of riding on, we all stayed until Lawrie was on his way to the Mackay Base Hospital. The bike was loaded onto a tilt tray and on its way to Nebo before we left for Bowen, great effort to the guys. Sadly the kangaroo didn’t make it.

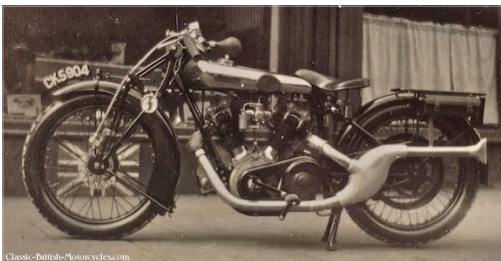
Just a hands up, we need numbers for the 40th Anniversary Dinner. Don’t leave it till the last minute as we need to notify the caterers and also we only have limited seating in the clubhouse.

Regards Bob.

MYSTERY BIKE! Your big chance to prove your depth of knowledge.

Can you identify the make, model of this interesting old V-twin?

Answer - check below.



A Montgomery Anzani twin.
Montgomery was an early British motorcycle manufacturer. At one time they manufactured sidecars and was based out of Bury St Edmund's, Suffolk until 1911 then moved to Coventry.

ANSWER

Lawrie Kapitzke Vice President



I'm sure that by now most of you have heard that I had the misfortune of colliding with a rather large kangaroo at high speed on the Bowen ride recently. It was a very big hit and the resulting high speed slide down the bitumen is not something that I am eager to repeat however I do realise that I am extremely lucky to have only suffered relatively minor injuries considering the circumstances. I have a broken left wrist, a broken left collar bone and some gravel rash on my lower right leg but that is the extent of my physical injuries – thankfully. I estimate that two seconds after spotting the roo I was on the deck – that's how quickly it happened. I did get on the brakes, and hard, but I doubt that there was much opportunity for speed reduction before impact. I suspect that the bone breaks were caused by the initial hit as I remember being slammed hard against the handlebars and instrument panel on impact. The bike went down on its right side with me still on-board and we slid together for some distance with my right leg still under the bike before I finally let go of the bike and freed my leg. It was at this point that I began to tumble/bounce down the road for several more metres before finally coming to rest. I gave the roo an impromptu character assessment while getting to my feet and assessing the damage I had suffered. I recognised the broken wrist and collar bone almost immediately but I was relieved to be basically intact. The protective gear I was wearing certainly did its job, in particular the armour in my jacket which no doubt saved me from some very serious gravel rash at least. My only regret is that I was not wearing Kevlar jeans which may have saved my leg from gravel rash. There is only minor damage to my helmet but I am happy that damage was not done to my head. The bike looked to be in a very bad way laying on the road but once we got it upright I was surprised at the fairly limited amount of damage considering what I had just done to her. The front guard, headlight, mirrors, screen and indicators are all damaged and I would not be surprised at all if the forks are bent. We were able to wheel the bike off the road. There is gravel rash on the alternator cover, the foot brake pedal & right foot peg have been ground away and the right-side muffler is cactus. The tank & seat appear to have escaped injury. I was running on adrenalin whilst making this assessment so I expect to have missed some details however I am confident the bike is not a write off and I have all of the spare parts necessary to rebuild her. The question is will I get the job done before the Week Away ride in late August considering that I have to heal first.

So that is my report but not the principal reason for this e-mail. I would like very much to sincerely thank all of my fellow riders who took care of the situation in a very efficient manner. Within 10 or 15 minutes the emergency rescue team from Newlands mine was on scene rendering assistance (thanks Stu and Johnny Oxy, good thinking), an ambulance was on its way from Glenden and the RACQ was being organised to pick up the bike. The guys stayed together and waited to see me safely off in the ambulance and my bike safely off on a truck. That involved some 3 ½ to 4 hours on scene before they finally continued their journey. For all of that I am sincerely grateful and extremely thankful. I would also like to thank the many fellow members that wished me well and offered any assistance I required as soon as they became aware of my plight. Thank You – I am humbled at your concern and very appreciative of your offers of assistance. A special mention must be also made of the member that has taken it upon himself to retrieve my bike from the Nebo holding yard – Thanks Mr. Dumma, I am forever in your debt.

In closing I would like to draw members attention to one fact that I have become aware of. RACQ Roadside Assist does not cover retrieval of your bike after an accident, breakdowns yes, accidents no. It cost me \$1,500 to have the bike picked up and taken back to Nebo. Live and learn. I am now sorted and out of hospital after having my bone breaks plated but I will be well and truly back on my feet by the next meeting. Thanks once again to everybody.
Regards Lawrie



Before the event, Bob, Lawrie, Trevor and Johnny (suicide bomber) Oxy admiring Lawries immaculate Bonneville which he had recently given the once over.

Loose Cannon

Bernie Cannon—Secretary



Continuation of my restorations and bike memories over the years.

I rebuilt the Honda 50 for my young bloke when he was about 5 years old. This was his first bike and later on I purchased Luke Burgesses KLX125 Big Wheel for him and we sold the Honda. I am in the process of hopefully buying the Honda back from the bloke I sold it to all those years ago and hope to have it for display in the bike show being Honda themed this year. Will be nice to have it back and over time restore it again to as new.



The picture below was taken in the late 70's either at the track at Bucasia near where the Nursery is today or out near Bayersville. I am not sure now.



Used to muck around weekends at the Bucasia track and out at Bayersville.

Sorry for the quality but the cameras were not as they are today.

Would like to see a lot more members get out the old photos and get them into Stu for the Tappet Rattle. It's nice to look back and share the memories and I hope you enjoy some of the pics as much as I do. Cheers, Bernie.

BMOA Mackay XLDR “To the Red Centre and Beyond” 2019

Contributed by Gerry Dempsey

The X Long Distance Ride was quite different to any other LDR and I must say in my opinion it is the best LDR that we have completed. The planning for this ride started approximately 9 months ago when I put forward the proposal that we would venture far from home. No destination or dates were set this continued to evolve right up to about 3 months from departure. Bob Inkson and I had known from many discussions over Bob's Motorcycling Atlas that there were still a couple of MAJOR regional roads that the BMOA had not ridden and that we would try and encompass those. The roads being Julia Creek to Cloncurry and Charleville to Augathella road.

The number of attendees was substantially less than previous rides and I believe this was one of the reasons for the rides success. They were 5 riders, Chris Percy, Dennis Gregor, Dave Catchpole, Paul Gallant and me. As a supplement Peter Mills asked if he could tag along in his ute. This proved to be a significant contribution to the success as the ute support and supply of 2 x Engel fridges by Paul Gallant was an immense cost saver. Plus this added a huge amount of contingency on a ride of this length. The planning of supplies for the ride worked perfectly with minor resupplies in Alice Springs and Broken Hill. Initially the ride was out to the Red Centre or Ayres Rock and back the date was actually set after lengthy consultation and advice from Pat Honan of “Alice Springs Motorcycle Tours”. With that and the attendee numbers in place I then went about confirming the out and back accommodation trying to stage it at different places. Once I had that in place everything was set to go and then the group said at one of our BMOA monthly meetings, “Nah we don't like that lets turn right after Erldunda (turn off to Ayres Rock and the Olgas) and head south to which I said ‘Your Fkn Stupid’ do you know what your letting yourself in for? Their reply was ‘Nuh’ anyway let's do it, so back to the planning board, cancelling about 70% of the accommodation, rescheduling everything and turning the ride from 11 days and approx 5,000 km to 15 Days and 6,900 km. The Ride Plan was then developed.

Day 1: Mackay to Pentland 579 km - The ride departed from the Shell Northside Servo on time @ 8.15am, first stop at the new Puma Servo at the Old Crap Pot midway between Proserpine and Bowen. This is actually the half-way point between Mackay and Ayr, it was then on to Ayr and Sandy Corner opposite Pioneer Park Speedway circuit Brandon for our lunch break. After lunch onto the Giru turn off to Woodstock and then onto Charters Towers before heading out to Pentland for our first overnight stop at the Pentland Hotel Motel. The pub was great, the motel arrrr wasn't so great and for classification purposes we will use “The Swing a Cat Method” for our room. This was impossible with 2 x single beds in a single bed room it was a (zero SC rating), but such is life.

Day 2: Pentland to Mt Isa 664 km - This was to be one of the bigger days so on the road at 7.30am and started dealing with at least 200 x B Triple or ABB Quad configuration road trains heading in either direction. We believe this volume was mainly due to the damage to nearly 1,000km of rail line due to the recent flooding. Would have to say there was no problem at all they were very courteous. We stopped at White Mountains National Park for a quick look around before heading to Hughenden for smoko then on to Richmond and Julia Creek for lunch and then to (BMOA box ticked) Cloncurry and Mt Isa arriving at 4.30pm. Stayed at the Outback West Motel where we had stayed previously (4 x SC rating). A quick stroll to down town Mt Isa, which was pretty quiet on a Tuesday night but the "Old Isa Pub" was packed so we decided to have dinner there and it was great.



Day 3: Mt Isa to The Three Ways 637 km - Another reasonably long day so on the road at 7.45am heading for Cammoweal for a refuel and then the cross over into the Northern Territory. Where the first stop was at the Barkley Homestead this is where we were introduced to high fuel prices \$1.97 per litre and billions of bush flies. Of course very quickly we were all into buying fly nets as our latest fashion additions. From the Barkley Homestead it was onto the Three Ways Roadhouse and accommodation, on that ride it was our first encounter of some wet riding which was luckily short lived. Here we had our fair dinkum introduction to trillions of bush flies they were so bad we had our afternoon drinks and nibbles through the fly net. The food at the road house was tremendous however the accommodation was (1 x SC rating)



Day 4: Three Ways to Alice Springs 536 km - Another reasonably long day so early on the road with the first stop at the Barrow Creek (Shithole) roadhouse. This place although very unique is a dump with 1 out of the 5 bowzers just working. Then it was onto Aileron Roadhouse which was much better here we had lunch and we arrived in Alice Springs about 3.30pm. The Elkira Court Motel was excellent (6 x SC rating) however we were warned to LOCK and SECURE EVERYTHING due to the unwanted visitors that sometimes visit during the night. (We had no problems)



Day 5: Spare day in Alice Springs - We spent the day wandering around Alice Springs and visiting the local attractions including the Australian Road Transport Museum and the Anzac Hill Lookout both of which are a must do. Make sure you drive up the hill it is worth while

Day 6: Alice Spring to Curtin Springs 361 km - A relatively short day stopping at the Eridunda Roadhouse Complex which is absolutely massive 150 Bed Motel, Bar, Bakery, Bistro, Garage, Supermarket and they sell fuel also. This is supposed to be the dead centre of Australia but Dennis reckons "That is BS". Anyway we took the opportunity for a group photo before heading onto Curtin Springs a further 160 km west towards the rock.



Curtin Springs is a family run station and accommodation with about (2 x SC rating). The home style food was great but the beer was bloody expensive at \$7.50, easy to understand why we take our own drinks and nibblies. We met a couple of guys from Northern NSW on BMW's here and they were doing a very similar ride to ours but in the other direction and taking twice as long.

Day 7: Curtin Spring to Ayers Rock the Olgas and back to Erldunda Roadhouse 439 km -This was a big day, we departed at 7.30am and headed further west into the vast interior towards the WA border. The first stop was the Olgas or Kuta Tjuta as they want to call them these days. From there back 50km to Ayers Rock or Uluru where you have to pay \$25 p/person for a 3 day pass. After visiting Ayers Rock we then went into Yulara the resort town for a refuel (where they rob you further) and a lunch stop.



Part of the group getting capabilities and ambitions confused.

After lunch is was head back to the Stuart Highway junction and Erldunda Roadhouse for our overnight stay. This was a particularly hard ride of 246 km with only one break at Curtin Springs it was the first time on the ride that we had encountered any headwinds of about 25 / 30 knots. Erldunda Roadhouse is pretty old but being revamped and was about a (3.5 x SC rating). Great Food and Bar but Accomodation was a little dated. This was the half way point of the ride and we were about to turn right and head way down south.

Day 8: Erldunda to Coober Pedy 484 km -This days ride like others to follow proved pretty tough as we were now heading south towards an (Unplanned and Unprepared) first of 2 cold fronts coming across Australia which bought with them cold and strong head winds of up to 30 km/hr which really zaps the energy out of you. Our first stop was the Marla Roadhouse. Roadhouses are located about every 250 km apart and are generally huge in size and very well equipped. We arrived in Coober Pedy about 3.30pm at the Opal Inn Motel (3.5 Cat rating) pretty good food, reasonable refreshment prices and the fuel prices were now getting back to normal. It must be noted that all fuel for SA and the NT up to the Three Ways Roadhouse is trucked from Adelaide. Coober Pedy is just like any other Opal mining town dusty and junk and overburden diggings everywhere.

Day 9: Coober Pedy to Port August on the Spencer Gulf-543 km Another long day fighting cold headwinds which was very rough. We had a stop at Glendambo for a refuel and then headed into Woomera for a look around and our for our lunch stop. A refuel at the Kimba roadhouse on the way out of Woomera and again head butting the cold wind and road trains which was sometimes intolerable and arriving in Port Augusta at 4.30pm. So far we had dodged the rain bullet. Woomera is fully manned by - No20 RAAF Squadron.

Day10: Port Augusta to Broken Hill via Peterborough-412 km This was to be one of our most trying days. Firstly the group split up with Chris and Dennis stopping behind in Port Augusta to get a rear tyre changed on Chris's bike. The tyre had to put on an over nighter from Adelaide. The rest set off for Peterborough with awesome roads going through the Flinders Ranges only to be met with the first cold front and rain. Although it was light it certainly didn't mix well with cold weather adding to the misery for the run to Peterborough. On arrival at Peterborough we were literally trembling from the cold and wet. In Peterborough we found the motorcycle collection it is hidden away in a old Church opposite the Police Station. Dennis had organised the museum to open early for us, a very unique museum with extremely rare and unusual Italian, French and other Japanese brand motorcycles. Admission is \$7 and worth every cent. Great museum with very interesting owners they even shouted coffee and biscuits. Mentioning Lucky Keizer's name didn't help .

We arrived in Broken Hill at 3.30pm our accommodation was the Charles Rasp Motel which was easily (5 x SC rating) room heating was greatly appreciated. As I pulled up I was tapped on the left shoulder by an associate of mine by the name of Graham (Guido) Wight who I had known for about 4 yrs through the Thunderbird Face Book Group but had never met. I had organised Guido to look after the previous LDR group that went to the 'Broken Heel Festival' 2 yrs earlier. Guido along with wife Dianne had organised a BBQ at their place along with some of their friends. This was really welcoming as by now we were sick of pub tucker. Their hospitality was unbelievable and really appreciated, Guido picked us up and dropped us back to the motel that night.

Day 11: Day in Broken Hill. Some of us spent the day being escorted around the area by Guido which included a ride out to the Silverton Hotel and the Mundi Mundi Plains lookout then back to town for a look and visit the Broken Hill Miners Memorial which is located in the middle of town. That night due to cold weather Guido and Di picked us up and down town to one of the local pubs for dinner. Graham and Di's help contributed significantly to our visit. Amazing how a friendship can built by like minded people on a facebook page.

Thanks Guido & Di.

Late that afternoon the second weather front came through and preceding it came a dust storm and then came the rain. Dust + rain = Mud, The bikes did not look nice the next morning.

Day 12: Broken Hill to Bourke 619 km. The Big Push Home Another solid day of riding. by now everyone was wiseing up to this obscene weather with most of us having up to 6 layers of clothes on to stop the cold. Luckily we left this behind us. First stop Willcannia for refuel and smoko before having lunch at Cobar and then onto Bourke for our overnight stop at the Major Mitchell Motel (3.5 SC rating) .

Day 13: Bourke to Tambo 660 km. The Longest days Ride On the road at 7.15am heading for the Queensland border and Cunnamulla, Charleville and Augathella (BMOA box ticked) then onto Tambo to the Club Hotel Tavern (1.5 SC rating). Good meals, accommodation not so good. While we were having our usual afternoon drinks we were visited by the local cop "Jim Beck" who was driving by and swung around for a chat. He told us how good he was as he has 2 Harleys and an Indian Chieftain .This sounded a bit familiar so I asked the question, had he worked out further west, Aaa Haa! it turns out Jim was the cop in Jundah that questioned some of us about riding late out in the outback amongst the wild life on a previous Noccundra LRD. (Memories Anyone? RI, BC, LH, MA, TvB, GB, JS,)

Day14: Tambo to Rubyvale 491 km People are getting close to home so no "Cat Herding", the wind is behind us but still bloody cold. The first stop was Barcaldine "Barkie" for those that needed a look and those that needed their Coffee Latte at the local Bakery. Then it was onto Alpha and a lunch break before getting into Rubyvale at 3.30pm. Booked into the Rubyvale Hotel & Cabins (5xSC rating) as we have stayed there many times. We even had a log fire burning and no one got smoked out.

Day15: Rubyvale to Mackay 382 km On the road early with normal temperatures but threatening rain. The back road to Clermont for a refuel and scooting through some light rain to Moranbah Roadhouse for a break before heading to Nebo the traffic was horrendous. Arriving home around 2.30pm.



Conclusion and Learning's : In my opinion this was by far the best but also the most arduous X Long Distance Ride the BMOA have undertaken and from this we have learnt a lot. Firstly all participants got on well and enjoyed each other's company. They understood the detail of the ride plan which was critical to making it all happen. Support from Peter Mills and his ute Paul Gallant's refrigeration was an absolute bonus to making it all happen and we all thank Paul and Peter. The only problem we encountered was that we couldn't get Peter to deliver and pick up our bags consistently from our rooms.

Personal safety is paramount and must be in everyone's mind all the time and that any action they might take or do must not affect the ability for everyone to get home safely or destroy the fabric of the ride. Everyone is a long way from home and in some cases help of any kind. Therefore any risk must be identified and eliminated. No one wants to be making "**That Phone Call**"

The roads we covered varied in condition, west of Mt Isa to the Three Ways being excellent, right down through the centre from the Three Ways to Port Augusta. Erldunda to Ayers Rock and the Olgas were reasonable. Port Augusta to Broken Hill pretty good. Broken Hill out to Silverton was terrible (must have been paid by the number of dips they could put in it). After leaving Broken Hill heading north the roads deteriorate somewhat and when you hit the Queensland border they are "Bloody Disgusting", with the further north we went the worse they got. Our CQ region would be the worst and the road from Clermont to Moranbah would have to take the prize for being the worst we encountered in 6,952 km of riding. We also found while covering vast distances the greatest problem we encountered was "Rider Fatigue" and suffering from "Micro Sleeps" which is just a little bit dangerous on motorcycles. We found that this did happen to everyone at any time of the day, not necessarily at "Nana Nap Time" and can be caused by being "mesmerised" by following someone in or boredom due to the surrounding scenery or riding 100's of km or from lack of sleep due to unfamiliar surroundings. One thing that helped combat the micro sleeps was drinking coffee or energy drinks about 10.30am. Helping to get through the "Nana Nap period". Being lead rider or second rider in a staggered formation with a clear unheeded view helped by making you concentrate and alert. Myself and Chris Percy shared 99% of the lead riders tasks, it very quickly came to the forefront that we needed to deal with this problem our first ride of the morning might go for about 1.5 hrs max but after that we religiously stopped at 1 hr intervals for the (Leg & Lie Break) of up to 5 minutes duration. There are many good Rest Areas between 80 and 110 km apart over 90% of the roads we rode. Maintenance is a must with bikes in top condition as any failure will cause inconvenience and can affect the ride. All bikes ran faultlessly. With most consuming similar amounts of fuel except for Dave's Harley which was about ½ litre better. One problem encountered was one bike developed a premature bald patch on the rear tyre and with forward planning it was changed without having any effect on the ride. According to "GPS Karen" we covered 6,952.3 km averaging 95 km/hr and an overall time of 80.05 hrs. Another successful BMOA Xtra LDR

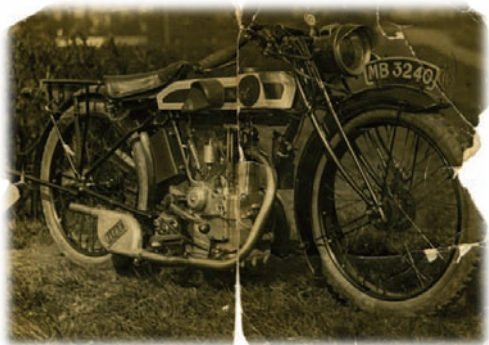
Black Dog Ride 1 Dayer / Mackay says thanks.



Charles Linsley on behalf of the Black Dog Ride Assoc presented BMOA, Mackay with a 'Certificate of Appreciation' for the members support in Ride Planning, Corner Markers and end of ride BBQ host.

L/R Bob Inkson, Charles Linsley, Lawrie Kapitzke, Bernie Cannon, Andy Mann and Maurice Price

1923 Dot Bradshaw 350cc Oil Boiler



By 1923, Dot was offering an entirely JAP-powered range – 300 and 350cc singles and a 1000cc V-twin – then in mid-season added an oil-cooled 350cc Bradshaw engine to the line-up. Dot became the biggest customer for the “oil-boiler” Bradshaw, which remained in its catalogue until 1928. The Bradshaw engine’s cylinder barrel is devoid of finning. Integral with the crankcase, it contains an iron liner surrounded by a cavity in the alloy casting. Engine oil, stored in a wet sump, is pumped to the big-end from where it splashes up into the cylinder jacket. The iron cylinder head is air-cooled in the conventional way.

Jeff Burt - BMOA Mackay Member

Jeff's involvement and interest in motorcycling was a natural progression from a bicycle he said. His first motorcycle was a 1961 Suzuki 80 K which was bought new in 1964. The size was limited by parental control and was sold in 1966.



Here is a short list of machines Jeff has had or still has in his stable, Triumph T100, Triumph T110, RE 125, BSA B40, Yamaha 100, BMW R60, BMW R1100 RS, BMW R80, Kawasaki W650 and the list goes on. With Jeff's favourite award going to the BMW 1100RS and the worst is the RE 125.



Are you just into British bikes or do you enjoy all? Reply.
"ALL GOOD"

Most memorable time?
Breaking down at Crystal Brook in SA on Easter Sunday, 1966.

Which motorcycle would you like to own or maybe you already own it.
Jeff owns one.
'SPYDER'

The best part of being a motorcyclist is!
'FREEDOM'

The BSA Rocket Gold Star was arguably the best sports bike of its day, better than the legendary Triumph Bonneville.



Recognised as one of the most desirable of all factory built 'café racers', the Rocket Gold Star arrived in 1962 along with the first of BSA's new unitary construction range. A combination of - mainly - Gold Star cycle parts and the A10 Super Rocket twin-cylinder engine, the newcomer represented the last of the old 'pre-unit' line rather than a new departure and thus was destined for a relatively short life. The idea of making what was effectively a twin-cylinder Goldie originated with Banbury motorcycle dealer Eddie Dow, who had built up a considerable body of expertise in looking after BSA's high-performance singles. Dow believed that his hybrid would bridge the gap between the end of Gold Star production and the introduction of new unitary construction sports models, and so it proved.

The Super Rocket engine's compression ratio was raised to 9.25:1 for the RGS, the claimed maximum power increasing to 46bhp. But for some reason best known to BSA, the RGS frame was unique, although not that different from the production A7/A10 item, as was the wider dual seat. The model was offered in a number of different forms and with a host of options relating to controls and equipment. *Motor Cycle* tested a Rocket Gold Star in November 1962, summing up the new BSA as a 'scintillating high-performance road burner: good brakes, excellent rider comfort and docile traffic manners.' A top speed of 105mph was achieved. Around 1,800 Rocket Gold Stars were made over a two-year period and today genuine examples are highly sought after.

Handymann
Andy Mann—Treasurer



Relegated to the back end of the T/R for being a slack prick in organising an article.

Three men are captured by female savages, and are told their dicks would be removed in a manner appropriate to their jobs.

The first was a lumberjack, so his would be chopped off.

The second was a butcher, so his would be sliced off.

The third man started laughing. The females asked what was so funny, and he replied,

"I work for Dyson!". 😂😂

19:1

2 Stroke Smoke / Candle

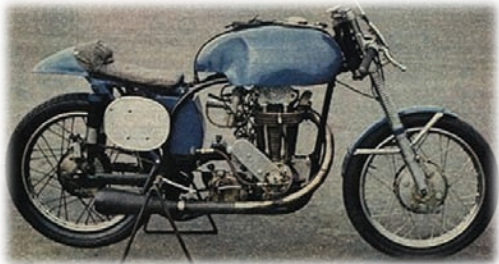


So getting your hands on a two-stroke can be a little difficult (and expensive) these days, but if you're a true die-hard fan who pines for that oily aroma, Flying Tiger Motorcycles from Maplewood, Missouri, has just the thing. The 2 Stroke Candle is made with real 2 stroke oil with 'high octane fragrance.' \$20

NOT BRITISH



ESO motorcycles were designed by engineer Jaroslav Simandl and built in the Czechoslovakian Jawa / CZ factory. Though the engine was originally designed by Simandl for speedway (and was an exact copy of a British JAP engine), Simandl designed the S45 motocross engine (named for its actual horsepower output) on the then-new unit construction concept in 1957 (before that he had used JAP engines in his bikes starting from 1948, but the JAP engine was 20 years old at that time). Simandl wanted to build a modern JAP. Three ESO engines were available: 250cc, 350cc, and 500cc. All were dry sump (using an external oil tank) and fitted with four-speed transmissions. Among the most unique features of this engine design were the straight-cut gears and the backwards-spinning crankshaft.



THE RUST BIN



FOR SALE

Bike trailer \$600, call Jim on 0429070772



FOR SALE

Motorcycle trailer built 2006. Registered to 19/10/2019. Surface rust on motorcycle wheel channels. No rust in chassis. Large number of tie down points. Wheel bearings recently greased and adjusted.

All lights work.

Tows well. Tyres require replacing. Offers negotiable around \$200.



FOR SALE

Honda TL250

Yamaha XT250

For more info call Ken Cullen on 0427 638 780

CLUB RIDES—2019



July

Monthly Club Ride TBA

August

18th—Monthly Club Ride

24th—Start Week Away Ride

September

1st—End of Week Away Ride

15th— Monthly Club Ride

21st / 22nd Lake Elphinstone
O/Nighter

‘British Motorcycle Owners Assn’- Mackay ‘All Bike Show’

July - 21 / 22 - 2019

Paxton’s Warehouse, River St, Mackay, Queensland.



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.