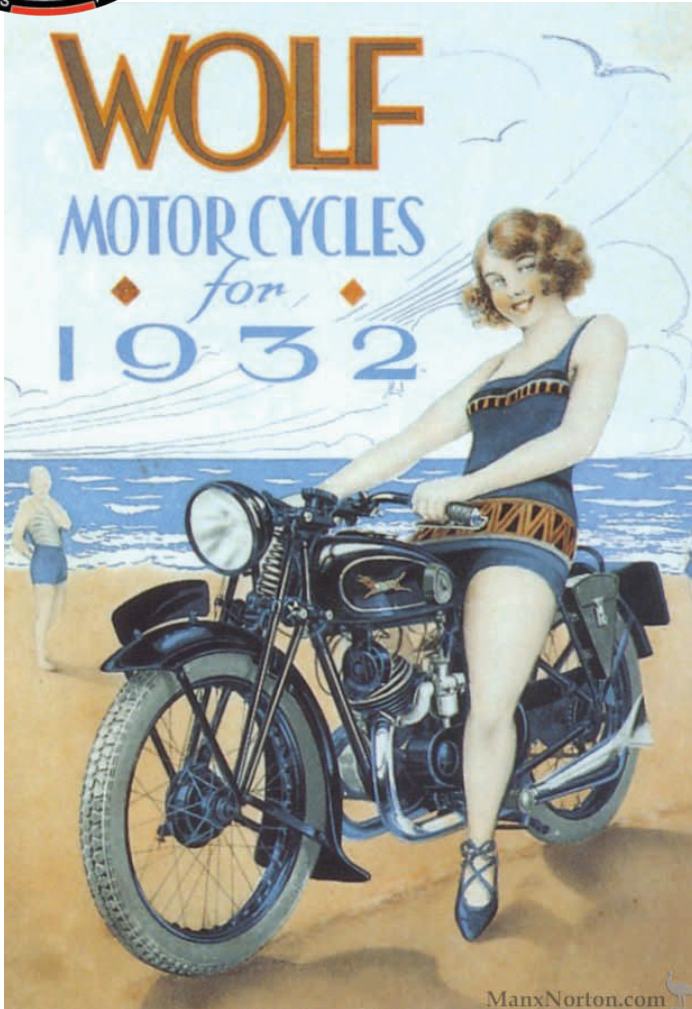


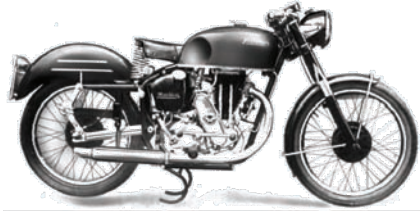
TAPPET *Rattle*



January / February
2021



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



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President — Bernard Cannon * 0419 795 816
Vice President — Lawrie Kapitzke * 0407 639 884
Secretary — Dennis Gregor * 0409 648 016
Treasurer — David Catchpole * 0409 585 286
Dating Officer — Lloyd Dornbusch * 0427 561 577

GENERAL COMMITTEE

Ride Coordinator — Tim Lucy * 0438 788 739
Spiritual Guidance Officer — Ian Skuse * 0437 448 590
Editor — Ian Stuart * 0456 674 009
T / Rattle contributions — istua55@bigpond.com

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Official Address — British Motorcycle Owners Assn Inc of Mackay
PO Box 591, Mackay, Qld, 4740, Australia
Web Address — www.bmoa.org.au

'The Big Gun'
Bernie Cannon - President



Welcome to 2021.

Happy New Year to all Members and your Families. The year has come and gone as quick as usual and here we are again at the start of another. Let us hope for everyone's sake that 2021 is better than 2020 as far as the bigger picture is concerned.

The Christmas Party was well attended and judging by the feedback so far, all attendees had a great time. I personally enjoyed doing up and presenting some awards and gifts to those that deserved some recognition or in some cases a bit of a lampooning.

Bob, Julie, Jenny and Joyce are well deserving of any recognition for their contribution to the club over the years. There will always be others and if we missed you this time around then we will get to you in due course.

Onwards and upwards now as we look forward to preparing and presenting our All/Bike Show to be held over the weekend of the 16th, 17th, and 18th of July. Talks have already begun re advertising and sponsorship and I look forward to circumstances allowing us to continue our consecutive running shows. On another note, this year I would like utilise a Sunday club ride to introduce a "Presidents Ride" whereby I select a route and destination and ask that as many members on older bikes participate with a lunch at the end.



I have an idea in mind that will be presented at a meeting in due course.

More on that later and thanks to a couple of members for prodding me on this one.

Thanks to Stu for getting us off to the New Year with a Tappet Rattle and remember to please fill out the forms that Stu sent you and giving him some feedback on your past bike history so we can get them into future editions. If you are not up to typing something simply let Stu interview you and we will organise to have it typed into a story. **We need your help here!!!!**

Enjoy your club, take part and be active, get out on those rides when you can but most importantly stay safe. See you at a meeting or ride soon.

Lawrie Kapitzke / Vice President- My Motorcycling History

It all started in 1966 with an old Bantam BSA purchased for \$15 and which proved to be a perfect "learner bike" for a totally inexperienced 14 year old. This was the bike that taught me how to fall off a motorcycle. I then quickly progressed to a Matchless 500 single, a \$40 investment, which taught me how to start a big single and educated me on what torque really was. After gaining a road license and flirting with four wheels for a while self induced poverty forced me to purchase a little Honda 50 Cub as a means of transportation. This incredible little bike proved to be indestructible despite my abuse and produced many memorable moments during my short ownership. A couple of years later, with some semblance of financial stability returned I purchased a Suzuki 500 Titan which provided an education in the characteristics of 2 strokes. Being difficult to start on cold mornings and with the throttle having a propensity to stick in the wide open position this bike provided some very exciting times indeed. Next was my first brand new motorcycle, a Suzuki TS400 Apache, purchased for \$950 in 1972. A 400cc single 2 stroke geared to a maximum speed of 90 miles an hour I liked this bike very much for its light weight, lively power and excellent handling.

In the mid seventies I purchased a near new 1973 Triumph Bonneville 750, a bike with which I had a love/hate relationship. I absolutely loved the power and handling but hated the high maintenance required. I traded that bike on a brand new 1976 Honda 750 Four K6, smooth Japanese power and incredible reliability but rather a bland personality after the Triumph. This bike was followed by another Honda Four, this time a custom machine assembled from several early Honda Four K models. With mag wheels, nickel plated frame, a bikini fairing and a beautiful and unusual set of 4 into 2 crossover pipes this bike went some way in alleviating the Honda's typical lack of character. One of the best sounding motorcycles I have owned this bikes one downside was that without fail it would commence to violently speed wobble at exactly 80 miles an hour and persist in doing so until you hit exactly 85 miles an hour at which point it would miraculously become as stable as a rock right through to 120 miles an hour. This bike required a certain amount of intestinal fortitude to ride fast but I was young and the need to ride fast was built in so the necessary intestinal fortitude was usually mustered.

In the early eighties the purchase of a home got in the way of motorcycling for a while but in a short while the excuse of needing cheap transport to work enabled the purchase of a little Yamaha DT175. This was a lovely little bike which induced a decade of Yamaha ownership. Next was a Yamaha XT500 which reminded me of the old Matchless 500 I had owned in my youth. Nothing like big single torque especially when mated with lower gearing – who needs speed when you can easily lift the front wheel in the first 3 gears. This bike was followed by a near mint Yamaha DT360. Anybody familiar with these bikes would be aware of the reputation they had and this one was typical with that violent 2 stroke power band – I loved it. Sadly I sold it in the mid nineties for a measly \$650 fool that I was.

I then had a short flirt with a little mid seventies Honda CB250 which I eventually gave to my son for his first road motorcycle project. This was during another period of self induced poverty while I tried my hand at farming so I endured a decade without owning a motorcycle. The drought was finally broken in 2008 when a friend rode up on his brand new Triumph Bonneville. Being out of the motorcycling scene I was unaware that Triumph had begun producing a Bonneville model once more and I quickly became enamoured with this model. Eventually my friend relented and let me have a short ride on his near new bike and that quickly convinced me that I needed to own one. May 2008 saw me riding the third brand new motorcycle of my life out the showroom door. In 2021 this 2008 Triumph Bonneville T100 865 is still in my garage and is now the bike that I have owned for the longest period at nearly 13 years. I very much doubt that it will ever be sold.

Bitten by the motorcycling bug once more and with a little money in my pocket one motorcycle was never going to be enough and a second modern Triumph Bonneville was purchased in 2014, this time a well used 2007 base model with high mileage but purchased cheaply, This is my project bike that will enable me to stop tampering with the 2008 model which, over the years, had seen some fairly radical modification but has recently been returned to a basically stock configuration. This was followed shortly after by a 2005 Triumph Sprint ST 955i, a lovely sports tourer capable of speeds far greater than this old man's requirements. This, combined with my waning desire for long distance motorcycling, resulted in the bike being sold after only a few years of ownership. I loved the bikes high RPM triple cylinder wail though and it holds the dubious title of being the bike I've ridden the fastest at 248Kph. Been there and done that and have no desire to repeat the exercise. One last motorcycle that I have owned is a little Yamaha SRV250, purchased, restored and quickly sold again as I had discovered that four motorcycles are too much for one man especially if you want to keep them well maintained and regularly ridden. So that is a total of 16 bikes over the years, not counting the ones that were projects I never got to complete or ride, and I've loved every one of them.

Lawrie Kapitzke



'The Scribe'

Dennis Gregor-Secretary

The Driver's Handbook Motorcycles



I found this when researching a few rules and thought some of the rules were unknown to me, so may be unknown to others. So, have a read, you may learn something or you may be a know all.

Motorcycles are classified as motor vehicles and are therefore subject to the same general road rules as cars, trucks and other motor vehicles. Specific road laws apply to motorcycle riders. These are:

- an approved helmet must always be worn
- motorcycles built after June 1975 must have two rear view mirrors to provide a clear view of the road behind
- only one pillion passenger may be carried and then only if the bike is fitted with proper footrests and seating
- pillion passengers must always sit astride the seat facing forwards and with both feet on the footrests
- learner riders must not carry a pillion passenger unless the passenger is acting as a qualified supervising driver and the person has held a current unconditional Class R licence for the preceding two years
- overtaking on the left of another vehicle in the same lane is illegal
- riders may ride two-abreast but no more than 1.5 metres apart
- both the rider and passenger are responsible for ensuring the passenger wears an approved helmet
- a child under the age of eight years cannot be carried as a pillion passenger on a motorcycle. They may only be carried in a sidecar
- all sidecar passengers must be safely seated at all times that the motorcycle is moving
- an animal cannot be carried on the petrol tank of a motorcycle (except a farm animal carried for less than 500 metres).

Recommended equipment

Clothing of strong, brightly coloured material covering arms and legs.

Leather gloves offer good protection for hands and enclosed, sturdy footwear protects feet. You should never ride in sandals, thongs or bare feet

Lane Filtering

Lane filtering is when a motor bike rider travels at low speed in between two lines of stationary or slow moving traffic travelling in the same direction. Strict conditions apply to lane filtering:

- only permitted when safe to do so
- only permitted at speeds of 30km/h or slower
- only permitted by R and R-Date licensed motor bike riders. Learner's Permit holders, P1 Provisional licence holders and moped riders with a car licence only must not lane filter
- not permitted in a school zone or across pedestrian and children's crossings
- not permitted next to parked cars or between vehicles and the kerb, or on roundabouts and not permitted in bicycle, bus or tram lanes.

Being seen

The outline of a motorcycle is about one-third the size of a car, which makes it difficult for drivers to see them especially among other vehicles. Remember that a motorcycle rider can see a car much better than a driver can see a motorcycle. To improve your chances of being seen by other road users, it is recommended that you: wear bright coloured clothing ride with your headlight on at all times ride in a position on the road that provides maximum safety and visibility of your motorcycle to other road users (especially not in the blind spots of other vehicles).

Compulsory equipment—A motorcycle rider, any pillion passenger and any passenger in a side car must wear an approved safety helmet. An 'approved' helmet is a helmet manufactured, tested and marked in accordance with the requirements of the Australian Standard (AS 1698) or European Standard (ECE 22.05) as specified in the Road Traffic (Miscellaneous) Regulations 2014.

Further information about motorcyclist safety can be found in the [Rider's Safety Handbook](#).

A white or brightly coloured helmet provides good visibility both by day and night. The helmet must be a snug fit and fastened at all times.

David 'The Carer' Catchpole Treasurer



With 2020 done and we greet a New Year I thought lets have a quick look back at what 2020 has given us.

Jan 1 2020. Woke up with a headache, went for a ride, head still hurts but now I have a smile on my face. This smile lasted until the next weekend and still reappears every time I take one of my bikes out. The Covid stayed away and did not prevent me from doing anything that cant be done this year. The extra time off and working from home allowed a few of these tasks to be completed. Rebuilt a Honda Z50 repainted the Matchless G9 and converted to 12 volts.

May 2020. The modified LDR Covid Dinosaur (by no way does the name reflect on the age of some of the participants.) Run 2020 was fantastic as normal. With some minor inconveniences along the way. The tour showing why Winton is the place to see a dinosaur, worth every cent.

August 2020. Bowen Speedway weekend, it was another great weekend.

September 2020. Lake Elphinstone, great ride out—fast ride in thanks Andy. The weekend was fantastic, some partied and some slept.

Oct / Nov and Dec 2020. Couple of local rides plus the Breakfast Ride with the ladies.

Overall another great year considering the circumstances, hope you all had a Merry Christmas and all the best for a Happy and Healthy 2021.
May your plugs spark bright and your fuel tank be full.

General Advice \$1.00, Correct Advice \$5.00, Kickstart Your Bike \$5.00

David lived up to his name helping out those who were inconvenienced on the 2020 Covid LDR. From all the Dinosaurs thanks David for your willingness to jump in and help. That's a true CARER.

Tim Lucy 'Honest Tim' Ride Coordinator



Ride Report

Hi All Christmas over again hope all was good. January club ride will work out next meeting Will try for Breakfast /Lunch February 21 at Surf Club had birthday lunch there was very good, weather this time of year is tricky

Can I get expressions of interest for a combined ride to St Lawrence {if open} taking in Croyden / St Lawrence off old Rockhampton inland road to Bruce for the dirt adventure types, others stick the black stuff. O / Night St Lawrence or Marlborough Pub as an option try February 6 / 7 weather permitting need feedback ASAP. Also as Covid stopped Ferns Hideaway ride Yeppoon area last year I suggest we try for similar 2 or 3 night same area. Visit The Caves on the way then rides to Rockhampton, Westwood, Dululu Mt Morgan circuit. Then local Emu Pk, Keppell Sands, Yeppoon area. Targeting 16 / 17 / 18 April have a think and hopefully can get it off the ground lets know thoughts soon. The ride calendar is pretty taken up with something on most months, if you have ideas for rides put ya hand up we need to cater for all OLD / FAST / SLOW / LONG & SHORT RIDES and them's wot get lost.

IM off now cheers Honest Tim

Two guys in their mid-twenties while sitting at a bar. One of the guys says to his buddy, "Man you look tired." His buddy says, "Dude I'm exhausted. My girlfriend and I have sex all the time. I just don't know what to do." An old man, sitting a couple of stools down also overheard the conversation. He looked over at the two young men and with the wisdom of years says, "Marry her. That'll certainly put a stop to that shit!"

I asked a Chinese girl for her number. She said, "Sex! Sex! Sex! Free sex tonight!" I said, "Wow!" Then her friend said, "She means 666-3629."

At a disco: He: "Wow, what's a cute girl like you doing in a corner all alone?" - She: "I had to fart."

I will never forget my dad's last words: "Will you stop playing with the bow, Nicholas?!"

Two underpants meet for a beer. "Why are you so brown?" asks one. "Don't ask. It was a really crappy week."

Surprise for Bob and Julie Inkson For their tireless efforts.



Julie sent me the attached photo with the words.

The club is pleased you like the gift and once again we appreciate everything you do. When is Bob going to fit a donk to it?" Bernie Cannon

Bobs Bit - 'Without a word of a Lie'

How did you become involved in motorcycles? Through my Father who was a member of the Sandringham M/Cycle Club.

Your first machine? BSA Bantam.

Did you buy or inherit this particular machine? Off the Old Man and I had this machine for around 4 years.

List of other motorcycles. Suzuki 175, BSA M21, BSA Super Rocket, Matchless G80, Douglas 2 3/4 HP, Honda NSR 250, BSA C15, Honda PE 50, Harley and 49 ES2 Norton.

The worst? Norton ES 2

Which motorcycle's would you most like to own? The ones I still have.

Are you just a British Bike man? No I enjoy all.

The most memorable experience on or with motorcycles? Long distance rides.

The best part of being a motorcyclist is the friendship of fellow bikers and I aim to keep riding as long as I can.

Matt Williams

‘Mister Moneypenny’



I am very pleased to have joined the BMOA, spending time with like-minded people, and so far have enjoyed a couple of monthly meetings and a weekend ride to Bowen. Married 26yrs, 2 adult kids, diesel fitter- heavy earthmoving and my interests are family, riding, flying, camping and a quiet drink when possible (not in any particular order but always family first). My first bike was a beaten up Honda XL100 for a hard earned \$150 at age 14, then hooked I went through 80s, 125s, 250s and others, until my first road bike was an FJ1100 Yamaha at 18years old. Since then I have never had no motorcycle in my shed. I raced open class enduro on numerous bikes for several years and then decided at age 44, I just wasn't getting in the competitive groove any longer, so I called it off before I got injured. Now I just ride for fun but still love a bit of speed on occasion. Getting to meet and socialise with a few of the members has been extremely interesting and I apologise in advance if I don't remember names- I have already referred to Glenn as "Chris" for a couple of days, but on the upside I'll answer to most names starting with "M". Earlier this year I purchased my dream bike- a 2005 Speed Triple which I absolutely find addictive, and have most recently purchased a Triumph Speedmaster and a Ducati Monster 1200. It was the red bike that led me to the club, in an effort to locate some Ducati specific parts and tools, and Gerry was right on to it and set me straight. I have already learned so much from BMOA club members - special mention to Bob Dumba and I'm looking forward to meeting everyone and getting out for some rides in company. There is a wealth of information in this club and I hope I can contribute my two bobs worth on my journey also. Ride safe. Cheers. Matt



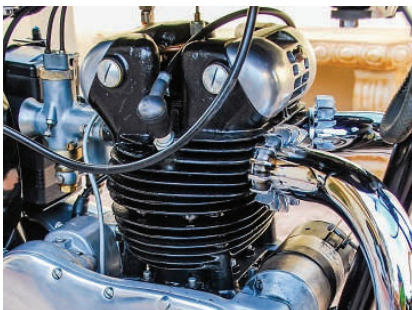
Mike Hailwood was once asked "What do you do to the others in order to beat them apart from outside them?"

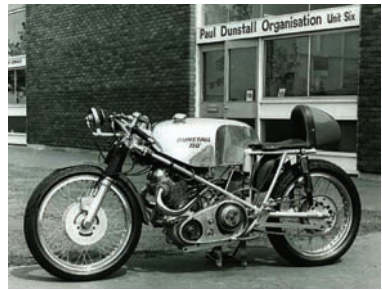
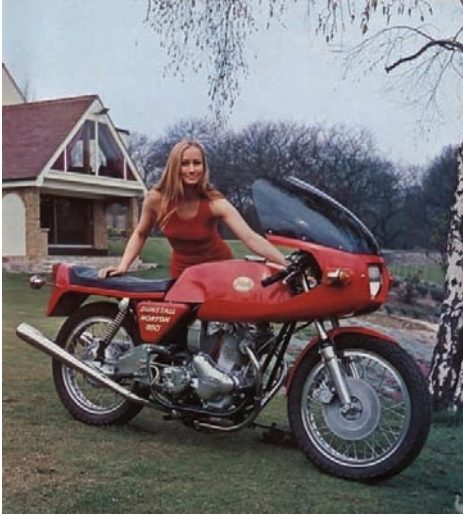
His response was "Look at all of them on the front grid before the start. You can see it in their eyes. If they think they can beat you, smile, give a nod and a wink. It works every time. Then you show them what you meant."

ARIEL 499CC KG500



Designed by Val Page, Ariel's 500cc parallel twin was produced between 1948 and 1957. The new power unit was constructed along the lines Triumph's Speed Twin, whose bore and stroke dimensions it shared, though in the Ariel's case the two camshafts were driven by chain instead of gears. Two versions were offered: the KG500 De Luxe tourer and KH500 Red Hunter sports model. The duo's cycle parts were identical, featuring Ariel's new telescopic front fork with Anstey link plunger rear suspension available as an option. Although the KG tourer was dropped during 1951, the KH soldiered on, gaining Ariel's new swinging arm frame in 1954 together with the alloy cylinder head first seen on the short-lived KHA. Although somewhat overshadowed by 'flashier' offerings from rival manufacturers, Ariel's 500cc twins are characterful and a joy to ride, especially the lighter rigid-framed examples.





- After a brief racing career from 1957-59, Paul Dunstall's connection with Norton race motorcycle development began in 1959 with a request from Fred Neville to build a Dominator for him to race. After competition successes including IOM TT on the Dominator, this attracted Norton owners to Dunstall's work, and after acquiring experimental race engines from Norton in 1962, interest snowballed, with Dunstall developing the Domiracer line of engine modifications and performance parts. After moving to larger premises in Eltham in 1964, Dunstall's experience with competition motorcycle development accumulated to the point where by 1966 he was building complete Norton machines, and he was closely linked to the development of the Norton Commando. This spread to other marques and by the end of the 1960s, Paul was developing parts for Honda and Triumph, and towards the end of the 1970s the stable of roadsters wearing the Dunstall badge had expanded to include Honda, Triumph, Yamaha, and Kawasaki. After a decline in the motorcycle market at the end of the decade, Paul sold the Dunstall name in 1982, leaving behind him a legacy of victorious race-bikes and a pedigree of roadsters still collectable to this day.

Honda VF750F 1983



My Bit
Stu



The BIGGEST load of
I have ever owned.

The Honda VF750F was the offspring of a marriage between the revolutionary 996cc V4 FWS1000 U.S. Formula 1 Championship Superbike racer Honda introduced in 1982. A change in AMA Superbike rules for the 1983 season, 4 cyl bikes were limited to 750cc and were required to be production based. Honda management decided to build a new street bike around the Sabre engine, but with the right stuff to form the basis of a Superbike contender. The 1983 Honda VF750F was the result.

But there was trouble in paradise. Issues with rapid camshaft wear and disintegrating cam chain tensioners started surfacing regularly and Honda's belated response was a series of service advisories that attempted band-aid solutions under warranty rather than a full recall. Another thing that comes to mind is the 16 inch front wheel, which was flat out pointing in the right direction especially on Qld roads at the time. That's Queensland roads not old roads, maybe they are the same?. The decision to get rid of this machine was after a trip with a friend Butch to Ipswich and catch up with a mate. The bike decided to do its thing not far from the destination, managed to wobble on to the local Honda dealer. The dealer needed it for a few days so stayed overnight in Ipswich. The plan was head to the Gold Coast on Butch's Sportster the next day which we did. At Booval while two up on the Sporty heading to the coast we hit a Moose. The Moose was a local football identity who was out for a run, decided to cross the motorway even though the signal said the opposite. One Moose with a broken leg, Sportster owner pissed off along with the pillion who did a close inspection of the road for about 20 metres. Plan C get this mess sorted and head back to Mackay as soon as possible. A couple of months after our return it was a steady ride up to Townsville to purchase a new BMW R80/GS from Orm Snell. Can't recall what I got for the VF as trade, certain it was stuff all. But the trip back to Mackay was heaven, I was smiling from ear to ear with my new BM. Had that bike for 10 years and I must say that it was fantastic.

Unfortunately, the damage to the VF's image was done, and within two years the VF750F was replaced by the VFR750 with gear-driven cams and a twin-spar alloy frame. Which became a very solid and reliable motorcycle.

NOT BRITISH

1971 YANKEE 500 TWIN



New York's John Taylor was a mover and a shaker in the motorcycle industry in the late 1960s. He was the American importer for both Bultaco and Ossa. But, John had a dream. He wanted to build an American-made dirt bike that would be ISDT-ready. Taylor wanted a machine that would be "everything to everybody!" His dream bike would be a 500cc two-stroke twin with lots of low-end torque that was built solidly enough for hours of no-sweat riding in any weather on road or trail. As the Ossa importer, John Taylor was able to use his connections at Ossa to have them modify a twin-cylinder 460cc Ossa road race engine, designed by Eduardo Giro, into a 488cc dirt bike engine by mating two 250cc Ossa Pioneer top-ends, including the pistons, cylinders and heads, onto a unified two-cylinder engine case. The engine had a bore and stroke of 72mm by 60mm and two 24mm IRZ 4G dual-needle carbs. The result was an engine that could be used as a twin or a twingle.

Dick Mann was enlisted to design the oversized chromoly frame, because he had designed the Ossa DMR (Dick Mann Replica) short track frame. Gunmaker Smith and Wesson in Springfield, Massachusetts, forged the triple clamps for the 42mm Telesco forks. The swingarm was oval. The axles were hollow. The rims were alloy Akronts. The bars were stainless steel, and the tank, fenders and side panels were fiberglass. The Yankee was also the first off-road bike to come standard with a hydraulic Kelsey-Hayes rear disc brake, even though the front brake was a 6-inch drum unit. The first prototype was built in 1968, but actual production didn't start until 1971. John Taylor's dream bike was designed to be fast and powerful and was built like a tank. And that was its demise. Everything about the Yankee was overbuilt; its dry weight was 344 pounds. It was too much bike for its intended market, and it was only a modest success. Over its two-year production run (1971–1972) only 764 bikes were built. John Taylor achieved his dream, but there weren't many off road riders who shared his vision.



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The RZ 250

Member Alan Lisle ready to razzle at the Bucasia Beach Races on his Yamaha RZ 250.

Early 1980's.

Alan mentioned that he still has the RZ, but is in need of some attention.

This was a model developed with the TZ250 as its base. It immediately created a big sensation after its debut at the 1979 Tokyo Motor Show. Its liquid-cooled 2-stroke, 2-cylinder engine was mounted in a double cradle frame with Monocross suspension. It produced unprecedented performance and even today it remains a legendary model with a devoted following.

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.