

TAPPET Rattle



September / October 2019



MACKAY AERO CLUB



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



Annual Membership
\$30.00



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'The Big Gun'

Bernie Cannon—President



From the Big Gun Welcome to the latest edition of the Tappet Rattle. I would like to welcome Dennis on board as our new Secretary and thank Andy (the seasoned veteran) for the assistance he is providing both Dennis and I as we settle into our new roles. I look forward to working with Andy, Dennis and all the other committee members as we move towards Christmas and into 2020. We will have our latest membership list up to date and out shortly and are working towards getting our ride calendar sorted and ready for distribution at Christmas. Enjoy your club, get involved in the riding and if you cant ride simply get involved as there is always something on the go and spare seats in back up vehicles. We have many members and many great rides planned so I look forward to seeing you on one sometime soon. No bike stories for me



You get one chance to try and guess who this prick is. Get it wrong and your cactus. All the best to all of you, stay well, ride safe.

Bernie Cannon—President

The participants staying in the Motel arrived at Rathdowney on Sunday 25th August however some participants staying in the Caravan Park had arrived a few days earlier. The first hurdle we encountered was that cash was required for all transactions at the pub including paying for accommodation however there was an ATM available within the Hotel. Our accommodation turned out to be excellent and very attractively priced as were the pub meals and the beer was cold so everybody was happy with our home base. Our rooms were also serviced daily which was an unexpected bonus. One disappointment was that the local service station did not have premium fuel available however, with careful planning, this turned out to be only a minor inconvenience. **Day 1** The Kyogle – Nimbin – Lismore ride was chosen for our first day with the route taking in the Lions Road and including a stop at the border loop lookout. Further down the Lions Road we encountered roadwork's which involved a long convoluted dirt road detour and several causeway creek crossings however we all managed to survive the test and safely re-joined the bitumen. On arrival at Kyogle we regrouped at Anzac Park and several people took the opportunity to refuel. The ride across to Nimbin involved some tight corners and less than optimal road surfaces which pretty much turned out to be the theme for week but we all managed to find the car park at the rear of the main street in Nimbin which was the prearranged regrouping point. A wander down the main street of Nimbin is always a bit of an "eye opener" for the uninitiated and it did not disappoint on this occasion. Apparently unsolicited advice was freely given by locals as to where to buy the best weed in town but for some reason nobody took up the offer. A couple of beers in the local hotel was about as radical as it got for us. The visit to Nimbin was brief and we mounted up and headed for Lismore somewhat apprehensively having been previously advised that the road was "a shocker" however this advice did not manifest itself in reality and we shortly arrived at the Northern Rivers Hotel in Lismore to regroup. This stop turned out to be one of the better lunch stops of the week with excellent low cost meals and cold beer all enjoyed in the rainforest themed beer garden. The temptation was to continue the party but we managed to resist the temptation and get the show on the road again heading back to Kyogle. This road was more open with fewer curves and a better surface than those we had previously encountered and the distance to Kyogle was quickly covered where we once again regrouped at Anzac Park. The "long" route back to Rathdowney involves an extended run of very tight consecutive turns on the Mt. Lindesay Highway section which was enjoyed to varying degrees by the participants. The debrief back at the Rathdowney Hotel had most riders smiling from ear to ear as the day's events were discussed at length and the

Day 2 Weather threatened to play a part in the day's proceedings and it was wisely decided to shorten the planned days ride to minimise our chances of running into an evening storm. We headed for Beaudesert stopping to refuel at the first opportunity and turned west to Wyaralong Dam where a brief stop was enjoyed. After several unsuccessful kicks Skusie decided, to a captive audience, to roll start his BSA down the long and quite steep boat ramp. He was quickly successful in getting a start but, to my eyes at least, the turn around to head back up the ramp didn't appear to be accomplished easily. Our next stop was the Panorama Motorcycle and Memorabilia museum at Roadvale where a group booking had been made and the museum, usually only open on weekends, was especially opened for us and a morning tea of tea, coffee and scones provided. This museum proved to be well worth the visit and a couple of hours were quickly consumed. The ride split at this point with most of those on older bikes opting to head back to Rathdowney via a local pub while the rest of us headed for Rosewood where a certain member requested a stop so that he could "go to the bank". By some coincidence this particular member happened to know the proprietor of the pub just opposite the bank very well and decided that he couldn't depart without a quick "hello" to his mate. Several other participants happened to "discover" the same pub in their search for a public convenience and quick as a flash Rosewood had turned into a lunch stop. Eventually we extricated ourselves from the pub and proceeded to Gatton where some confusion ensued because we had entered the town from an "unplanned direction" however some quick phone "Googling" soon had us heading towards our planned destination of the Queensland Transport Museum. This museum also proved to be well worth the visit and an hour or more was consumed before somebody went outside to discover that rather ominous black clouds had formed while we were otherwise distracted. We quickly rallied the troops and headed back to Rathdowney via the quickest route available managing to avoid seeing anything more than a couple of spots on the visor. It was revealed at the compulsory debrief back at our motel rooms that one participant had made a "significant

Day 3 We awoke to showers and these persisted until 10 o'clock when the decision was made to abandon the days planned ride and call it a lay day. Participants entertained themselves by various methods with three brave souls heading for Toowoomba on a mission that proved to be quite fruitful – more later. Max and I decided to take my ute and head for the Mt. Alford Hotel where we enjoyed a couple of light ales before heading over to the Dunganandan Hotel at Boonah for a couple more and then proceeded to the Beaudesert Hotel for lunch where we spotted a couple of other participants who had been brave enough to venture out on their bikes. As it turned out by lunchtime the weather had cleared up enough but we weren't clever enough to predict that outcome at 10am when we called off the day. The evening debrief at the Motel units still had everybody smiling so the day couldn't have been too bad. The guys that had headed for Toowoomba did apparently get a

Day 4 The weather looked more promising on this day and it was decided to tackle one of the more “optimistic” rides that had been planned. This involved riding to Tenterfield primarily via back roads and the stretch from Woodenbong south to the Bruxner Highway through Urbenville and Bonalbo proved to be very bumpy despite being sealed throughout. This stretch tested both riders and machines and at the rest area on the Bruxner Highway where we regrouped several participants decided that they had had enough and elected to proceed back to Rathdowney via Casino while the rest of us continued on to Tenterfield. We visited the Railway Museum at Tenterfield before heading for historic Stannum House for a \$10 all you could eat lunch which proved to be a big hit. With the mornings experience at the front of mind it was decided to head back to Rathdowney via the New England & Cunningham highways instead of the planned return via back roads. This route was considerably longer but with only modern bikes left in the group we figured that we could maintain higher speeds and the time taken would not be much greater. Well that was the plan anyway but, as we all know, things don't always go according to plan on these rides and this proved to be the case. On approach to Warwick a certain participant, who shall remain nameless, took over the lead of the ride and it was assumed by the rest of us that he knew a shortcut across to the Cunningham Highway so we all followed like sheep. The “shortcut” turned out to be much longer than anticipated and it was only when we saw signage for Killarney that we realised that we had been led astray. We pulled up at a service station in Killarney Township to discuss our options while our “illustrious leader” continued on oblivious to the confusion he had caused his fellow riders behind him. There were two routes available back to Rathdowney and both were known to be less than optimal but the decision was made to take the route I was familiar with having ridden it several years prior. Again things didn't go exactly to plan and a couple of stragglers managed to take a wrong turn and return via the second route leaving those in front wondering what had happened to them. As it turned out our chosen route has been upgraded considerably since I had last ridden it and it proved to be an excellent return ride. I for one was very relieved when a head count back at the Motel units confirmed that everyone had made it home safely. The day was topped off nicely when Gary, a rider that Bryce had “picked up” from the Triples rally and had joined us in Rathdowney, turned up with a very nice “barn find” Triumph Trident in his trailer that he had purchased in Toowoomba. Apparently the purpose of the previous days ride to Toowoomba was to procure some parts for the Trident that Gary already owned and the guy that had the parts just happened to have this Trident that he had parked up in his shed 25 years earlier. Further coincidence was that this bike was virtually identical to the Trident that Gary already owned and the price being asked was very fair so resistance was futile. Gary was certainly smiling back at Rathdowney as he showed off his purchase parked side by

Day 5 All good things come to an end and this was our last day, thankfully the weather was good so we could at least ride. The day's adventure took us through Beaudesert on to Mt. Tambourine, where we stopped for coffee, and then on past the Hinze dam to cross the border at Natural Bridge into NSW and down into Murwillumbah. At this point I must mention that for this ride we had been using the second man drop-off method to mark corners which for some unknown reason had worked flawlessly in this case despite many failures on previous club rides. It goes to show that, if instructions are followed, these things can actually work although I still have my reservations regarding what happens if there's an "incident" of some kind back in the group and corner markers are left sitting alone on a corner wondering why tail-end Charlie has not shown up. Establish a protocol to cover this scenario, and have it followed, and you may just convince me that the system can be made to work for larger rides. For smaller rides I still think the "bunch up at every corner" method works best. Back to the story, on arrival in Murwillumbah we ran immediately into bumper to bumper peak hour traffic type conditions and I had a reasonably convoluted route to lead riders through in a scenario where second rider drop-off was going to be very difficult to achieve but there was little I could do except continue, at snail's pace, through the traffic. On arrival at the planned regrouping point I discover that I am alone – not a single rider in sight. Resisting the temptation to panic I parked up, took my gear off and walked out to the road to see if anybody was going to show up – nothing, cars everywhere but not a single bike to be seen. By this time I am thinking to myself – well, despite my best efforts, it had to happen at least once in a week's riding didn't it!! Just as I am considering my options I see a bike making its way through the traffic and it's one of "ours" so I give an over enthusiastic wave to draw attention to my location and am relieved when it is acknowledged – there's hope yet. Amazingly and much to my relief all riders eventually found the regrouping point – miracles can happen after all. I had planned a lunch stop in Murwillumbah but it was back in all that traffic and there was no way I was going to attempt to get us all back to that venue so an alternative was quickly needed. Then a second miracle occurred, we were stopped in a park where the local tourist information centre was located and, while venturing over to use the public conveniences I noticed what looked like a pub just around the corner – within walking distance. The Riverview Hotel has a fantastic balcony overlooking the Tweed River and serves excellent meals and cold beer – we had fallen on our feet. With an excellent lunch and a couple of cold ales under our belts I carefully explained our exit route to my fellow riders and we ventured out once again into the bumper to bumper traffic. We escaped Murwillumbah without further incident and the ride back to Kyogle proved to be exhilarating with a reasonable road surface and numer-

I hadn't explained to the riders where our regrouping point in Kyogle was considering that we had stopped there twice before and, despite several riders electing to stop for fuel, most of us eventually regrouped at the planned location. One rider, who for the sake of avoiding embarrassment will not be named, had become disconnected from the group on the way into Kyogle. This rider then completely missed a corner marker on entry into Kyogle and proceeded to head off in the wrong direction. As we discussed this event at the regrouping point and considered our options we observed this rider, who having at least realised he was heading in the wrong direction had turned around, ride straight past the regrouping point and continue on towards Rathdowney oblivious to our existence. Much laughter ensued but we knew he was at least heading in the right direction and would eventually find his way home. The twists and turns of the Mt. Lindesay Highway were enjoyed for one final time as we made our way back to Rathdowney and the debrief that evening was very jovial as we recounted the many events of the week over a few cold ales before heading for the pub for our final dinner. Despite missing one day's planned ride due to weather and other rides being altered due to weather, road conditions and other "events" the Rathdowney "Week Away" ride was most enjoyable and very memorable. The venues of the Pub/Motel and Caravan Park both met our requirements perfectly and the many and variable rides available from that location made Rathdowney an excellent choice as a base. The 1,100Klm distance from Mackay puts it pretty much on the limit of our usual two day allowance for one way travel, especially if travelling by motorcycle, but the location more than made up for it. Despite rigorous planning things didn't always work out as hoped for on more than one occasion but a certain degree of flexibility is required when attending these rides. I for one would do it all again tomorrow and I'm sure I would enjoy it even more the second time around. Thanks to all of my fellow riders for your company, participation and tolerance of my less than perfect planning and execution. Let's do it all again next year.



Dennis Gregor Secretary



I was introduced to bike riding by my Father in Law, Hardy McGrory, Peter McGrory's father (Peter is a country member from Brisvegas). Hardy was still retrieving small bits of gravel from his face some 20 years after a bike accident. Peter and I started riding at about the same time and while I have taken it up and let it go several times, Peter has ridden a bike to work for most of his working life. My first ride was a Suzuki 90 and I remember it as good fun .



I then found a BSA 500 single which was a great bike , but kept it for only a few years. Peter and I both then bought ex-police bikes from a Govt auction. They were BSA Gold Stars about 1964 I think, and they cost about \$230 each, which was probably 5 weeks wages. I stopped riding for a while after I damaged the BSA riding it from Albury to Brisbane and encountering a tree across the road. At that stage I had been in the Army Survey Corps for about 3 months. I was in Albury (Bonegilla) at about the same time as Gerry Dempsey was at Bandianna which was the Army trade training centre just out of Albury. Before I left the Army (5 Years) I bought a Cossack 650 which was in fact a Ural. I think it was the heaviest bike I have ever ridden, but at that age the weight was not an issue. In any event, I broke that bike, as I did with the 650 BSA and eventually the BMW below.



I lost my Father some 22 years ago and never knew he was a rider in his youth. The attached photo came to light only recently and it has to be his bike as the dog was my Grandmothers and I don't think the bike was hers. If anyone can identify the type of bike, I would be grateful.

Your brand new Trainee Secretary - Dennis Gregor



Clairview O/nighter



Flat tyre, Warsaw, laughter, lies, good company and beer made for a great Clairview ride recently. A couple of the girls joined in and appeared to enjoy themselves. Thanks again to Norm providing the back up vehicle and 'Style Up Tim' otherwise known as "Honest Tim" for his organisation.

Handymann

Andy Mann—Treasurer



Thanks to all who contributed to the bike show, even though we were down on gate numbers the show was still a success. I won't get into naming the people who worked tirelessly throughout the weekend they know who they are. Many thanks to several members for making Saturday night at the bar a very successful night.

With the AGM done and dusted I'd like to thank Bob for his efforts over the years, many of them and welcome to the new committee. I'll let it be known now after sitting at the front of meetings for over 10 years, I won't be taking on any position on the committee next AGM. So it is time for someone to consider moving up to a committee position, I will be happy to assist the person to transition into the committee.

The 40th Anniversary party was a great night, thanks goes to all who helped beforehand and with the cleanup. A special thanks to Jo Patterson for the fantastic cake. It was good to see a few faces that hadn't been around for some time and I think all had a good time. Thankfully the party didn't go on as late as it did at the previous anniversary party.

The week away to Rathdowney was a great time, good bunch of people and accommodation. Some great riding was had on some really good roads and a couple of not so good roads. The ride was well planned by Lawrie, with some very interesting places we stopped at. All seemed to enjoy the week. I wonder how Triple Garry went when he got home with his new bike as a surprise for his wife?

Andy

Mackay Black Dog 1 Dayer / 15th March - 2020

Black Dog Ride began in 2009 as a ride to raise awareness of depression, evolving into a national charity involving thousands of Australians who have raised millions for mental health programs and fostered mental health awareness around the nation.

Lake Elphinstone O/Nighter - 2019

Lake Elphinstone is a natural lake fed by Anna Creek and was the water supply for the now abandoned town of Elphinstone. The lake is a recreation area popular with whiz bangers and the BMOA Mackay rabble who have gathered in this area annually for many years.



The Elphinstone ride was as usual a great weekend. A large group of riders and a couple of back up vehicles gathered at the Boomerang, stocking up on supplies before heading to the Nebo Pub for lunch. Several riders joined the o/night group for lunch before heading back home. One thing for certain is the Nebo Pub knows how to look after its patrons, the food and service was great. Then it was on to Kemmis Ck turn off for the clubs traditional beer, gathering of firewood and stone kicking before heading to the lake. Camp set up it was time for the regulars to start rehydrating and giving out cheek. (Andy). Plenty of food, beer, good company and laughs, excepting Tim who was yelled at by Andy for sitting in his chair. The photo below of Tim is the following morning, still shocked at the abuse he encountered.



What's going on there?

“Three Days Tripling”

Riding the Northern NSW Hinterland
10th Annual Triples Rally 2019
Evans Head NSW
16th – 18th August 2019

BMOA
Atten-
Bryce
Jim and
Gourlay



Mackay -
dees:
Bathe,
Lori

Triumph Hurricane
The owner rode it like he stole it. Brilliant!

Wednesday's ETD 1400hrs. Everything loaded into the car by midday, just the bikes to be loaded into the trailer then away to the Triples Rally. The Street Triple and T160 were freshly serviced and ready to be herded up the trailer ramp. Street Triple no problems, loaded and lashed down. T160, like a stubborn mule, staring into a float, had other ideas. It would start, then run rough and stop. Intermittent fault....bugger! They are the worst. Armed with a multimeter and old fashioned diagnostics, eventually traced the problem to a faulty ignition switch. Removed, dismantled, cleaned contacts = problem solved, however it looked every bit of its 44 years old. Time for a new one, so

Mark 2 BSA Rocket 3 Grey Frame



Most of the 60+ attendees stayed at Evans Head Reflections Holiday Park or the cabins at the bowling club next door.

Friday ride departed Evans Head at midday and headed to Brunswick Heads via the Hinterland Highway north to the Hotel Brunswick for a late lunch. We then returned to Evans Head for a BBQ evening meal for the meet and greet and fundraiser for the local



T160 Triton



T160 Rob North Special

Saturday's ride departed at 0930 and we headed out for Lismore, coffee at Nimbin with its unique odours and Kyogle for fuel and regroup. Thankfully nobody missing in action post Nimbin. 52 triples howling through the hinterland was glorious music with the volume wound to the max. Wardell Sports Club for lunch, triples display and judging.

Saturday evening meal at Evans Head Bowling Club with presentations and auction. This year Jim and I came home prize less, however we spent plenty at the auction which raised \$1000 for Cystic Fibrosis.

Sunday started out with a Triples Display at the Evans Head café strip, then a short ride via Woodburn to Casino, returning to Evans Head for a farewell BBQ lunch and thank you to the corner marshals for keeping us on track.

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M2 Rocket 3 set up for touring.



T150

The M11 had a 5 speed gearbox, electric start, twin front disc brakes, luggage racks. Owner and wife extensively tour on this one including a British Isles and Europe trip. All up 52 Triples registered for the event and only 1 with a dead battery required the trailer of shame back to our diggings. They are a keen mob and very dedicated to keeping the first 750cc ‘Superbikes’ alive.



T160's in the “Other Colour”

If you are interested, the Triples Rally is on again 3rd Weekend August 2020, Evans Head. It is the largest collection of BSA and Triumph Triples in the one place in the southern hemisphere.

Many thanks to Triples Rally Coordinators Col and Nancy McAndrew for a fantastic event.

After the Triples Rally, next on the agenda was a few days at Port Macquarie with my wife catching up with one of our sons, then off to the Clarence Valley Motorcycle Club vintage bike rally at Grafton, followed by our BMOA Rathdowney week away. More fantastic riding in the hinterland of NSW and Qld and loads of fun. Many thanks Lawrie !! Great week away.



POOLE PIRATES EST 1948

The history books record the year of 1948 as the first that post war year that saw a major new influx of teams into League racing. League racing first began in Great Britain in 1929 but was effectively shelved during the war years until it was re-launched in 1946 with a National League and Northern League, both consisting of 6 clubs. A year later the leagues were restructured to provide a 3-Division National League of 7 Division 1 teams, 8 Division 2 sides and an equal number in the third division. 1948 began with over thirty applications for new licences but the Speedway Control Board of that era limited the number of new clubs to Edinburgh in Division Two (with Wigan moving to nearby Fleetwood) and Coventry, Hull, Yarmouth and POOLE all being granted entry into the 3rd Division. That initial year was not a memorable one for the Dorset club with injuries taking their toll with both George Gower and Cyril Quick sustaining broken legs and the season being marred almost from the off with the tragic death of Reg Craven of Yarmouth when the Bloaters were the opposition in an early season Trophy meeting. 17 league wins, including a 45-39 victory at Cradley Heath and 27 defeats left Poole third from

A promotional poster for Poole Speedway. The top half has a blue background with the text "POOLE SPEEDWAY" in large white letters. To the right, it says "Tel. Poole 3020". Below the title is a photograph of a rider on a motorcycle. To the right of the photo is a cartoon illustration of a woman in a red and white outfit holding a large orange horn. The text "Every Wednesday · 7.45pm" and "The sport of thrills for the whole family" is written in red and white. At the bottom, a white box contains the text: "Wednesday, August 15th, 1974 THE 'WHITBREAD'S' POOLE BLUE RIBAND. OFFICIAL SOUVENIR PROGRAMME 12p".

Tel. Poole 3020

POOLE SPEEDWAY

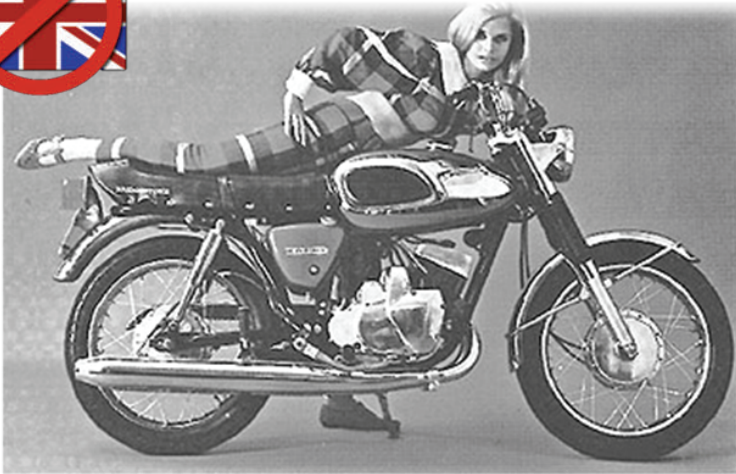
Every Wednesday · 7.45pm

The sport of thrills for the whole family

Wednesday, August 15th, 1974
THE 'WHITBREAD'S' POOLE BLUE RIBAND.
OFFICIAL SOUVENIR PROGRAMME 12p



NOT BRITISH



Bridgestone 350 GTR and friend - Sometime prior to the thirty years in storage

1967 Bridgestone 350 GTR

Accelerating out of a curve with the two-stroke engine revving hard, sun gleaming off the chromed tank and a high-pitched exhaust note providing a vivid soundtrack, it's easy to understand why the 1967 Bridgestone 350 GTR was widely regarded as one of the best Sixties middleweights around. It's also a bit sad to think that this model was the high point for a firm that abandoned motorcycle production shortly after it was built. The Bridgestone 350 GTR was one of the most sophisticated Japanese motorcycles of the Sixties, featuring a disc-valve induction parallel twin engine as well as generally high quality construction. Almost three decades after it was built, this immaculate GTR impresses with its neat looks, crisp performance and reliable handling. Yet only a few years after this bike rolled out of the factory in 1967, Bridgestone not only ceased production of the GTR but gave up making motorcycles altogether to concentrate on the Bridgestone tyres for which the Japanese company is still well known. After riding the twin, that decision seems strange, although it makes more sense when you realize that the little two-stroke was expensive, costing as much as a Triumph Bonneville in some markets. The GTR was good all right, but in most people's minds it wasn't that good. Most motorcyclists were unconvinced about the appeal of the relatively little-known Japanese company and its flagship two-stroke twin.

Years produced: 1967-1971 Total production: 9,000 (est.)
Claimed power: 37hp @ 7,500rpm Top speed: 95mph
Engine type: 345cc two-stroke, air-cooled parallel twin
Weight (dry): 160.6kg (354lb)



The 1966 trials season ended with the news that Triumph would be pulling out of trials competition. Enjoying so much success, Comerfords realised the potential was there for them to continue in trials with modifications carried out by themselves to the successful single cylinder four stroke machine, which could prove popular to the buying public. Gordon Farley the Competitions Manager was to head the project to convert twenty Triumph 200cc Mountain Cub models. Under his close supervision the machines could be built to order and mirror the machine he had been riding to so much success. Comerfords model was based around the T20M Mountain Cub model and Farley would oversee the conversion work of the initial twenty.

During the period 1967/1968 another sixty were converted and sold. Changes included a 21" front wheel, a BSA Victor motocross aluminium fuel tank, additional frame bracing, a 64 tooth rear wheel sprocket and a TR20 model carburettor. The gear ratios would be changed to the ones used by Farley. Various alloy parts were fitted such as the oil tank and rear silencer, which would reduce the machine's overall weight.



JIM GOURLAY

and his second road bike



Jenny and unknown ratbag from Emerald



“All Bike Show” - Theme and T/ Shirt Design

2020
2020



Yep it is early, would like to involve members in the above mentioned.



Ron Single Mackay's Mr. Motocross

Me old man was going to kick me backside till me nose bled, he said motorcyclists don't live very long, said I was going to be a temporary Australian....Fortunately Ron is fine and still heavily involved with motorcycles. Ron acquired his first bike in 1967, a 100cc Yamaha Twin, and then went on to purchase a "truckload" of single cylinder 500cc Matchless G80s and old spare parts, which impressed the old man no end! The G80 was a short circuit methanol fed track bike, not particularly scientifically set up as it had a 2 inch nail through the main jet, a rolled up bag for a seat and a Victa lawn mower fuel tank. Ron and his mates would work on it all week to race it on the weekend, do two races and then find that something else had gone wrong with it. Ron also used to ride it in the stock bike section at the Mackay Speedway. The speedway was a significant part of the Mackay lifestyle in the 60s and 70s. The track here at the Mackay Showgrounds was a trotting track, an unusual shape that apparently the rider needed to treat as a triangle. Ron felt he never quite grasped the technical know-how of how to ride it fast but enjoyed his time competing on the Matchless, DT1 and K71 Maico. Someone had a bright idea that they could make a fortune out of greyhound racing so they turned the speedway into a greyhound track, which never really took off. Their next idea was to reinstate it, this time in the middle of the greyhound track and that did not float either. And so Mackay lost a piece of its history. In 1970 cane farmer Brian Hodder began to build the Pioneer Park Speedway just north of Ayr. On completion this track was considered by the European teams to be the best in the Southern Hemisphere. Sadly, it closed

Ron became interested in Motocross competing on his little 100cc Yamaha until he realised that it just couldn't cut it on the jumps so he traded it in for a Yamaha DT-1. Prior to the release of this motorcycle reasonably powerful and inexpensive dirt bikes simply didn't exist. Most of the scramblers on the market tended to be big, heavy and expensive; the DT-1 changed all that. Ron considers it to be the motorcycle that got Australia and America into dirt riding. Ron still has the first photo of him racing motocross at the Queensland Motocross titles at Newbury Junction. Ron, who thought he was travelling at high speed but apparently was at the tail end of the field, came off a big jump awkwardly, his hands went down to the front axle, his feet level with the rear mudguard but he didn't come off. His neighbor at the time, Joe Caruana, had just set his camera up and captured the extraordinary image. Joe continued to follow motocross and went on to win major awards throughout the Asia Pacific region for action photography. Over a period of time the three main photographers for the Mackay Daily Mercury were all motorcycle enthusiasts so there was good coverage of these events. But someone clearly had another agenda. The Mercury published a story about members of the local drag racing club that was considered libellous. Ron approached the paper and suggested they could avoid a six figure lawsuit if they printed a retraction and provided coverage of their club in a more 'family friendly' way in the future.

Mackay has had a long history of motorcycle clubs and in 1972, when one club ran out of money and the other out of track, the Eimeo Trail Blazers and Mackay Motorcycle Club amalgamated. Taking on the title of Mackay and District Motorcycle Club, they set the agenda for many of the motorcycle clubs over the years. Some of their radical changes were to allow the juniors to ride as part of the seniors club, provide information on fitness and diet and removing the rules for wearing full leathers for those in warmer climates. Over the years Ron has given his time to support a large number of young riders and is still actively involved in the Vintage Motocross Club Whitsunday and is a regular steward at races. In August 2018 Mackay Regional Council granted permission to build a track in the Mirani West / Benholme area that will see the revival of the Trials Club of Mackay, the Mackay Motor Racing Club and Junior and Senior Dirt Track Racing club.

Contributed by Lauren Turton

Eimeo Trail Blazers

The names were taken from an old exercise book I was given to research.

M. Crawley, K. Allwood, D. Zunker, R. Sheather, D. Symons, G. Camilleri,
G. Brooks, I. Coburn, D. Phimister and R. Smith



GOODBYE!

The old makes some room for the new.

Royal Enfield's Continental GT 535 is leaving the line up making way for the

The Royal Enfield Continental GT 535 was a turning point for the motorcycle maker when it first arrived in late 2013, but the model is now heading towards the end of its shelf life. Recently the production of the Continental GT 535 was stopped along with sales in India, exports did continue. However, the cafe racer will be pulled off the shelves globally. The discontinued GT 535 will

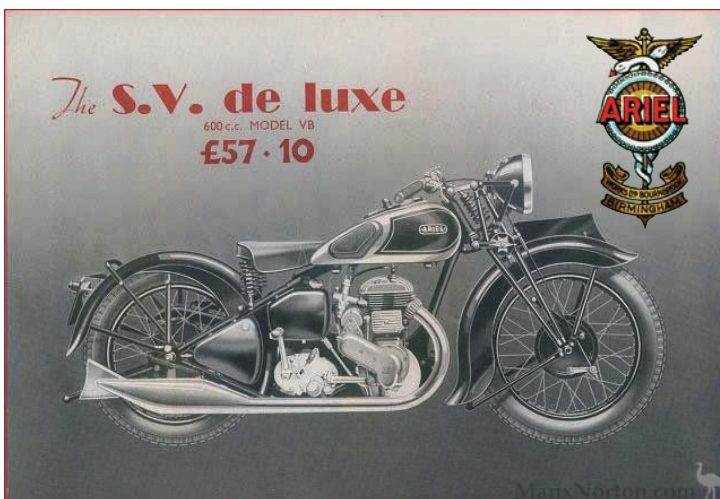
m a k e



Brief overview of my GT 535 'Miss Red'

It was purchased in April 2014 and has now clocked up around 24,000km. These kilometres have generally been all pretty good and mostly enjoyable with trips to Bowen, Yeppoon and some dirt back roads with Bernie. The build quality is not 100% even though this is the export version, wonder what the Indian domestic market version is like? A Motad stainless muffler has been fitted and apart from that I have done a few cosmetic bits and pieces.

It plugs away nicely at 120 kph, well within its limitations. The brakes are fantastic the suspension average and the mpg extraordinary. What did it take to convince me to buy it? Well its looks and never having owned anything like this previously, the price was a bit over the top at \$9,300. For that sort of money then and even now you can buy a lot of far superior machines. Would I buy the 650? probably not as it uses the same running gear as the 535. My personal opinion was the 535 was the test bed for the 650s, anyway it puts a smile on my dial and I reckon that's good enough for me. Stu



Often forgotten among the Ariel four-strokes that were consigned to history, to make way for the Leader and Arrow two-stroke twins in 1958, was the long-lived 597cc VB.

Ariel's long production of side-valve motorcycles began more than 100 years ago. Arguably the nicest-looking of the lot, the 600cc VB of 1954, its flowing lines enhanced by a swing-arm frame, buff-coloured dual seat complementing its claret finish, and the up-to-date tank styling that typified the final four-stroke range.



In its final embodiment, there was no doubting the handsome lines of the 600cc Ariel VB.

Club Rides / Events - 2019

BMOA Christmas Party
8th - December

2020 - LDR

May 11th—24th



Triumph Speed Triple 1995
900cc (100BHP) G/C - Mikuni Carb Model -S/S Rego
78,000 km \$4,000



Triumph Sprint GT 2011 1050cc Triple
130 BHP-Factory Panniers, ABS, GC / 20,000 km
One owner \$9,000 with RWC

If interested in either machine give Allan O'Sullivan
a call on 0419 779 428

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

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