

TAPPET Rattle



November / December 2019



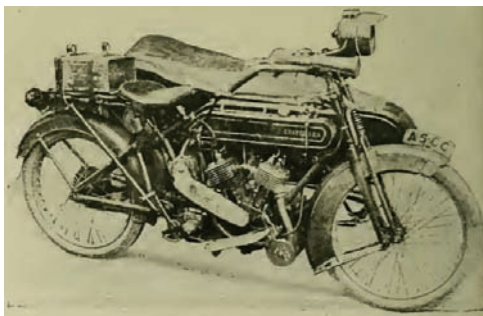
MACKAY AERO
CLUB



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

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CLUB MERCHANDISE

Caps / Bucket Hats	\$15.00
Singlets (Black)	\$22.00
T Shirts (Black)	\$20.00
Polo Shirts (S/Sleeve)	\$25.00
Polo Shirts (Gray/Black)	\$35.00

Badge (Sew On)	\$8.00
Badge (Lapel)	\$5.00
Badge (Machine)	\$25.00
Belt Buckle	\$25.00
Stubby Coolers	\$8.00

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'The Big Gun'

Bernie Cannon—President



As the year draws to a close, I would like to wish all our members a safe and Happy Christmas. I hope you get to spend some quality time with your families and possibly get a ride or two in as well.

I look forward to catching up with everyone at our Christmas Party on the 8th of December and remember, more hands make light work.

I would like to think that I am settling into the role as President and trust that you think so too. There are many judges so if I stray off course, I am sure guidance will come my way. It is great to have Dennis on board and he is rapidly coming to grips with things as well. Food for thought for members throughout the new year is the fact that Andy will be making 2020 his last year on the committee so please consider if you would like to take on this position. Andy is a veteran and through his self organisation will be handing over the reins in an organised fashion so don't think you can't give it a go.

A huge thank you to Andy for his input, dedication and guidance. Oh and his humor too.

A special thank you to our other committee members as well for there tireless efforts with ride coordinating, tappet rattling, sausage sizzling and whatever other roles you are fulfilling.

Dennis has proposed a fresh idea for the Christmas Party this year and will be recording and later presenting a "Minutes" of the Christmas Party along with circulating the members book for you all to sign on the day. I think this is a great idea and hope you do too. Please ensure you sign on the day along with your partners as guests (special guests). The ride calendar is done, the members list is up to date and circulated plus Lawrie's pictorial calendars is under control so lets Party up and get ready for a great 2020 of rides and events.

All the Best to You All



BMOA - MACKAY

CURRENT MEMBERSHIP 103

Lawrie Kapitzke Vice President Motorcycle Protective Gear

Given my recent accident experience I'd like to express some personal opinions on the use of motorcycle protective gear. In over 50 years of on-road riding I had never "bitten the bitumen" however I have always abided by the ATGATT rule (All of The Gear All of The Time) regardless of the weather conditions or length of the ride and eventually sticking to that rule paid off for me. Since my accident experience I have had plenty of time to evaluate what actually occurred, how my injuries were inflicted and what injuries I potentially avoided. Things happen very quickly in the case of accident and my recollection is limited to about 5 or 6 "frames" as if stills were taken from a video.

The first "frame" is the sighting of a kangaroo about 50 metres in front of me, in the opposite lane and travelling on a course that would intersect with mine. I recall instinctively grabbing the front brake but, at full highway speed over the distance available I doubt that it made any difference to the outcome. The impact seemed to occur within an instant of the first sighting and was a surprisingly heavy impact considering that the kangaroo, although quite large, was probably little more than $\frac{1}{4}$ of the weight of my motorcycle. The point of impact is my next "frame" and I have a distinct memory of kangaroo fur inches from my face as my head was slammed into the instrument panel. I was informed by a following rider that my bike actually rode over the kangaroo however I have no recollection of this.

In my next "frame" I am on the bitumen sliding on my back still holding the throttle in my right hand and with my right leg still under the bike as it grates down the road on its right side. It is at this instant that I feel 'heat' in my right calf and instinctively push the bike away with my left leg to free the leg trapped under the bike. Unfortunately this action has the effect of destabilising my slide and my right shoulder bites into the bitumen causing me to start rolling. The next couple of "frames" are alternating sky and bitumen as I bounce/roll down the road. Eventually I stop and the silence is deafening, the bike has stopped right next to me. In my next "frame" staring at the sky I realise in an instant that I have survived without major injury and my thoughts turn immediately to the bike recalling the terrible sounds it was making as it slid down the road. I leap to my feet and my next "frame" is looking down on a sadly mangled motorcycle.

The injuries I did suffer, broken left wrist & left collarbone, were primarily from the impact itself with the slide down the bitumen only resulting in some gravel rash to the lower right leg. I am of the opinion that, had I been wearing proper Kevlar motorcycle jeans instead of thin trousers I would have avoided the gravel rash. My helmet, jacket, gloves and boots were all destroyed in the accident however they had definitely saved me from more serious injury. In particular I am convinced that my full face helmet prevented facial injuries when my head was slammed into the instrument panel. I have since happily replaced all of my protective gear, including the purchase of Kevlar jeans, and will definitely be wearing the full kit at all times. You should do the same.

Handyman

Andy Mann—Treasurer



Will be handing these over in 2020



Dennis Gregor—Secretary

Motorcycle Philosophy
for the
Enthusiast



We come into the world kicking and screaming and covered in blood. Riding a motorbike gives you the opportunity to go out of it the same way. There are lots of religions, other than the open air church of the Motorcycle rider. Buddhism and Hinduism are worth considering; because, with reincarnation, you could be a trials rider in one life, an adventure rider in the next, and perhaps a dirt rider in the next. That sounds pretty good to me. The problem is karma. If you are shit at your first choice, say cruising, you may only be allowed to ride KTM's in the next in order to pay for your sins, or worse still a Harley. Not that anyone is judging those misbegotten, misled, spineless, two-dick, pedestrians who choose to ride those pieces of shit (not judging the bikes either).

Motorcycling is not just a part time leisure activity. It is a vocation, and has many accompanying activities, like maintenance, cleaning, talking about cleaning and talking about maintenance, buying stuff, putting on gear, taking off gear, looking for lost gear and that's the short list. Many discussions will be had with spouses justifying the cost of trips and gear etc and in reality you could get a similar result employing a gold plated hammer and hitting yourself about the body in the comfort of your own home.

Do you know the hardest part of riding a scooter is? Telling your parents you are gay! I saw a guy on a motorcycle, the back of his shirt said "If you can read this the b*tch fell off."

What's the difference between a vacuum cleaner and a Harley Davidson? The position of the dirtbag.

Over the years, I have come to the conclusion that motorcycle riding is a remedy for the ageing process. In order to ride a bike successfully and over a lengthy period one must exercise a level of consciousness and awareness that is required for very few other activities. And if you ride in traffic that awareness is necessarily heightened. The concentration that is required on a bike in any situation means that your whole body and mind is in a state of excitement and ready to react to the first hint of danger. You are essentially hanging onto a very powerful piece of machinery while it hurtles through the ether with scant regard for your comfort or future and its grip on the planet is has less area than one of your feet.

All that concentration and repressed anxiety stimulates the brain and the whole nervous system, particularly the muscles around your sphincter!! They say, use it, or lose it, and when you ride a bike you use every part of your being at it highest level of activity. That stimulation rejuvenates all those flagging little synapses in the brain, reinvigorates those reaction times and will lengthen your grip on reality. In effect, after a long ride on a motorcycle you will get of younger than you were when you got on.

Triumph Tiger 800 XCA

In a world flush with outstanding large adventure bikes of 1,200cc or more the Triumph Tiger 800 presents a convincing argument for middleweights. The 2019 top of the line off road orientated XCA Tiger 800 now boasts more than 200 upgrades compared to the previous model. To some the engine with its newly added six riding modes may deliver the biggest surprise. Refinements include a new lower first gear for more rapid response, while the torque curve remains flat. The engine is a runner starting with a raspy snarl that develops into a howl in a cammy rush. It's only during top gear roll on passing that the missing 400/500cc became apparent. So just downshift! Otherwise the 800 delivers all it's got in a seamless manner that makes riding it a delight. Fuel metering, throttle response, driveline lash, gearbox action, gear spacing and clutch are all practically perfect. Glitches don't intrude on the riding experience.

Engine Type: Liquid-cooled, transverse in-line triple **Displacement:** 799cc

Bore x Stroke: 74.0 x 61.9mm **Compression Ratio:** 11.3:1

Valve Train: DOHC, 4 valves per cyl. **Valve Insp. Interval:** 12,000 miles

Fuel Delivery: Fuel injection w/ throttle by wire, 44mm throttle bodies x 3

Lubrication System: Wet sump, 4.3 qt. cap.

Transmission: 6-speed, hydraulically actuated wet clutch

Final Drive: Chain **Frame:** Tubular-steel trellis with engine as a stressed member, cast aluminum alloy swingarm **Wheelbase:** 60.8 in.

Rake/Trail: 23.4 degrees/3.7 in.

Seat Height: 33.1/33.9 in.

Suspension, Front: 43mm USD fork, adj. for rebound & compression damping, 8.7-in. travel **Rear:** Single shock w/ remote reservoir, hydraulically adjustable preload, 8.5-in. travel

Brakes- F / Dual 305mm floating discs, 2 piston pin slide radial calipers **R /** Single 255mm disc 1 piston pin slider caliper switchable ABS on both.

Wheels, Front: Spoked, 2.15 x 21 in. **Rear:** Spoked, 4.25 x 17 in.

Weight: 505 lbs.



Back when life was simpler, RIP Rosco.

Contributed by Greg Ryke

Bikers lend hand to 'battlers'

Funding for Meals on Wheels Mackay was boosted by a \$5000 donation from the British Motorcycle Owners Association of Mackay this week.

British Motorcycle Owners Association of Mackay president Russ Gordon said the donation was raised through the club's All Bike Show held in September.

"The bike show, along with R & B Engineering who have given us some generous sponsorship, helped us raise the dollars for Meals on Wheels," Mr Gordon said.

"The club also donated \$3000 from the bike show two years ago to Meals on Wheels Mackay.

"We decided to donate it to Meals on Wheels two years in a row because we believe they're battlers and most of the people working are volunteers.

"These guys are doing the hard yards and another thing is that the money stays in Mackay and is not being used by other areas."



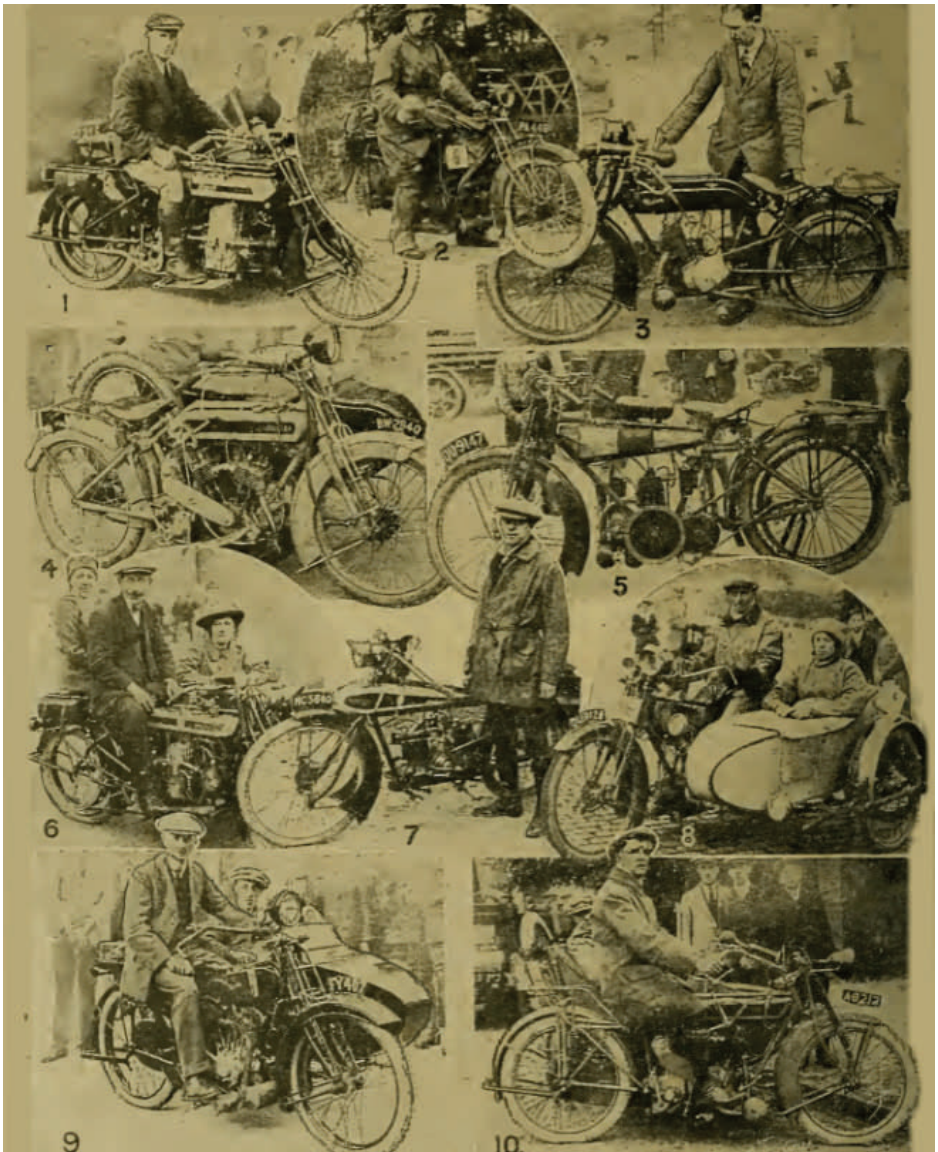
BRITISH Motorcycle Owners Association of Mackay member (BMOAM) Greg Ryke, left, and president Ross Gordon, right, inform Meals on Wheels Mackay vice-president Dick Jones of the \$5000 donation to the organisation.

The 35 member British Motorcycle Owners Association of Mackay has a history of more than 20 years and will hold its All Bike Show again this year.

THE RUNWAY BAR

MACKAY AERO CLUB
CASEY AVE, MACKAY

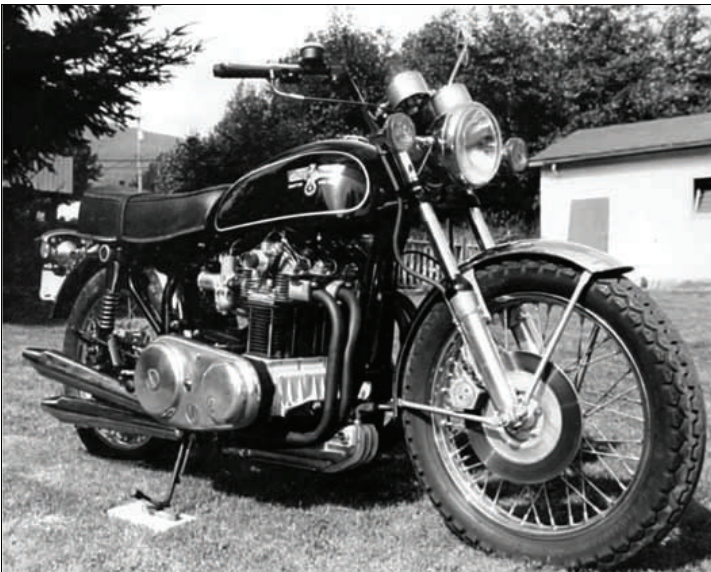
OPEN FRIDAYS - 4PM



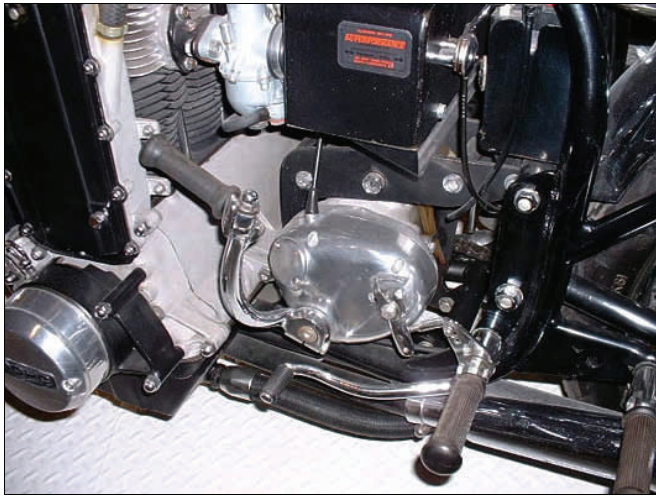
“Some of the new models in the London-Edinburgh run: (1) 5hp Brough.(2) 3hp ABC. (3) 2½hp Clyno. (4) The new spring frame 8hp Chater-Lea (5) A spring frame hightweight-the Hobart. (6) A 3½hp spring frame Douglas. (7) The flat twin Wooler. (8) The new Model 77 Rex single. (9) One of the new 8hp Clynos. (10) An 8hp spring frame Matchless.”

Norton NSU Special—A Sleeker Mini Mammut

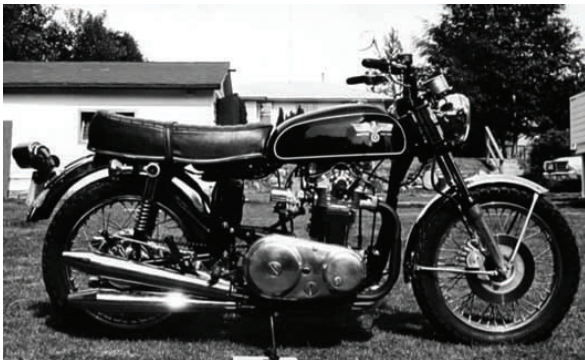
Many of you remember the Munch Mammut, they were a fascinating motorcycle from the 1960s powered by an NSU auto engine. Very impressive engineering at the time but they looked a little ponderous. Mick King sent some info and photos of a Norton special he put together in the early 1970s. What makes this Norton stand out is the powerplant, it's a 1000cc air cooled inline 4 cylinder NSU auto engine, shades of the Munch Mammut, but this Norton seems anything but huge, actually, the engine fits in there quite well and it's testament to Mick's engineering that with the Norton transmission behind it, wouldn't have looked out of place in any late 70's or early 80's era superbike.



Mick worked for an NSU dealership in England back in the 60's when he first saw the air cooled fours. He thought they would make a pretty impressive motorcycle engine, but it was little more than a dream at the time. A few years later, he moved to Canada and saw quite a few of those NSU cars driving around and very able to reach 100mph, his dreams of engine transplants returned and he began planning. He obtained the frame from a 1968 Norton Atlas, had it shot blasted to ready it for the project and started lining things up. Mounting the engine in the frame went much more smoothly than he had anticipated, unfortunately, mounting the transmission was another story altogether, requiring switching the transmission around and driving it from the opposite side. A Kawasaki distributor was then modified to work in reverse rotation and the kick starter was reworked, as well.



The old NSU engine was rebuilt with all of the updates the auto engines had received up until that time. The forks and rear shocks were swapped for Commando units and a seat from a Norton Interstate was installed which seemed a better visual fit than the original Mick says that even with all of the modifications to the engine and a new ignition, the bike fired up on the first kick, which surprised everyone. He quickly ran through some carb adjustments to smooth it out, hopped on the bike and took it for a maiden run. The eventual top speed of the bike was 125 mph. The 1000cc engine runs 4 Amal concentric carbs, 10.5:1 compression and puts out 70 horsepower. It may not be a lot by today's standards, but back in the early 70s, that was a very impressive beast, not to mention the overall build which took a lot of initiative and ingenuity. The whole project took only around eight months from start to finish working part time! The Norton NSU looks a lot more nimble than the Munch Mammut and is currently displayed at Trev Deely's motorcycle museum in Vancouver.





Rockers



NOT BRITISH



YAMAHA—PW50

Could the little Pee Wee be the most significant Yamaha of all-time?

In terms of starting them young, the PW50 has few peers.

First sold in 1981, the PW50 has remained virtually unchanged since. powered by a basic air-cooled 50cc two-stroke from a 1970s step-thru, the PW50 is a children's off-road bike that has launched the careers of pretty much every top level racer on the grid today. Marc Marquez had his first motorcycling experience on one, as did Cal Crutchlow. And while a new generation of electric bikes are becoming increasingly popular, the petrol powered PW continues to be handed down through families and friends to give kids their first experience of motorcycling in fields and on junior motocross tracks.





Motorcycle Clothing UK

Here at Speedwear we have been supplying waxed cotton clothing for many years, we believe in quality, function and value. Our range of waxed cotton motorcycle jackets are suitable for use on and off the bike, from the Classic which is totally traditional, can be used in the country or just a great piece of every day clothing to; the Pulford which is our most technical jacket to-date, with armour and a waterproof liner. Our customers, the longevity of our product and the recognition that our brand stands for quality are what makes us stand head and shoulders above the rest.

WAXED COTTON MOTORCYCLE JACKETS

CLASSIC WAX COTTON
MOTORCYCLE JACKET

\$111.07 VAT Inc



HEAVY WEIGHT WAX COTTON
MOTORCYCLE JACKET

\$236.45 VAT Inc



Motorcycle clothing online

Our online motorcycle clothing shop presents our full range of product, due to our efficiency and automation we are able to supply affordable motorcycle clothing that you can buy online or through one of our retailers in the UK, Europe or worldwide.

The 2019 Club *&\$^! Award.

Winner 'Honest Tim' or lately known as 'Style Up Tim"

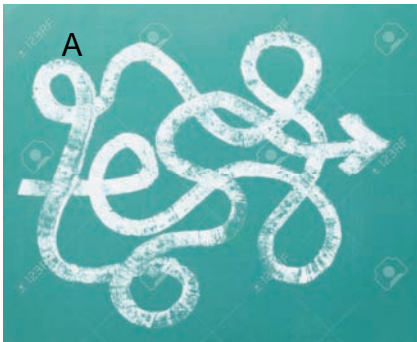
Andy was the inaugural winner last year. Tim has shown so much flair on rides this year and in the past. Most members who have been on these rides should have noted all that Tim requires is a little bird and a tree to lean on. This is when the style up comes into play.

BMOA—Club Ride Chant

When my Timmy
When my Timmy says to me lets go to Rio
I go to Nebo
I go wild and then I have to do the opposite
And get confused
Now I am not the kind of person
With a passionate persuasion for listening
Or learning
But I give in to the rhythm
And follow the beating of the bikes
Woh, oh, woh woh-oh, Rio-Rio
Yeah Ugh—Nebo—Ugh

Pre Ride Briefing Proposal

A proposal has been put forward by club members for the riders who have difficulty following directions. Prior to ride departure it was suggested to draw the ride route in the dirt, Example A. Or revert to Example B



WHICH IS THE PREFERRED OPTION - A OR B ?
Just let the ride coordinator know. Thanks.

“All Bike Show” - Theme and T/ Shirt Design 2020

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

One exception (NO TRIUMPH) please.

Merry
Christmas

Happy
New Year!



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.