

TAPPET *Rattle*



January / February
2023



Norton V4SS



LIFE MEMBERS

Mark Botefuhr — Gerry Dempsey — Lloyd Dornbusch — Bruce Hurren
Bob Inkson — Dale Kennedy — Tim Lucy — Andy Mann — Chris Percy
Keith Sanders — Joyce Sixsmith—Ian Skuse

HONORARY MEMBER

Alan Gascoyne

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Secretary — Dennis Gregor * 0409 648 016
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Spiritual Guidance Officer — Les Martin * 0455 194 794
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Club Archivists— Maurice and Joyce * 0438 843 587

CLUB MERCHANDISE

Bucket Hats / Caps-\$15.00 T/Shirts-\$20.00. Singlets-\$22.00
Polo Shirts / Short Sleeve-\$25.00. Polo Shirts L/S Gray or Black-\$30.00
Machine Badge-\$25.00. Lapel Badge-\$5.00. Badge Sew On-\$8.00
Stubby Coolers-\$8.00. Belt Buckle-\$25.00

Annual Membership \$40.00



Official Address — British Motorcycle Owners Assn Inc of Mackay
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From the "Big Gun"
Bernie Cannon: President.

Hello members and welcome to our latest Tappet Rattle. Thanks Stu once again.

First off, our thoughts are with Bob as he has been very crook lately and we wish him well. Ken Ussher is on the mend albeit slowly and we wish him a full recovery.



Black dog ride is this month on Sunday the 19th and we have volunteers once again assisting with the corner marking. Thank you to those that threw your helmet in the ring to do this. If you wish to volunteer on the day, please ensure you see Stu or Gerry as they are coordinating in my absence, and you will have to fill out a volunteers entry form. For those that simply wish to take part in the ride please register online prior to the day.

We have a full ride calendar out for 2023 with quite a few rides planned so attend what you can and enjoy the bikes in company with your fellow members. Any ideas for club rides are welcomed by Tim and Andy so please don't be shy with any suggestions.

Dave "The Carer" has suggested we fabricate our own Trophy's for this years All Bike Show and is considering making them from old bike parts. This is not set in concrete as yet but if your keen on the idea and have parts that would assist in achieving this, please speak to Dave as it will assist in the decision to proceed with this idea or not.



A while back Joslyn (the Ammo for the Big Gun) supplied some info to Stuie for the Tappet Rattle featuring her Uncle, Les "Jack" Sabbo and he featured on the cover of our September, October 2020 issue. This issue Joslyn has delved into the Trove records and come up with a selection of news stories about Les which reinforces how talented a rider he was and how competitive he was in the racing fraternity. Additional to that is a story covering his cane cutting exploits as well whereby he could cut up to 111 Tons a week single handedly and not on long days.

A remarkable character and one tough man. They are not bred like that anymore.

Hope you enjoy the snippets.

Stay safe and enjoy your club and the rides.

Cheers

Bernie.

T.T. RECORD FALLS TO LES SABBO

The lap record at Gibson Park Miniature T.T. Track was successfully attacked yesterday by Les Sabbo, riding his Matchless fitted with a new J.A.P. engine.

After a fall in his first flying lap he completed another in 57 seconds, to lower the record by one second. This machine is likely to prove one of the fastest in Queensland.

A record crowd watched 11 riders compete in nine events on Mackay Motor Cycle Club's program.

In the first event, Sabbo retired with an oil pump plug, and P. Vella and R. McGill were forced to withdraw from further racing after a collision, leaving P. South the only finisher.

A notable race was the first heat of the under 500 c.c. four lap scratch, in which two 350 c.c. bikes beat two 500 c.c. twin-cylinder machines ridden by capable riders.

RESULTS

Six lap scratch, first heat: South (only finisher); time, 5:30 2-5.

Second heat: Curtin 1, Jones 2, Simpson 3; 6:10 2-5.

Third heat: Warren 1, Fowler 2, Miller 3; 6:4 4-5.

Four lap 350 c.c. scratch: South 1, Brooks 2, Schaper 3; 3:58 1-5.

Four lap 500 c.c. scratch, first heat: South 1, Brooks 2, Campbell 3; 4:2.

Second heat: Sabbo 1, Larkin 2, Curtin 3; 4:0 4-5.

Six lap scratch, final Warren 1, South 2, Curtin 3; 6:53 1-5.

Final of four lap scratch, run as handicap: Larkin (1 second behind) 1, Sabbo (5 behind) 2, South (12 behind) 3; 3:45 4-5.

Four lap encourage handicap: Miller (7 seconds behind) 1, Johnson (7 behind) 2, Simpson (10) 3; 4:20.



Motor cycling thrills

A crowd of about 2000 people attended the fourth night of the Mackay Harvest Fair last night.

Main interest was in the motor cycle racing, and most of the crowd packed around the oval to watch it.

The crowd was brought to its feet when Paul Vella fell in the final event of the miniature T.T. race. Vella, who fell heavily in front of five riders, was lucky to escape injury. His motor choked, and he was thrown in front of his bike.

The race was packed with excitement, and three other riders were lucky to avoid a smash. Athol Dow and Bob Fox crashed together when they were rounding a bend, and as a result Fox retired from the race.

Les Sabbo was also lucky not to smash into two riders. His machine went out of control, and he headed for two riders approaching a bend. However, he stopped his machine in time, and missed the back wheel of one of the cycles by inches.

Don Chick also provided plenty of thrills when he rode his motor cycle through a blazing hoop. The right arm of his coat caught fire as he passed through the ring.

MOTOR CYCLING

Flag and Bending Race: Team No. 1.

Third T.T. Event: D. Chick 1, L. Sabbo 2, B. Fox 3. Time, 1:35 4-5.

Gretna Green Race: D. Chick (A. Wickes) 1, B. Fox (N. Schaper) 2.

T.T. Final: A. Beiz 1, D. Chick 2, A. Dow 3. Time, 2min. 29sec.

Motor Cycling

(By "Stanley Gifford")

Tomorrow an exciting full day's programme of motor cycle racing will be staged by the Rocky Motor Cycle Club at Joyner Park, four miles along the Yeppoon road, commencing at 10 a.m.

Mackay riders will compete. The entrants include Lanes Bickford, 500 Competition Ariel; Ron Burns (Broadside), 500 Shesley Matchless; Bob Phillips, Trophy Triumph; Paul Vello (Mackay), 500 International Norton; Les Sabbo (Mackay), 500 Matchless; Bob Woollen (Mackay), 350 Enfield; Bert Sayers, 5T Triumph; A. An Beiz, 500 Twin BSA; Bryant (Bat) Burns, 500 Competition Matchless; Ian Bickford, 500 Competition Ariel; Bruce Anderson, 350 Velocette; Don Watson, 350 Ariel; Charlie Jones, 350 Royal Enfield; Bob Smithwick, 350 AJS.

Ken Bruhow, 5T Triumph, will endeavour to establish a sidscar record during the day.

With a full programme of handicap, scratch races and match races between Mackay and Rockhampton riders, this should be the best day's motor cycling staged in Rockhampton.

Buses will leave Stewart's for the track at 9.30 a.m. and 1.30 p.m. and refreshments will be provided on the grounds.

Motor Cycle Carnival

Members of the Mackay Motor Cycle Club held a sports carnival on the beach at Bucasia at the week-end.

Results:—

Flying Furlong: L. Sabbo, 83.3 m.p.h.; P. Vella, 77.5 m.p.h.; T. Brooks, 74 m.p.h.; P. Backmann, 72.8 m.p.h.

One Mile Handicap: R. Fox 1; L. Backmann 2; L. Sabbo 3.

Five Mile Handicap: R. Woollen 1; D. Chick 2; G. McCulloch 3.

10 Mile Handicap: L. Sabbo 1; D. Chick 2; L. Backmann 3.

Gretna Green: B. Cooper.

Barrel Race: A. Milne.

Sack Race: A. Milne.

— TO THE EDITOR —

CANE CUTTERS AND RECORDS



Sir,—“Record Cane Cut” (“D.M.” 31/7/53) is misleading in claiming “between four to six tons a day is a good average cut.” Hundreds of average cutters in Mackay are at present putting out more than 10 tons each daily.

Last season Les Sabbo, cutting for Messrs. Anderson and McDonald, at Baker’s Creek, consistently cut more than 100 tons weekly. His highest two consecutive weeks was 211 tons; highest single week 111 tons—more than 22 tons daily—and he did not stay long hours to do it.

The record claimed at Mossman of 288.89 tons for 2 men for a fortnight looks a very feeble effort. Yours, etc.

HAROLD IVERS.

'The Mann'

Andy Mann -Vice President

Had some correspondence with Des from Kickstart Saloon about a bike show, was enquiring if we had anything on same weekend, or if I knew anyone else in same boat. Gave him a few contacts, and couple of us had a trip out there to discuss it a bit more, and its all go, details below. Still plenty of club bikes that fit the category, will be a good day/night.

Also had some correspondence with Damo regarding his wall, possibly arrange a trip out to see him in action on it, needs more research atm, will do recon mission.

KICKSTART BIKE SHOW

Kickstart Saloon on the 22nd of April 2023.

Categories for all classes of bikes such as VMX, Choppers, Bobbers, Mini Bikes, Cruisers, Sports Bikes as long as they have a Kickstarter

Please call 0417 807 518 or email advridersranch@gmail.com for a registration form.

Bikes to be registered by the 1st of April.

No cost to enter your bikes.

\$15 entry fee kids under 18 free must be supervised by an adult.

Entry fee includes camping and hot showers, live music and the Bike Show.

Show starts at 12 pm, Judging at 4pm.

There will be live music playing from 6pm until late by Juke Joint who will be pumping out some bourbon soaked blues tunes.

Fully licensed venue, meals available from 12 to 8pm.

No BYO or Dogs.



The First Spiritual Guidance Officer

Graham Proctor was a member of BMOA in the mid-eighties. Graham was a bit of a character who enjoyed nothing better than to go for a ride with us “young fellas”.

Graham was a single nondrinking cane farmer who lived out at Coningsby, his normal riding attire was shorts, button up shirt and Jesus sandals. He would always give us a hard time, telling us we were alcoholics and always rode too fast.

If I remember right, he had a Matchless twin, that he had had for many years.

One weekend we had arranged to ride to Marinda near Bowen to meet up with the Historic Motorcycle Club of Townsville on the Saturday afternoon. Most of us had older bikes with a couple modern Triumphs of the day. As we were in no great hurry. We had decided to cruise along at around 50~60 MPH pulling up every now and then to wet the whistle and allow the slower bikes to catch up.

At one stop Graham pulled up next to me very unhappy about the speed we were travelling at “You mad bastards are speeding and drunk” we were sitting on probably 55MPH and we were drinking Hahn Premium Light 2.4%. After Graham had calmed down, I suggested that we swap bikes to prove to him that his speedo was reading wrong. Away we went again and sure enough his speedo was way out of wack and reading in the high 60's. At the next stop Graham hopped off my bike and again was unhappy “ you bastards, you're having me on. You've been riding slower just to stir me up, and you're all pissed”. Well, I think we all had tears in our eyes from laughing so much.

At the next BMOA meeting the position of Spiritual Guidance Officer was created and Graham was nominated unanimously. Since that time we have had quite a few SGO's elected and they all look in bewilderment when appointed and ask “What the F**k does a SGO do” which is a great question.



Graham passed away late last year in Gympie at the age of 88 yrs.

MEMBERS
CONTRIBUTION

Perce

‘The Scribe’

Dennis Gregor-Secretary

Invisible ink, also known as security ink or sympathetic ink, is a substance used for writing, which is invisible either on application or soon thereafter, and can later be made visible by some means, such as heat or ultraviolet light. Invisible ink is one form of steganography.

Lemon Juice Invisible Ink

- 1 Squeeze the juice of half of a lemon into a bowl. [1]
 - 2 Add a few drops of water. ...
- 3 Dip a cotton swab into the lemon juice mixture and write a message on a piece of white paper. [2] ...
 - 4 Allow the invisible ink to dry. ...
- 5 Hold the paper that contains your invisible ink message over a light bulb or flame/candle. ...

PLEASE ENJOY READING MY CONTRIBUTION BELOW

MEMBERS CONTRIBUTION

Cover Story

19th May 2021

Dear V4-SS owner

As you know from the letter you have recently received from BDO, the Liquidators of NMUL, the company is now being wound up and you may be entitled to file a claim for loss you may have suffered from the defects in your bike for which NMUL is responsible. If you have any questions, or difficulties with the claim process please contact Teddy Blankson using the email address NMcomms@bdo.co.uk or by writing to him at, Business Restructuring, BDO LLP, 5 Temple Square, Temple Street, Liverpool, L2 5RH.

The Liquidators have notified you that in addition to the Oil Line recall and the Battery concern, we have found further defects in the V4-SS. The current list of 35 defects, including these two, is attached. As you can see, there are 20 items that we consider to be safety critical and are likely to be referred to the DVSA, a further 10 that require a check which could reveal further problems, and the last 5 that are Service Items that should be completed when your bike is being repaired.

These issues have been identified during our V4-SS test and evaluation programme, which is now nearing completion; however there is a possibility that we will find more problems before it is complete. As you know and as confirmed in BDO's letter, we did not take on the liability for any bikes made by NMUL and that responsibility may remain with NMUL in liquidation, hence the invitation to you from BDO to make a claim in the liquidation. However, because of our commitment to the brand and our desire to assist Norton bike owners we will continue to support you and the Liquidators in the process of both identifying concerns and seeking to find technical solutions but will not take on responsibility by doing so. We appreciate that in circumstances such as this a lack of information is very frustrating. As part of our support both to the Liquidator and affected owners we will send out an update from us on our progress in June.

Given the number and nature of the defects that have been identified so far, we would like to re-iterate the stop-ride recommendation, and that you should remove your battery using the instructions we have already provided.

Kind regards

John Russell

Interim CEO
The Norton Motorcycle Co. Ltd

ME

‘The Carer’ David Catchpole-Treasurer



A funny thing happened this month!
Another Triumph found a new home at my place

1970 TRIUMPH TRIDENT Here's a write up I found online

After the horrible styling experiment of the 1969 Triumph Trident in it's introductory year, Triumph wisely decided to bring its big 750 Triple in line with the look people had come to expect from a Triumph, as typified by the Bonneville.

Gone were the "Shoobox" gas tank, the boxy side covers, and those gawd-awful "Ray Gun" mufflers.

In were Bonneville-style teardrop tank, graceful sidecovers, and handsome exhaust megaphones. Finally, the might Trident was starting to look like something.

Despite the dorky looks, even the '69 Trident went like the dickens.

In other words, it was fast. Real fast! In fact, for a brief time, the Triumph Trident was renowned as the World's Fastest Street bike.

That dubious honour was quickly taken back by the Norton Commando, only to be taken away from Norton by the game changing Honda 750/4

Nonetheless, the 1970 Triumph Trident and all Tridents and BSA Rocket 3s were fast, powerful, solid handling machines, at a time when Japanese motorcycles were known for their "sketchy" handling.

As was always the practice at Triumph, the Trident was developed over a slow evolutionary process, a little at a time over its entire lifespan.

They never had the money to really go all out the way the Japanese could.

This is why it took the Brits so long to adopt 5-speed transmissions, disc brakes and electric starters, even on their biggest bikes.

Things that Honda, Kawasaki, Suzuki and Yamaha routinely put on not just their big bikes, but many of their midsize machines as well. Despite their noblest efforts with novel products like the Triumph Trident, the Brits were hopelessly outclassed, out-gunned, out engineered and out spent by the Japanese Big-4.

Beatrice Shilling - Revolutionising the Spitfire



Beatrice Shilling was born in 1909, just one year after the seeds of International Women's Day were planted, and six years after the British suffragette movement. At a time when women demanded gender equality, Shilling made history in both motorcycle racing and the field of STEM (Science, Technology, Engineering, Mathematics). She bought her first motorcycle at just 14-years-old and learnt to strip and rebuild the engine to take her bike to its ultimate limits. And in 1936, Shilling became one of only three women to ever win the Gold Star at the Brooklands circuit, completing a lap with an average speed of 106mph on her Norton M30 500cc. The fastest it had ever been achieved in her time. Unafraid to follow her dreams in a male-dominated industry, Shilling studied electrical engineering at The University of Manchester in 1929. She then landed a job within the publications department of the Royal Aircraft Establishment in 1936, writing manuals for aeroplane engines. Soon, she began working on the aircraft engines herself, and was promoted to technical officer in 1939, the year Britain entered the Second World War. This is when Shilling became an essential element in Britain's defence against invasion... The Rolls-Royce Merlin engine of the famous RAF fighter planes, the Spitfire and Hurricane, had one fatal flaw. When the pilots needed to make a steep dive, fuel would flood the carburettor, making it splutter or cut out, and giving the German aircraft the advantage in the attack. Shilling designed the R.A.E. restrictor, a washer that could be fitted into the fuel pipe of the plane's engine, to reduce the flow of fuel when the pilot made a steep dive. Drawing on the knowledge she gained from manipulating the fuel pipes of her Norton engine, Shilling's innovation was ground-breaking. The Royal Aircraft Establishment and pilots alike put all their faith in Shilling's invention, nick-naming it "Miss Shilling's orifice." Beatrice Shilling was awarded the OBE in 1947 for her work during World War II, and worked at the Royal Aircraft Establishment until her retirement in 1969.

Tim (Honest Tim) Lucy

Ride Coordinator

As we come into cooler months getting out and about will be much better. Successful breakfast at Finch Hatton with 25 or so riders and cars was a good turnout for the second attempt. As the first was rained out in January except for two hardy souls who went despite inclement weather and arranged the second successful day. As mentioned at meetings over a period of times midweek rides work well, have had a couple so if you have ideas put up on facebook. Will be best mentioned at meeting before to avoid double up. Later next month 22 April Kickstart Saloon is arranging a KICK START only BIKE SHOW will be a good build up and advertise for our All Bike

Show later in July. Also will be a good O/N band playing more details as we get closer. Dave the carer did not break down or have a stoppage on Finch Hatton ride

Suzuki water bottle went like steam train, cinders and smoke very impressive.

IV Gotta GO

Cheers - HONEST TIM

Me lying in bed wondering how the fuck
I'm supposed to sleep when my room's
19 million degrees



I GOT IN TOUCH WITH MY INNER
SELF TODAY. THAT'S THE LAST
TIME I BUY SINGLE-PLY
TOILET PAPER.

DDNTYRDSREAR.COM

Two men broke into a drugstore and stole all the Viagra.
The police put out an alert to be on the lookout for the two hardened criminals.

What's the difference between a tire and 365 used condoms? One's a Goodyear.
The other's a *great* year.

What does Pinocchio's lover say to him?
"Lie to me! Lie to me!"

Why is diarrhea hereditary?
It runs in your genes.

First Camp off the Bike.

Ever since I started riding in May of 22, I have wondered about going camping off the back of a two wheeled beast. It's been over 20 years since I slept under the stars, and never in Australia, having been born and raised in New Zealand. So the more I thought about camping, the more I thought about a few things.

1: Do I have the balls to sleep in the Australia outdoors, with all the creepy crawlies, snakes and bogans around, and nothing between us but a thin sheet of fabric?

2: Could I actually ride the bike well enough with all the gear needed to camp, given the extra weight and my own abilities?

And 3: How bloody cool was it going to be to ride a long distance with a mate and camp out, talking bollocks and eating toxic levels of beans and meat?

Well! it turns out I did have the necessary skills and attitude to camp off the bike, the mighty CF Moto 650MT and have a damn good time doing it.

My good mate and Jedi master Shane and I had been talking about going camping for a while, but as these things tend to do, the plans were a long time coming and seemed to be going nowhere, as we tried to figure out families, work and weather to get the perfect conditions.

Well as those of you know who have tried to plan any trip, sometimes you just need to go, "screw it, we're going" and set a date.

Therefore, once Christmas was done, and the family was suitably warned, Shane and I headed off on a ride to Hervey Bay, organised in the space of a few days, and lots of messages back and forth at all hours.

We left at around 6am from Mackay, with our bikes packed and ready, and embarked on the longest journey I had yet done on a motorcycle, with my previous best effort being the long way up to Bowen with the club.

All in all it was a good ride, with a few stops along the way for fuel, both for the bikes, and their riders in the form of petrol and pies. Many crumbed sausages, pies and Chiko rolls were consumed over the next few days. The roads were very different as we travelled south, and it was fairly obvious where one council ended and the other began. Damn, but some of those stretches need a bit of work, as it sometimes felt like my butt was going to exit through my head!

After a mostly uneventful 720 kms, with a bit of rain, a dodgy driver in an MG, and a few stops to pick up much needed supplies for dinner and a few quiet bevvies, we arrived at our camping spot, the Susan River Homestead. We set up the tents, chairs and cooking gear, and settled in for a relaxing night with light rain and great company.

The next morning we awoke early, cooked brekky, packed up and headed off towards the inland route back up toward Rockhampton, with no idea where we were going to stay for the night. It was a great feeling just getting going, and after a coffee, a stop for memory cards and lube for the chains, we were off to Maryborough to visit the Maryborough Military and Colonial Museum on advice from Stu who reckoned it was worth a visit. He wasn't wrong and it is definitely somewhere you should stop in if you are anywhere near there.

It's an emotional place to visit, and the staff there make it all the better with their knowledge and stories, and we were very humbled by the experience.

After the Museum we headed off on the next leg. The scenery was very different on day 2 as we were heading into unknown territory, with a bit of morning rain and then we started to hit some dirt roads and started to wonder just where in the world we were going. The highlight was between Biggenden and Monto, where we came upon a road that was near perfect. The seal was grippy and clean, there were brand new guardrails and paint, and the scenery was stunning. We mused that we must be passing by the Premiers house and were on her driveway!

Filling up with petrol at Monto proved to be a good idea, as the two blokes in there running the joint provided us with information on a free camping spot at the top of the ranges. So we headed up there to stay the night. It was a great spot, with working toilets (a godsend!) and a great spot to camp. A few laughs, tall stories and a peaceful night rest later (for me at least, as Shane slept on the picnic table), and we left bright and early again for the ride home.

Another good ride, as we kept our eyes peeled for roo's and rode on into some wonderful scenery again. Geez this country is beautiful!

Getting into Rockhampton a couple of hours later we stopped for breakfast, and I noticed my tire was looking a bit flat, so out came the pump and I gave it some pressure. It must have been leaking slowly as it was quite low! (I later found a small nail).

So after the purchase of a few stuffed animals, the two stuffed blokes began the leg home to Mackay. The bodies were sore, and the conversation was dwindling as we were getting pretty tired, but still loving the trip. Isn't it funny how when you get close to home you notice all the little aches and pains a bit more.

We had a few spots of rain, and some pretty intense crosswinds as we came through Sarina, and then it was on past the city gates and to home. We parted ways with a few grunts and laughs and memories, and then we were home.

The bikes did great. Shane on his TRX and me on my CF Moto, and the bodies of the traveler's held up well too in the end. It was a great trip and we have already started planning more trips.

I'm hoping to go on more rides with the club too, with Lake Elphinstone a must. I just need a British bike now to make it perfect!

Caine Batley



MEMBERS
CONTRIBUTION

NOT BRITISH



Suzuki DR650SE
2022

For those of you who may not have heard, 2022 marked the last year in Australia the venerable old DR650 was offered on sale as a new bike. Victim of new regulations around bikes of a certain seat height having to have mandatory ABS Brakes fitted as the main reason why it could not be brought into the country anymore. Rumour has it that emission standards were also an issue going forward, still being a carburetted machine it was always going to struggle.

Although not a British bike it does still represent the end of an era in Australian bike history for this type of machine – namely, a big single bore, air cooled & carburetted no nonsense trail bike. Many of us would have started out on a diet of this type of machine offered by each of the Japanese brands from the 1980's & 1990's such as Honda XL600, XR600, Yamaha XT600, TT600, Suzuki DR600, etc (the Kawasaki KLR600 was around also but it was liquid cooled). Although some of these types were more Enduros, the DR was more of a straight trail bike with more road friendly tyres, lights & indicators. Nothing like kick starting your big bore trail bike out front of the local Pub and heading off down the road on your next adventure.

The DR650 evolved from the DR600 introduced in the 1980's and has changed little over the years since an upgrade in the mid 1990's which saw engine improvements, electric start as standard (yes, we all started to get soft) and a few other minor changes. The last machine available in Australia in 2022 was little changed from this version introduced in the 1990's apart from colour schemes and graphics.

Recognised for bullet proof reliability (the kind you need for crossing Deserts) and simple maintenance which can be performed on the machine by almost any Blacksmith. It became a big seller throughout the years as the other brands slowly withdrew their similar machines from the market or morphed them into the Adventure bikes we know of today. It did have an issue with third gear failures which was resolved several years ago with upgraded gearing.

Popular with adventure riders in Australia the final versions sold here were offered with a Tanami Kit (named after the Tanami Desert) as a Dealer fitted option. This included a long-range fuel tank, bark busters & aluminium bash plate. The last new DR650SE's sold out fairly quickly last July around the country and rumour has it that three of the last ones which came to Mackay and were sold went straight into storage for sale at a later date. A quick search of Bikesales reveals several as new examples up for sale with delivery km's still on them from private sellers, all be it at a good premium above RRP

John McLeay

MEMBERS
CONTRIBUTION

ANOTHER MEMBERS
CONTRIBUTION

AND ANOTHER



Find us on
Facebook

2023

CALL : David : 0409 585 286
Dennis : 0409 648 016
Bernie : 0419 795 816

39th 'All Bike Show'

Old Paxton's Warehouse

River Street, Mackay, Queensland

15th / 16th July

NEW SUPPORTERS



Thanks to Richard for getting behind our 39th BMOA Mackay
"All Bike Show"

LEEON ELECTRICAL PTY LTD - Tully, Queensland.



Gary has been a regular attendee and exhibitor at our show over the years.
Gary is generously supporting this years show. Thanks

Venue
Available
for Hire

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Meets here 2nd Sunday of Every Month at 9am

Enquiries to PO Box 591 Mackay 4740 • bmoa.org.au

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'THE RUNWAY BAR'

Mackay Aero Club

Casey Ave—Mackay

OPEN FRIDAYS - 4PM



"PUBLIC WELCOME"



WE NEED

**YOUR STORY FOR
THE TAPPET RATTLE**



istua55@bigpond.com

This journal is produced six times per year and distributed at odd numbered monthly 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.