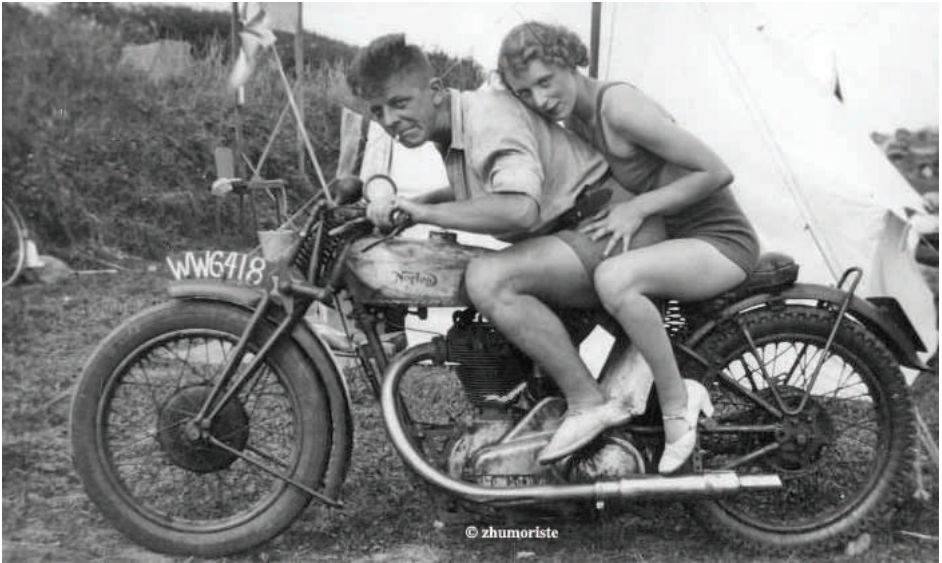


TAPPET Rattle



January / February 2020



MACKAY AERO CLUB



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



Annual Membership



BMOA MACKAY - LIFE MEMBERS

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



Welcome to the February edition of the Tappet Rattle. Thanks to Stu for putting the mag together and I too must apologise as he is always having to chase me up for a small contribution. Speaking of contributions don't forget that Stu would like to hear from you as well no matter how small the article. As usual the year is rushing past at a great rate of knots so get in as many rides as you can. Speaking of rides the club ride to Hay Point Tavern was well attended considering how hot it was on the day. The breakfast was enjoyable and worth the ride down.

We still seem to have great difficulty in getting everyone on a ride sticking together for the duration of the ride. For the sake of safety and keeping confusion out of the equation I would prefer it if the group stayed together and followed the same route on the day. These rides are planned to be short and local to entice the older bikes out for a run so let's focus on taking it steady and enjoying the view.

I am now the proud owner of another British bike a Raleigh, however I feel as though the engine that powers this beast is getting a little worn out and weak. I will have to work hard on an overhaul.



The underlying message is to get out and get riding no matter what the steed. Time fly's and life is short. Enjoy the ride. Cheers Bernie.



49CC 4-Stroke Motorised Push Bike Petrol Motor Engine Kit

Bernie at under \$200 this could be right up your ally.

Lawrie Kapitzke (Vice President)

Sourcing Parts for Air-cooled Hinckley Bonneville's

With the loss of our local Triumph dealer in Mackay there are now no Triumph dealers between Gladstone and Townsville the result of which is that if you want a dealer service on your motorcycle you are up for a minimum 800Klm round trip in addition to the possibility of an overnight stay. If you want to service your motorcycle yourself there is no local official over the counter source of OEM parts. I am sure that local motorcycle dealers could source OEM parts for you if required just as I am sure that Triumph dealers in other locations would be quite happy to supply OEM parts and freight them to you however, either way I am just as sure that there would be a premium to pay. Alternatively you can use the internet to obtain parts from both Australian and overseas sources. Over my 12 years of ownership of Hinckley Bonneville's I have sourced both new and used OEM parts and aftermarket parts from local, Australian & overseas sources and have built up a knowledge of the best sources of OEM & aftermarket parts.

One of the most commonly sort service parts are filters and there are several sources of good quality oil filters available locally, Wesfil MaxR WMOF01 filters are available from Autobarn for around \$15, Ryco RMZ119 filters should be available from any Rvco dealer and most motorcycle shops should be able to supply either a Hiflo-Filtro HF204, K&N KN204 or a Vesrah SF-4007. Air filters are a little more difficult to source over the counter locally, Hiflo Filtro do make a HFA6504 filter for the Bonneville so any dealer that sells Hiflo filters should be able to source one for you for around \$50. Of course all of the above are available on-line if you search for them. Australian made brake discs & pads are available on-line from [Metalgear](#) as are Esjot sprockets & chains. [Triumph Performance Parts Australia](#) have some service parts available for on-line purchase however pricing is not very competitive. One of the best Australian on-line sources of both OEM and aftermarket parts are [Wemoto](#) where you can search for your bike to find aftermarket parts or search an OEM part number to find OEM parts. Pricing is very competitive & freight costs low however delivery typically takes up to 3 weeks.

Being able to identify the part number for any OEM part you are trying to source is essential and this can be done using on-line parts lists such as [Adept Powersports US](#) or [Port Macquarie Motorcycles AU](#). Often these parts lists offer information that allows you to source some parts locally such as dimensions for bearings and seals. Part number T3800110 for example is a common HK12/10 needle roller bearing which could be sourced from a local bearing shop. Additionally the Australian parts list gives you an indication of OEM parts dealer prices in this country. The best overseas sources of aftermarket parts are [Squaredeals UK](#) (good prices, cheap freight, 2 week delivery), [Sprint Manufacturing](#) (good prices but freight a little expensive) and [Triumph Twin Power](#) (good source of replacement igniters & ignition parts). If you need more information just ask, I'd be glad to help.

Dennis Gregor Secretary



5 Reasons you (Yes, You) should not ride a motorcycle

1. You Lack Self-Discipline

Riding a motorcycle is first and foremost about learning proper technique and control. Remember the whole wax-on, wax-off bit from "The Karate Kid"? Mr. Miyagi was using basic, repetitive tasks to teach muscle memory—because even though they're not as cool as sweet, ass-kicking karate, basic repetitive tasks are what's required for muscle memory. Likewise for riding a motorcycle: doing U-turns around a cone in a parking lot may seem devoid of practical application, and it's one of the least exciting things you can do on a bike, but it reinforces body and head positioning, plus clutch and throttle control. Doing it well requires understanding how to brake before a turn and then smoothly transition to the throttle, and how to lean into and counter-steer in the turn. It also requires dedication and practice. Failure to learn proper technique may not bite you in the ass right away, but that lack of commitment will certainly bite you eventually.



2. You're A Know it All

You took the basic safety course and got your license. Awesome! But please don't think that means you know how to ride a bike now. There's no statistical evidence that the basic safety course makes you a safer rider. The only way to be a safer rider is by using this equation: Extensive Personal Practice + Advanced Riding Courses = a Safer Rider. If you think you can cheat or hack your way to responsible riding, you can't. If you think you're just super sweet and God's gift to the motorcycling art, you're not. If you refuse to believe me on this, please stay off a bike and ride the bus. In fact, you shouldn't even be driving a car



3. Your First Bike Is Going to be a Rocket

I see this one all the time. A dude comes in, thinking he's the man (and it's always a dude, by the way—I've never seen the same type of arrogance in any of my female students) and absolutely needs that Gixxer 1000 or svelte Ducati V4 Panigale because a 300cc or a 500cc bike will lead to boredom. Motorcycling is not about absurd power and speed; it's about control and confidence. Develop those skills first, and speed will increase apace. Learn to ride a slow bike fast before trying to ride a fast bike fast. If you don't have the patience for that, please go ride the bus with the know-it-alls.

4. You Lack Good Judgement or Spatial Awareness

Does your car have a bunch of dings in the back bumper because you back into the same pole every day? Do you tap the bumpers of other cars when parallel parking? Do you follow other cars too closely or have been in a couple car accidents? If this is a marginal barometer of your past driving experience, please save yourself the misery, potential maiming, and one-on-one meeting with St. Peter for another activity. Having an understanding of what is around you at all times and understanding relative distance and velocity of incoming and outgoing objects might be one of the most important traits when riding a motorcycle.





5. You Think Motorcycles are Best for Going Really Fast and Doing Wheelies

This is a quick way to get seriously injured or die on a motorcycle as a newbie. I love lofting the front end of my bike, it's highly beneficial off-road when surmounting obstacles and there is nothing more badass than a well-held wheelie but on public roads, it can be dangerous and it is also illegal. Too many students I coach come into my class wanting to jump right onto a 600cc or 1000cc sportbike and care nothing about learning the basics of riding. Speed is something that comes with time and practice. Have patience. If not, welcome to the world of hurt and a drained bank account. This article was written by Sam Bendall and published on March 10 2018. It has been copied and the photos added.

Dennis Gregor



At the clubs 2019 Christmas bash Tim Lucy was presented with BMOA Mackay, Life Membership. Tim is the 10th "Life Member" and has been an honorable member since 1998.

Tim is currently the clubs Ride Coordinator.

Good on you Tim.

‘Handymann’
Andy Mann - Treasurer



As I write this, I'm on my way home from the, Phillip Island Classic, a great weekend it was. For those that have been to the, Barry Sheene meeting, at Eastern Creek, the Island Classic is very similar. I think Eastern Creek has a few more English / European bikes, whereas the Classic has more Jap bikes, I think up until about the 90's. The Classic is also an international event, teams from Australia, USA, and United Kingdom, so the competition is pretty competitive, with some great racing. The lad I went with has done several ride/race days at the island, so he is familiar with the track, which came in handy for some direct racing feedback lol. He knew a lad that was tangled up with a team, TZ750's, 3 off, but the rider broke all 3, bugger. Another lad he knew who was racing was doing really well to start with, then went to shit, bugged the clutch on his starts. Sunday morning he got another 3rd place, we thought the clutch problem was solved, after 2 races it went down hill again. If enough people are interested we could arrange a trip, I found out later that an ex work mate has a house in Cowes, somewhere close to stay.

Australian Wins International Challenge—2020

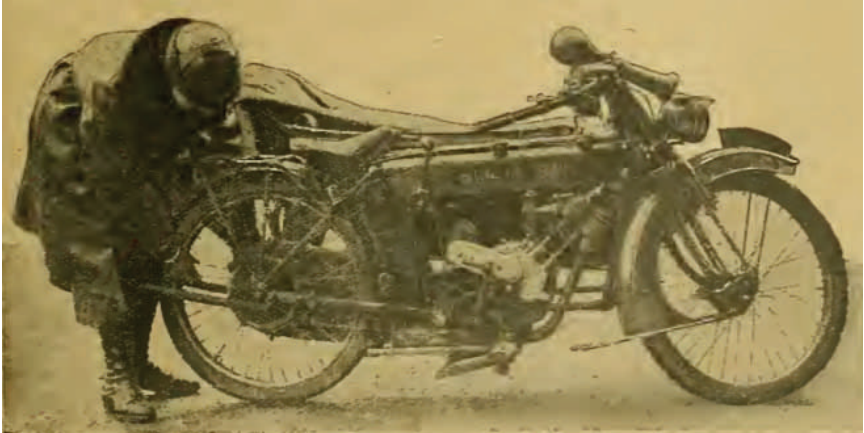
Australia has successfully defended the International Challenge winning the three-nation battle for historic bikes at Phillip Island's Grand Prix circuit at the Island Classic, with the locals' 704 point haul securing victory over rivals America (691 points) and the UK third with 423 points. Albury's Alex Phillis was the star performer – claiming two wins, a second and a third across the four six lap races - to lead the Australian effort and be awarded the best individual performer on the grid aboard his Suzuki 1260. He won the Ken Wootton trophy with his 157 point haul (2-1-1-3), Just behind was Melbourne pole-sitter Jed Metcher who produced four podium places (3-2-2-2) on his Yamaha FJ to amass 155 points, racing at the front of the pack throughout the meet to make a major contribution to the Australian victory.

New Imperial 344cc Model 46 De Luxe - 1937



Builder of the last British-made machine to win the Lightweight 250cc TT on the Isle of Man in 1936, the New Imperial marque was unsurpassed for innovation during the 1930s, introducing models featuring their own design of pivoted fork rear suspension along with unitary construction of the engine and gearbox. Like many manufacturers based in the heart of the British motor industry in Birmingham, New Imperial could trace its roots back to a cycle company bought by Norman Downs in 1900. Early motorcycles adopted Precision and JAP engines and in the 1920s the company concentrated their racing efforts on the 250cc class, particularly racing on the motorcycle-friendly Isle of Man, winning the 250cc class in the TT of 1921 and snatching the victor's laurels again in the Lightweight TT in 1924 and 1925. By the late 1920s New Imperial had come of age, abandoning proprietary engine units in favor of well-engineered power units of their own manufacture.

The 344cc Model 46, with its all-new overhead-valve engine in unit construction with the gearbox, was introduced for the 1936 season. In 1937 New Imperial introduced their own sprung frame design for the Model 46. The New Imperial Model 46 was for the discerning motorcyclist, rather like the Brough Superior or Montgomery offerings, and was not inexpensive. De Luxe versions of the Model 46 were offered with foot-change gearbox option, mag/dyno ignition/lighting, chromium plated tank and valanced mudguards. Production of the model was curtailed upon the outbreak of hostilities in 1939.



“Owing to the large number of Government cars and motor cycles lately stolen, all drivers are supplied with a padlock and chain, which has to be used whenever the machine is left unattended. The motor cycle to which a WRAF is seen fixing the lock is a P&M.”



Bob Hawkes

1939 Panther
Model 100



SNAPSHOT
2019

It was the motorbike accident that changed Bob Hawke's future. Aged 17, he was riding through Perth in 1947 when he blacked out and crashed. On the critical list for weeks, Hawke believed he had been saved by divine providence and decided to make the most of his life. That bike, a 1939 British Panther Model 100, has been rediscovered and is on display at the Bob Hawke Gallery in Bordertown, South Australia after being lovingly restored by Digby Grosser — and a bit of help polishing by his six-year-old granddaughter Stella

My Bit
Stu



**YOUNG BLOOD
REQUIRED**



A topic that has been spoken about for some time by various members is that the club is lacking youth and without their support the club will eventually fold. The club is fortunate enough to have several younger members Dave C, Jeff P, Merlin Z and Daniel R flying the flag. Please read the following, this only scrapes the surface of what goes on in this 40 year old club which is the envy of many throughout Australia. The call is out to the young and old to

The purpose of the club is for like minded motorcycling enthusiasts to enjoy all aspects of motorcycling with particular emphasis on British Motorcycles, which for such a long time dominated the motorcycling world, without focusing on any one particular brand. Since its inception in 1979 the membership has continually grown with members coming and going and returning to the club, overall it has grown to be a very

The Club meets on the 2nd Sunday of every month at the Mackay Aero Club, Casey Ave, Mackay (with whom we are affiliated) at 9.00 am for a meeting start time of 9.30 am. We also hold organised Club Rides on the 3rd Sunday of every month to various locations in and around the Mackay District. The Club is also very active in participating in historic bike meets all over the country and generally goes away for weekend rides as well as week long excursions to different areas within the state. Since the renewed popularity of motorcycling, the owners of "Modern Bikes" have also organised 7 to10 day trips of between 2,000 and 3,000kms distance to all corners of the state and also some interstate destinations.



At this stage BMOA—Mackay has 103 financial members
Included in this total we have 10 x Country Members
3 x Female Members

NOT BRITISH

Kawasaki 350cc A7 Avenger
1968



350cc rotary disc valve twin, 40.5 bhp at the time of production most powerful engine per cc. the rotary disc valves were exotic at the time, the preserve of the race track, they make the engine very tractable with a lot of low down torque. race developed injectolube oil injection to main bearings as well as cylinders. dry weight 329lb, standing quarter claimed 13.8 sec top speed 105 -115mph. back in 68 there was nothing in its class that could touch it. it was a match for the British 500s and most 650's and a few 750's.



Royal Enfield officially discontinues Bullet 500

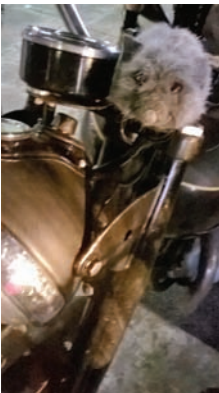
In November 2019, a rumor that Royal Enfield would discontinue its 500 models surfaced. If you're a fan of the Bullet or the Classic 500, you might want to stock up sooner rather than later. We now learn that the rumor was true and several Indian sources confirm that the 500s are being pulled for 2020.



The Classic 500 should be next.

RAT BIKES

The concept of keeping a motorcycle in at least minimally operational condition without consideration for appearance has probably characterised motorcycle ownership since its earliest days. The essence of a rat bike is keeping a motorbike on the road for the maximum amount of time while spending as little as possible on it. This calls for adaptation of parts that were not designed to fit the model of bike in question. While the origin of the term rat bike is unclear, it may be attributable to custom motorbike magazines and retrospectively applied. Most rat bikes are painted matte black but this is not a requirement.



Something for the Rattle

Dudley's Bit



Motorcycles, Main Roads and Mosquitoes

Recruited in 1924, Constable Harold Vincent Sjostedt commenced in the usual Brisbane city precinct before effecting a joint venture with another officer, Constable Ernest James Dawson, and the Main Roads Commission in 1929. The Constables' motorcycled through Queensland to police major road construction sites, inspect heavy vehicles and monitor the speed and behaviour of drivers passing through. Any drivers found breaching the regulations of the Main Roads Commission were issued infringement penalties.

Constable Sjostedt was also known for impressive abilities with a camera lens, and many sobering images tell of outback adventures, rough living conditions and unpredictable weather. Long distances were travelled on isolated roads a love of camping was necessary.



“This is me sitting on Dawson’s bike, he got bogged in the sand about 15 miles from Proserpine”, 1933



“My bed on top of the bike away from the fleas.”



“More good roads, on the road near Bowen”

Club Rides—2020

April 17,18 &19 - [Club Ride to Yeppoon](#)

April 19 - Monthly Club Ride

May17 - Monthly Club Ride

Check your Ride Calendar

BDR - Mackay 1 Dayer - 2020 - Sunday 15th March

The club will be hosting the Mackay / Black Dog Ride1 Dayer post ride BBQ lunch at the Mackay Aero Club, Sunday March 15. Club members could you please make yourself available to help with setup etc. Help in any form will be appreciated.

Thanks Stu

“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.

‘The Runway Bar’

Mackay Aero Club
Casey Ave—Mackay

OPEN FRIDAYS - 4PM
Bikes, Beer, Planes and other things.

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.