

TAPPET *Rattle*

November / December
2021



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



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Welcome to our Christmas edition of the Tappet Rattle.

Merry Christmas and a Happy New Year to all our members, partners, and families. I cannot believe that we are at the end of another year already. They say time flies when you're having fun, but I think it just simply flies.

Anyway, lets focus on the fun part. The Christmas Party is upon us and this year we are trying something a little different. Coast to Coast the Golden Roast will be catering the event so that we can all have a bit more relaxation and get together time. There will still be small jobs to do on the day and of course bar staff required but it will be nice to avoid the preparation beforehand and the massive job and clean up on the day. I trust the event will prove successful and look forward to sharing a fun filled day with all of you.

Covid is still with us, but the end is in site as far as restrictions go, however we were able to avoid a lot of the issues associated with the cities and were fortunate enough to enjoy many rides and fulfill our calendar events. Lawrie has been putting together our ride calendar for 2022 with the help of our coordinators and we look forward to partaking in as many of those planned events as possible so get in there and get riding whenever you can.

Gerry has indicated that he is stepping away from the LDR planning and will possibly focus on short midweek rides like the Belyando, Charters and Ravenswood ride. These will be short notice events and make it easier for him to plan. The short s and your families I look forward to sharing a HAPPY NEW YEAR with you. ride is a top idea and a lot of fun and suits those that are still working as you do not require much time off and possibly suits some of the more mature members as well due to the fact your only on the road for a few days so a win, win all round, I think. Thanks to Gerry for doing the LDR for many years and having been on most I can honestly say you have the time of your life, and it is the pinnacle of what we are about. Thanks to you Gerry for your efforts over the years and should anyone else wish to step up and plan these events for the future please put your hand up and talk to Gerry for a few pointers.

Closing off the year its safe to say that once again we had a great 2021, all things aside, and 2022 is looking good with the ride calendar almost full already.

To those of you with health issues a special "wish you well" and to all members.

A Plan in Pictures



Start with this



Do this to it



And this



Buy this stuff



And this



And this



And this



And this



This plus a little more



And end up with this.

The Presidents Ride -Bucasia

A couple of pics of the Presidents Ride.

David will do anything for a top story.

Can you please mention I enjoyed having the motor bike club around and seeing the ladies that came was wonderful. Thanks Joslyn.



Once some of the riders spotted David on the roof of Bernie's joint. A cry went out

RUOK?



Thank you to Towers Motorcycles

The British Motorcycle Owners Association of Mackay (BMOA) were recently on a ride through the Charters Towers district. One of the members encountered mechanical issues. The repair entailed getting wheel bearings out of Townsville so our Treasurer David (The Carer) organised this through his work contacts. David arranged to meet them, on his return to Charters Towers, Darren and his team at Towers Motorcycles had the bike ready to fit the bearings and get us back on the road. The club appreciates that Darren dropped everything to assist us to get going ASAP considering he was extremely busy at the time. Us fellow riders on the trip would also like to thank David and Dennis for not hesitating in going the extra mile literally and efforts. There were other issues that day and David once again spent an hour or so on the side of the road getting things sorted. If your ever out Charters Towers way and need anything motorcycle related please call or drop in on Darren, you wont be disappointed.

Cheers Bernie

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'The Scribe'

Dennis Gregor-Secretary

Alex Cairney

I went to the local police station on 17th June 1958 paid my One Pound (\$2.00) and received my South Australian "A" class Drivers Licence, NO TEST, NO questions. I was now an OPEN licence holder free to ride drive any size motor vehicle on the road!! My father was a builder who was away in Darwin on a big contract and his FJ Holden was sitting unused in the our four car garage at our home.

My next door neighbour a Mrs. Rohda Daniels a retired Nursing Sister had a BSA Bantam ("D1 125") she used while working. She asked me would I like it ! I replied in the affirmative so my motorcycling experiences took off.

Most of my local compatriots started their employment as apprentices in the vehicle trades. In those days to purchase a motor car was quite difficult on apprentice / junior wages 50% deposit on a new car 33% on a second hand car. The exception was motor bikes only 10% deposit a good Triumph or BSA 650cc second hand was selling for 150 Pounds (\$300) thus for 15 Pounds it was possible to be on the road on a very good machine. My first 4 stroke was a 500cc rigid frame AJS which had been used for "Scrambling" (Now Motocross) purchased for Ten Pounds. Once again the "Archaic" vehicle regulations of the time suited us "new chums" to the world of motoring. A motorcycle had to have a horn and rear vision mirror for full registration, another big expense "Three Pounds Nineteen Shillings" for twelve months Rego and Insurance. 'Rumbleguts' as the AJS was so named became my main form of transport, having no lighting was a slight curtailment, nothing a bicycle head lamp and battery tail light couldn't fix.

My compatriots by this time had become aware of the vehicle storage / workshop space at my home, especially the beam across the roof in the centre of the garage.

Sunday mornings used to see a pretty good roll up with motor vehicle, repairs, rebuilds and engine changes etc.

During this period one of the group had a 1955 Triumph Thunderbird motorcycle on "hire purchase" and was unable to keep up the payments. He offered it to me in exchange for my "Bantam" and just take over payments 95 Pounds owing, thus my graduation to fully fledged motorcycling.

With all the local biking group using my "Shed" as a workshop the accumulation of various motor cycles, parts became quite extensive. The local group of then apprentices included some later well knowns, Dave Basham—Australian Scrambles National Champion 1961/62/63, Charlie Monk—Speedway rider, Seve Bieg—Vehicle Apprentice of the Year 1959/60, Mark Robinson, Liberty Motors—Zundaap / BMW / PUCH/ Adler / Horex. Liberty Motors were the first Australian dealer to sell imported Japanese motorcycles in Australia, a 250cc twin cylinder, two stroke, marketed as a "Liberty" it had a tank emblem of crossed tuning forks (AKA "YAMAHA"). Dave Basham was an apprentice at J N Taylors the South Aust BSA dealer, so he acquired a BSA 500cc B33 which was set about by the group members and brought up to BSA "Gold Star" racing specifications. Dave went on to win a number of local road race events on this machine. Another member of the group was Ray Trevena slightly better set up than the rest of us. His Father was a motorcycle dealer / racer of some repute with his own workshop in the Adelaide suburb of Goodwood specialising in "Manx" Nortons. I inherited a 350cc BSA B31 from parts accumulated within the group. I had a few races on this bike at "Port Wakefield"

Born Glasgow Scotland 1942. Father in Royal Navy WW2 operating as Carpenters Mate on "Feet Carrier" HMS Atheling based in Pacific Theatre. and Sydney Australia. Emigrated to Australia in 1948 to Adelaide. Attended Christian Brothers College Grade 3 to "Leaving"(Matric)1957.Enrolled University of SA 1958 with other classmates at end of first semester told I was too young to be at UNI, I was 15 years. Got employment as Trainee Draughtsman in South Aust Public service Engineering and Water Supply Dept. Once again my age was frowned on and I made "Office Boy" Morning tea getter, bin emptier, floor sweeper etc. Mate told me he had a great job .Chainman for Surveyor with Highways Dept. I went to the Highways Dept main Depot at Pooraka SA. Knocking on the door of "Chainmans Shed" I asked to see the Foreman and applied for employment. Taken in to the shed handed an axe and told to sharpen it then to paint some pegs. So began my Survey career, the next week one of the Surveyors Les Bennet wanted me to go to the "Field" for a period Monday-Friday on a Road Design Survey on Cape Jarvis We would be accommodated at the Normanville Hotel {full board}. So I became a "Staff Man".

After about a week the Surveyor asked me to move the theodolite to the next station, I did so and on positioning it over the SVY peg I commenced levelling it. Mr. Bennett asked me what was I doing, I replied obviously you are making observation with reference to the horizon using the bubble on the instrument as a datum. He then queried my education. On return to the Hotel he treated me as a cadet surveyor teaching me to use the slide rule to reduce the "tacheometric and Levelling Observations, NB I was only 16 years staying in a hotel 21 years drinking age in South Aust No TV in those day. Mr. Bennet had it made me doing all the calcs at night, him in the Bar. I got promoted from "Staff Man" to "Front Chainman" to "Rear Chainman" and after 6 to 8 months to "Levelling Assistant." I, being a "Daily Paid" employee, was on full adult wages. This caused a bit of animosity with all the other Survey Trainees who were going to Tech and on the Public Service Pay Scale, which was paid on age. My "Field allowance" was twelve and sixpence a day plus "All Found" at the Hotels I was actually taking home each fortnight more than my father a carpenter. We had by then done Tachymetric / Cadastral Surveys in Port Augusta, Wallaroo, Kadina, Loxton, Renmark, Coonalpyn and Narracoorte. Mr. Bennett applied to have me put over to the full time student group, but that contravened Public Service Regulations. One of the other Surveyors Bill Love who was ex RA Survey Corps suggested I enlist During this period of financial benefit I acquired a 1929 Model A, Ford Roadster and MG TC mainly because they all had 19 inch spoked wheels the same as all the group's motorcycles the tyres were interchangeable.



David 'The Carer' Catchpole

Treasurer

Part 4 Suzuki GT 750

Prepare for Launch!

The Suzuki is powered by 3 Mikuni BS40 CV carbs

Early GT750s were fitted with round slide VM32 carbs, more or less the same as millions of round slide Mikuni's used across many different manufacturers and models. In 1974, the L model included an upgrade from simple round slide carburettors to more sophisticated Constant Velocity CV carbs called BS40. Although that sounds like a huge increase in bore from 32mm to 40mm, in fact the flow rates were comparable on both. The BS40 has butterfly valve type throttle which creates considerable flow resistance and the throat is also restrictive.



With the carbs stripped, rebuilt and reinstalled it was time to start on the wiring. The wiring harness was in relatively good condition, so after doing a few insulation checks it was reinstalled using all of the original plugs and sockets.



There was a minor incident during commissioning of the electrical systems, the rear tail light / brake light assembly decided the smoke originally installed in the wires in 1976 needed to be let out!

One of the last things needing to be given the once over was the instrument cluster, I had done a bit of research and decided to tackle the task myself and after a couple of hours the instruments were stripped down ready for an overhaul.



A couple of days later and with no spare parts remaining the instrument cluster is ready for reinstallation

The engine start up!

With all the oils topped up, fresh coolant in the radiator, a testing bottle full of fuel plugged in to the carbs and with the cameras running, I decided to push the start button to see what happened,

To my relief the motor cranked into life and almost straight away began to idle at 1500 rpm (to say I was happy is an understatement) not sure the neighbors are happy to have a two stroke crackling at 7 pm at night, but that's something a couple of beers can fix

The completed machine

With the prestart testing completed, carbs balanced, cables fitted, brakes bled, original tank cleaned and fitted it was time to give her a test ride



My mate Barry testing the bike for me.

Doug James: The Original Wollongong Wizz



At just seventeen years of age, Doug James was the youngest rider in the Australian Tourist Trophy in 1939. He was also a long way from home. Pre-war, the journey from Wollongong to Phillip Island, the former sealers' colony in Port Phillip Bay, accessible only by vehicle punt to and from the Victorian mainland, was an epic in itself. Young Doug was apprenticed to the long-established motorcycle dealer Gordon Spence in Wollongong; agents for Dunelt, Norton, Triumph, Ariel, Panther and Excelsior (British, not American). From time to time the NSW Excelsior importer Eric Moore, was able to order either new or ex-works examples of the racing Manxmen and in 1938 a brand new 250 became available. Eric Moore offered it to Gordon Spence with the suggestion that young James, who was rapidly making a name for himself with a string of excellent results on a 250 and 350 Triumph at places like the local Tom Thumb Lagoon circuit (also known as Monkey Flat), be given the ride.

Spence mentioned the conversation to Doug, and the youngster's eyes lit up immediately at the thought of straddling such pedigreed tackle. In fact, Doug was so captivated by the idea that he offered to buy the Manxman himself, which he did for £212 10 shillings – an astronomical sum for 1937 on an apprentice's salary. The first opportunity to use the new 250 was the Australian Tourist Trophy, the official national championship, which rotated between states and for 1939 had been allocated to Phillip Island. Before the TT however, Spence received a further call from Eric Moore. The 350cc Manxman, designated ER-12 by the factory, owned by Moore and ridden to much success by Jim Madsen, was for sale. Without too much prompting, Spence bought that one as well, to be used as a spare at Phillip Island. This actual machine had won the 1937 Australian Grand Prix at the Vale circuit at Bathurst, and Madsen had also taken the bike, in fully streamlined form, to a new 350cc Australian Land Speed record of 107.78 mph. This was set at a so-called 'secret' location, which was actually the Cross Roads at Liverpool in Sydney's west, where a select group comprising Madsen as the rider, Wal Hawtry as tuner, and Don Bain representing the ACU as timekeeper assembled. With both bikes loaded onto a trailer, hitched to Spence's MG Sports Car, the pair set off in January 1939 from Wollongong bound for Phillip Island – a journey that took several days to complete.

On the grid for the combined 250 and 350 TT were some very big names: Norm Osborne (who by now had dumped his former alias Reg East), George Hannaford, Frank Pratt, Wal Hawtrey and Bruce Hector among them. The Lightweight riders wore white jackets to identify them in the massed field, and from the start, the slight figure of Doug James rapidly distanced itself from the other 250 runners. After 12 laps and 72 minutes and 20 seconds of racing, the chequered flag greeted him, with almost a full lap in hand over runner up Les Barnett's New Imperial. Doug was the youngest-ever winner of an Australian TT and naturally hailed as a prodigious talent.

Packing the winner's blue ribbon in his kit, Doug and Gordon set off for home, with only a few weeks to prepare for the Australian Grand Prix at Bathurst. This time the engine for the 250 Excelsior was carried in the small compartment behind the seats of the MG, while the rolling chassis went by rail. The components were reunited in the Bathurst pits. The new Mount Panorama circuit had been fully tar sealed since the opening meeting in 1938, and the Lightweight GP, the first event on the program, had attracted a much more formidable line-up than at Phillip Island. Don Bain, on a OHC Velocette, Tommy Jemison on his very fast MOV Velo, Harry Hinton and his amazing BSA, rising star Ray McKay on a T70 Triumph, and Eric McPherson on another BSA were all name riders. Only 15 riders were graded Expert for the meeting, and despite his championship win, Doug James was not yet among them. Bain had four previous Bathurst wins (all at the Vale circuit) to his credit, while Hinton had won at Phillip Island as well as Bathurst. 1939 marked the first time the Lightweight had been run as a separate event from the Junior, and from the start of the 12 lap race, a distance of 73 kilometres, Jemison and Bain assumed station at the head of the field. Hinton was a last-minute scratching. But by one quarter distance, young Doug was into his stride and displaced the old master Bain to take over second place. For the remainder of the race James lapped in near identical times to the leader (his fastest lap was 3 minutes 35 seconds) but there was no catching Jemison who came home a comfortable winner in 43 minutes 28 seconds of racing. Doug was more than happy with his result, and especially with the 15 quid prize money – which represented quite a few repayments on his Excelsior. Madsen, on a 1938 ex-works 350 Excelsior, finished third in the Junior GP. Doug's string of successes earned him an official nomination from Wollongong MCC to the ACU of NSW to represent Australia at the Isle of Man TT in 1940. This was subsequently endorsed by the ACCA and lodged with the Auto Cycle Union of Great Britain.

At the TT, the 250cc and 350cc races were combined, so with temporary registration plate attached, Doug used the 350 to learn the 10 kilometre course. There may not appear to be too much to learn, given the straightforward nature of the Phillip Island layout – four right angle right handers linked by straights, but on a 250, speed through the corners was far more important than on the more powerful 350s and 500s. Doug circulated endlessly before the meeting, and by race day he reckoned he had the

But things were changing. Europe was once again a war zone, and Australia was fully committed to the effort. Motor cycle sport virtually ceased over seas, and was severely cut back here. The 1940 Australian Grand Prix at Bathurst did go ahead, but the Isle of Man did not, and Doug had lost his chance for international stardom

At Bathurst, (where he was finally graded Expert) the Lightweight at Junior races were combined, and this time Hinton, who had recently returned from a fact-finding tour of Britain and the Continent, was untouchable. Harry finished the fifteen lap race with 14 seconds in hand over McPherson, riding Jemison's 1939 winning Velocette, and this pair almost lapped Doug's Excelsior in third place. The concurrent Junior, run over 25 laps, was an incredible race, with Dave Jenkins' KTT Velocette defeating Madsen's Excelsior by just half a second after 100 miles of racing .

Bathurst really was the swan-song for Australian road racing for the next five years, and by the time peace returned and Doug took up where he had left off with Gordon Spence, his racing days were almost over. Apart from a few outings at the local Mount Kiera short circuit on a Triumph Tiger 100, Doug had his hands full running the shop, which rapidly prospered and became the major dealership in the Illawarra region. His beloved 250cc Excelsior Manxman had been resumed by the military during the war, and Doug searched in vain for it for many years. In the end, he settled for something almost as dear to him – the ex-Madsen 350.

It came about after a chance meeting with Madsen around 1970, when Jim had mentioned that his original 350, and Doug's Phillip Island practice bike, was lying in a back yard at Wentworth Falls in the Blue Mountains. Doug leapt into action and tracked down the owner, who agreed to sell for \$1400. Arriving to collect his prize, Doug's heart sank when he saw the condition of the famous Manxman. It was completely dismantled and in a shocking state. Still, Doug has always welcomed a challenge and carted home the pile of bits. Restoration took several years, and Doug did virtually the entire job himself. Sourcing the correct transfers for the petrol tank proved difficult but not insurmountable, and he enamelled the delicate petrol tank, as well as doing all the other paintwork.

In 1977, Gordon Spence decided to close the business, and Doug, who had been a part of it for 40 years, walked away without a cracker, but he wasn't out of work for long. He helped acquire the BMW, Triumph and Suzuki agencies for another prominent local dealer, Noel Shipp, and went to work for him. Doug, a natural-born salesman, was so successful in flogging the German machines that he won a trip to the BMW factory in 1982. At the time BMW were completing a police version of the new flat-four K100, and a fully-equipped example was sent to Sydney, where Doug tested it at Oran Park. At 60 years of age, he showed he could still punt a bike around a racetrack. And he's still the youngest bloke ever to win an Australian TT.



Tim Lucy 'Honest Tim' Ride Coordinator



This years rides came to an end with our final ride to Bowen. Lake Elphinstone was a success as usual. About twenty made there way out, told lies, ate food and quaffed ale. Lunch at the Retreat on the way out all went with out a problem. All in a hurry to get home and forgot to stop at Retreat this year. I pulled in with support and nobody, all home to Mum. Thanks to all who made the ride and BBQ a success..

Norm is looking for a rat dog as he had wires eaten by a rat and missed the Lake. Or anything else that destroys rodents. Don't think anybody misbehaved, only David 'The Carer' sitting with the new BMW as the sun rose over the clay pan. We had a couple of longer rides earlier this year Gerry went north, Lawrie had a Week Away Ride and Lloyd's ride south all went well. So has kept most busy this year What happens on rides stays on rides, one chap tripped on railway line just to get attention from pretty nurses wont say who. Another was trapped by a giraffe lucky I was able to save both incidents at Wondai.

Will catch most at Christmas party Cheers Honest Tim

FROM the VAULT
Communications on the Go



Prior to 1935, there was no police radio and not many police cars. Officers were tasked out to police jobs while at the station and then returned to report back on the events of the day. In 1935 a temporary one way radio system was introduced which meant that information could be fed directly to officers on the beat, in police cars or on motorbikes. Just three cars were initially fitted with receiving sets allowing constant contact with Police Headquarters. One car patrolled the north side of the river, another the south side, while the third is held in reserve to be despatched at a moment's notice. Officers still had to return to the station to make their report. When World War II began a new two-way radio system needed to be put into place for more effective policing across Queensland. In 1941 a permanent two-way radio station was established in a building at the Police Depot.

Richard Ross

I become involved with motorcycles because you didn't have to pedal and they were faster than a pushbike. My first motorcycle was an Indian Scout the reason I bought this machine was because I just wanted it. I had this bike for 4 years then my sister stole it and sold it. Other bikes I have owned were a Kawasaki 175 and 100, Triumph Tiger and T100 also an AJ'S 500 / 18s. My favourite was the Indian. The machine that I would be either a Norman Hyde Harrier or a Vincent. One of my most memorable times was when I shipped my T100 back to NZ and rode some of the best roads in the world.. Also catching up with mates and drinking plenty of beer with them.



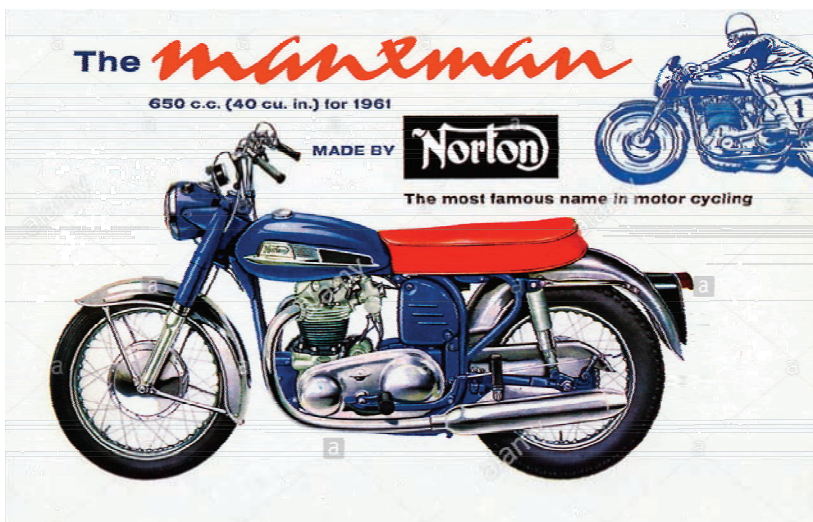
The Swindler Dale Swindells

My interest in motorcycles started when Dad said I could not have one. My first bike was a Yamaha SR250, the reason being I liked the looks of it and I had it for 4 years. Other machines I have owned Yamaha XS 650, Kawasaki Z 500 x 2, Honda XR 200, Triumph Speemaster 2006 model, Triumph Thunderbird 2010, Yamaha XT 100 and a variety of Quad Bikes 70cc and 110cc. My favourite would have to be the XS 650 and the worst none. The bike I would like to own is a Triumph Rocket 3. The most memorable experience/experiences with motorcycles has been all and the best part of being a motorcyclist is the journey. Plus keeping the shiny side up.

Welcome

Linsey Zimmer and Mick McGovern as
members of BMOA, Mackay.
Hope you both enjoy the club. This brings the
clubs membership to

109.



Norton produced a 650 in 1961 for export only, which was sold in the US as the Manxman. It was finished in polychromatic blue and a bright red seat with white piping and much chrome plate, and a special exhaust system only fitted to the Manxman. The Manxman 650 twin produced 52 bhp, giving it a top speed of more than 120 mph (190 km/h). A race machine developed by Heinz Kegler had speeds of 150 mph (240 km/h) and won pebble beach races. Initially production was at Norton's Bracebridge Street, Birmingham factory, but following the factory's closure in 1963, production was transferred to parent company AMC's works in Plumstead, London.

A European styled version of the Manxman was shown in early 1962 at the Amsterdam International Auto Show and went on sale in April that year as the 650SS. The machine had twin Amal Monobloc carburettors with the intakes angled downwards. Twin exhausts replaced the 99SS two-into-one and the headlight nacelle was replaced with a separately mounted speedometer and tachometer. The 650SS was finished with a black frame with silver fuel tank and optional chrome fenders.

In February 1962 Motor Cycling magazine achieved a best one-way speed of 119.5 mph (192.3 km/h) at MIRA with a 650SS. This was more than 10 mph (16 km/h) faster than the rival Triumph Bonneville tested the previous summer.

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A History That Nearly Was

BSA Gray Frames

In 1955, BSA motorcycles dominated the 500cc European Motocross Championship, with John Draper, Bill Nillson, and Sten Lundin securing the top three spots in the series. Nearly a decade later, Jeff Smith returned the Birmingham-based brand to its winning ways with back-to-back 500cc Motocross World Championships in 1964-1965.

At the same time, BSA's presence in the U.S. market was dwindling. With the firm failing to develop new product lines to combat the resurgent Japanese factories, BSA needed to make a splash in the 1971 model year. To leverage its motocross glory days, the company decided to paint its production model frames silver, emulating the titanium frames found on the BSA works motocross machines of the time.

Unfortunately, tight production deadlines forced plant managers to adopt a dull gray colour instead. Though the gray frames were well received in the U.S. market, in time, customers found the paint hard to maintain. As a result, the factory returned to manufacturing black frame BSAs after only producing the gray frame models from January-May, 1971.

While BSA's execution was flawed, modern manufacturers still apply the same techniques today. From Honda's CRF300L Rally to KTM's ultra-exclusive 450 Rally Replica to Yamaha's YZF-R3 Monster Energy MotoGP Edition, brands are still capitalising on successful race programs. Unfortunately for BSA, its gray frame gimmick wasn't enough to move the needle, but the brand had one last trick up its sleeve.

BSA unveiled the Fury 350 in October, 1970, a model aimed squarely at Honda's firm grip on the 350cc market with the CB350 and CL350. After several quality control issues, the British marque intended to release the Fury 350 in 1972, but it never saw the light of day. Of course, those last-ditch efforts couldn't save BSA in the end. With bankruptcy on the horizon, Norton-Villiers absorbed the brand in a government-backed rescue plan in 1972.

Would BSA still be around if the gray frames held up? Would the brand still exist if the Fury 350 was released earlier? We may never know, but we do know that the gray frame BSAs are some of the most coveted motorcycles in the world.





Helen and Peter Douglas Yamaha YR-1

Peter and Helen Douglas's Yamaha YR-1 has been an integral part of their lives for over 50 years.

Purchased in 1967 from the local dealer and where the couple would eventually meet, it was Yamaha's biggest bike, Honda's CB450 being the only similar-capacity Japanese motorcycle available at the time. Peter was transferred 800km west of Mackay, and so began monthly trips. In 1971 Peter and Helen set off on their honeymoon on the YR-1, a three week trip to Melbourne. Their total expenditure for fuel and oil was \$40 but a speeding fine of \$45 put a dampener on their mood. Peter restored the YR-1 in 2008.

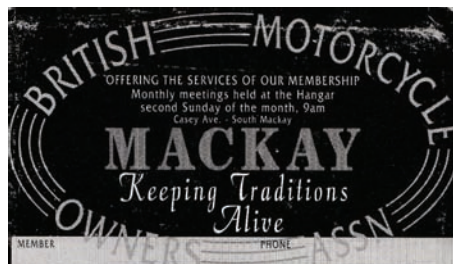
Peter and Helen along with other members of the VJMC Mackay have been great supporters of the BMOA, Mackay 'All Bike Show' for a number of years. The VJMC club always has a fantastic and well presented display, generally a dozen or more machines. This year proved successful for the club with member Ashley Taylor taking out both Peoples Choice and Best Oriental categories with his 1973 Kawasaki Z1 900.

Without support from this club and others the show would not be as successful as it has been. Thank you for your ongoing support and glad to see your members roll up and enjoy the weekend.



"I've often been asked, 'What do you old folks do now that you're retired?' Well...I'm fortunate to have a chemical engineering background and one of the things I enjoy most is converting beer, wine and vodka into urine. I do it every day and I really enjoy it."
LARRY FURRY POSTDUBS

Dudley's Effort



Almost done 2021

My Thoughts

Stu



Reflecting back on the year 2021, my feeling is this has been one of the better years since my joining. This is due to the gutsy efforts and passion of many within, not taking anything away from the efforts, achievements and contributions made over the past 42 years by others.

The clubs membership has grown, this can be seen by the many new faces at our monthly meetings.

The club has gotten back the club feel due to the social activities, variety of ride types and our giving support to local events and charities.

The 'All Bike Show' was a hit, this was shown by the public's attendance, number of exhibitors present and the valued and great support from local business.

I would like to say a few words about David (The Carer) Catchpole Thanks David for your willingness plus ability to help out in times of need. Especially your mechanical prowess with out that I am certain we would have seen many members stuck around this great brown land.



Tim just keeps pulling the rabbit out of the hat with his ride coordinating. We have been fortunate enough through his organising skills to have been bush, coastal and even lucky enough to see a giraffe. Good on you Tim and your helper the Mann.

ROYAL ENFIELD

Royal Enfield is expected to name its upcoming 650cc cruiser as Super Meteor – It will be positioned as the flagship product in the line up Royal Enfield has a number of prospective launches up its sleeves in the coming few months. However, the next big launch is expected to be the 650cc cruiser which has been spotted on a number of occasions previously. Also coming to the 650 line up will be the Himalayan 650



NOT BRITISH



PIAGGIO®

Piaggio & C. SpA is an Italian motor vehicle manufacturer, which produces a range of two-wheeled motor vehicles and compact commercial vehicles under seven brands: Piaggio, Vespa, Gilera, Aprilia, Moto Guzzi, Derbi, and Scarabeo. Its corporate headquarters are located in Pontedera, Italy.



MP3 500 Sport Advanced

In 2006, the Piaggio MP3 came powered by the then most refined generation of Piaggio four-stroke singles, the 125 and the 250cc units. Since then, Piaggio kept evolving the MP3, not only to counter (the few) potential competitors, but mainly to expand the efficiency and the appeal of its very smart three-wheeler. The new edition of the MP3 has gone a long way into efficiency, comfort, performance, security, and riding pleasure.

In 2019 the MP3 was introduced in three versions and two displacements: 350 and 500cc globally, but only the 500 MP3 Sport is available in North America. The 500cc, liquid-cooled, SOHC four-valve has undergone a complete redesign to both meet the Euro 4 homologation standards and generate a substantial (14 percent) power increase. Thanks to a higher compression ratio (11.5:1 from 10.9:1), new cam profiles, and improved flow dynamics, the unit now generates a solid 44.2 hp at 7,750 rpm and 35 pound-feet of torque at 5,500 rpm. The MP3 delivers power to the rear wheel via a rather efficient CVT transmission.



'THE RUNWAY BAR'
Mackay Aero Club

Casey Ave—Mackay

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Best motorbikes of 2021 - the MCN UK Award winners



Overall Machine of the Year
Aprilia RS660

Best All-rounder: Ducati Multistrada V4S

Best Retro: Royal Enfield Meteor 350

Best A2 Bike: Honda CB500X

Best Cruiser: BMW R18

Best Electric Bike: Harley-Davidson LiveWire

Best Adventure: BMW R1250GS Adventure

Best 125: Yamaha XSR 125

Best Tourer: BMW R1250RT

Best Scooter: Yamaha TMAX 560

Best Super Naked: Aprilia Tuono V4 Factory

Best Sub-1000cc Bike: Ducati Monster

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.