

TAPPET Rattle



Sept / Oct—2020



MACKAY AERO



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



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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 first Tappet Rattle for some time and thanks to Stu for putting this edition to print. Its great to see that things returned to a bit of normality in Queensland and we could finally get back to face to face meetings and get some rides underway.

While the borders are closed, we have a chance of maintaining some freedom to ride within our own state (which of course is the best state) however we must continue with our safe practices and abide by the rules.

Thanks to all members for assisting us to comply by carrying out these safe practices at our meetings and get togethers. It was great to take part in my first Long Distance Ride for some 4 years and thanks to Gerry for once again organising a great trip. There were 10 on the ride with Peter Mills providing the back up vehicle. Thanks, Peter, for the great company as were all the others and providing that security. I will leave the detailed report for others, but 14 days of riding was fantastic medicine.



Tim has been busy as well with the Short Distance Ride and Clairview along with club rides. The Bowen and Lake Elphinstone rides are coming up soon to name a few, so please get in there and do what we love doing and keep things rolling along. On the downside we have had to postpone our All Bike Show until 2021 but we are not Robinson Crusoe here so we will move on and plan a great show next year.

In closing I would like to remind members that we are a club with some aging members and not everyone can physically ride anymore and also face certain health issues but please remember that we are here for you and you are part of the BMOA family and I ask you to consider that there is room on trips for offsidars in vehicles and that your continued presence at our meetings and outings will always be welcome, appreciated and cherished as you have "been there and done that" and tall tales are what we love as much as the riding itself.

Stay safe People, See you soon. Regards Bernie Cannon

Lawrie Kapitzke

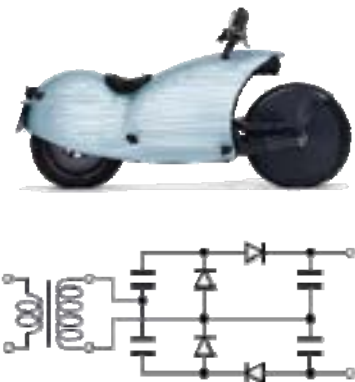
Vice President



PONDERING THE FUTURE

Have you ever sat and pondered what motorcycling will look like in the future? Many countries plan to ban sales of new fossil fuelled vehicles by 2035 so that will probably be the beginning of the end for motorcycles as we know them today. Yes there will still be many “dinosaur” bikes on the road but as the proportion of non fossil fuelled vehicles increases over time and the demand for fuel diminishes what will happen to the price of petrol? Will those still holding fiercely onto their “dinosaur” bikes be able to afford to ride them or will they just become conversation pieces stored in sheds, rarely ridden and only dragged out for the annual motorcycle show? If fuel becomes unobtainable or too expensive will bikes be converted to alcohol and will every bike shed then contain a still? For those still keen to ride what will be the alternative? Electric bikes are the obvious answer but there are obvious problems also with that solution. Performance won't be the problem but range may be a limitation unless your bike can be fully recharged in the time it takes you to consume your cafe latte and smashed avo sandwich. That is not the biggest problem though. One of the first modifications made to any new current motorcycle is to the exhaust, because off the showroom floor they sound like a sewing machine not a motorcycle. Well, electric bikes definitely sound like sewing machines and no very expensive faux titanium custom exhaust is going to fix it. But even that is not the biggest problem facing electric motorcycles. The biggest problem is their appearance. We are used to seeing an exposed, finned and usually well dressed internal combustion engine hanging under the fuel tank. How do you make a lithium battery pack look like a pretty internal combustion engine? Well, certainly not like this.

Lawrie



Dennis Gregor

Secretary



Australia's oldest
P plater Dennis joined in
on the 2020 Dinosaurs
Covid Run and looked up
his new business venture
while in Winton.



The rest of Dennis's contribution to the Rattle is written in Invisible Ink

Dave 'The Carer' Catchpole

Treasurer



As this is my first article in the Tappet Rattle
I thought where to start? So this is the story so far.

My first bike was a Kawasaki KLR250 that I bought from a work mate having never had a road bike before, I quickly rode it home to hide it before the girlfriend (now Wife) got home- things did not go to plan, as she was already home. Let's say she was not pleased and recommended very loudly that I get a license for it or get rid of it. Needless to say, a license was obtained later that week! Several bikes later and with kids coming along the decision was made to get rid of the death traps! and get a family car, it was about 10 years later that I managed to secure a 1956 G9 Super Sport 500cc this bike I purchased from the Sunny Coast and had transported to Mackay, The bike was in ok condition, but over a couple of months it had several trips home in the back of the trailer due to ongoing reliability issues. Over the years it has been completely stripped down and rebuilt, I am currently converting it to a 12 volt electrical system with a custom made ignition system – this has been done to make sure an 'Honest' club member stays in my rear view mirror ☐

Over the last 5 years I have increased my current collection to include
1954 BSA B33, 1968 T100C, 1970 T100R Daytona, 2011 HD Fat Boy
and a 1970 Honda Z50A

I have only been a member of BMOA, Mackay for 3 ½ years enjoyed the day rides, overnights and the LD rides. Although I didn't really need to know about all of the operations and procedures some of you older models have gone through. (They put what!, in your where, while you were awake!)
I am looking forward to getting stuck into the role of Treasurer and hope to live up to Andy's standards, who can drink twenty litres of fuel – Jerry can!

A restyled British Vincent with an American accent.



A long way from home in Stevenage, in terms of looks and in actuality.

Writing in the July 18, 1957 issue of *The Motor Cycle*, American Vaughn M Greene extolled the virtues of 'one man's ideal mount' he put pen to paper to explain all about his Vincent special, which, frankly, must have caused something of a stir when the pictures were published in the UK press, as it was most unlike anything seen on contemporary British roads. Greene started: "Of course it's a Vincent! But call it a Series E Model if you like, nothing like this ever left Stevenage." He went on to explain the story of the special motorcycle, as well as making the point, near the beginning, that it'd come to him at some cost a standard Vincent Black Shadow, a 1955 AJS (model unspecified) and a 'goodly sum in cash' too. The story went thus: "The first time I saw the machine I was at a meeting in California and strolling through the rows of parked models and suddenly there it was; but could that be a Vinc?" Impressed and gobsmacked in equal measure, it would seem, Greene tracked down the owner Mort Holland a tool and die maker who had lavished four years of spare time work on constructing his special.'

Holland's original plan had been to turn the Vincent into some sort of desert sled scrambler, but once it was finished, Mort thought it so beautiful he couldn't bear to ride it, so duly sold it on.



All up about ten of us took part in the Short Distance Ride to Kickstart Saloon and the weather God's looked after us. Six of us met at Boomerang Hotel then headed off to Hay Point Hotel, minus a couple. Terry had to duck back home, but would meet us at the pub. On arrival at the hotel, Honest Tim and Rushy had just arrived not long before us, after a little chatter we all ventured inside for a refreshment. Not long after Jimmy arrived from down south, followed closely by the Van Denburg's. Bellies full we left Hay Point bound for the General Gordon, meeting Chris as we left Hay Point, all arriving at The General without any problems. Couple of refreshments at The General and it was off to the Kickstart, minus Sledge who had to attend a teen party that night. Oxy who didn't want to ride his Z on the dirt track in went home to get his van. Nice leisurely ride across to Kickstart, where Honest Tim and Rushy had our camp set up in a lovely spot down by the creek. All ventured up to the bar for several refreshments and another feed, think one couple were very surprised at the size of their crumbed steak meals. Probably could have shared one meal between them lol. Others went for pizza option, some shared, some ate one by them selves, but nobody went hungry. The muso set up and played some good tunes well into the night, couple of members were even observed singing / foot tapping to their favorite songs. Oooops, almost forgot to mention Richard who turned up just before dark on his trusty old Trumpy. We were also expecting Les, but he got held up by the Sparky he'd been waiting weeks for. Most had a reasonably early night, can't say the same for, The Loners, who came up from Gladstone just to have a few beers, and head back the next day. Rushy mentioned that the dew would be pretty heavy there, bit of an understatement, poor bloke looked like he wet the bed. Cup of coffee, all packed up, and we all headed home, great spot for an easy overnight run. Forget to mention, one lad had trouble with the buttons on his jacket Sunday morning, Jim pointed out that maybe he was having trouble dressing himself, needs his lady to help.

Regards Andy Mann

'Honest Tim'
Tim Lucy
Ride Coordinator



CLUB RIDES

September 20—Breakfast Ride to Lamberts Beach Tavern more information next meeting.

September 26 / 27—Lake Elphinstone O/Night
This is for the 'TRUE BELIEVERS' Lloyd D has volunteered his services to do the catering for the weekend. We will also need a back up vehicle as we get a few old bikes attending plus to carry camp gear etc.

BRING YOUR PARTNER

Proposing a 'Bowen Weekend' Friday 23rd / Saturday 24th and depart on the 25th October staying at the Harbour Lights Van Park for 2 nights. The park is opposite the Marina and a short walking distance to town also close to attractions on the foreshore. The idea of the weekend is to involve partners and non riders to join in. I will be taking a car up and will have spare seats for non riders and or partners. As per usual riders can do the short way up or the longer trip via Collinsville, this is up to the individuals. The car will be doing the short route. Costs etc will be discussed at the next club meeting.

Once again all members are welcome to express ideas for rides or any other matter regarding rides, speak up. Currently we have 106 members so there should be lots of ideas to discuss, plus we would like to involve partner/s to participate on planned excursions.

Regards Honest Tim.



BMOA 2020 LDR, “The Dinosaurs Covid Run”

The BMOA 2020 Long Distance Ride (LDR) has been another great success. This year's concept was developed due to the success of the 2019 LDR of 14 days and nearly 7,000km it seemed to be the way to go again. Approximately 9 months prior to the ride scheduled in mid May and once the initial participants had signified their intentions to participate I went about developing the Destinations and Ride Route. I then proceeded to make all the accommodation arrangements, (this would prove to be a time consuming task) as we would be stopping over in 9 different locations. Some locations we had visited previously and there would be a leisure day every 3rd day. This meant it would be still 14 days and approximately 4,300km with it all being within Queensland, We came across 2 arterial roads that the BMOA had not travelled previously.

The RIDE route. 14 days / 4,300km



From past experiences (20+ LDR's) once everything is booked, I go back and make a number of follow up's. to ensure everything is still in place, ie. 6 months out, 3 months out, 1 month out, 2 weeks out and when on the ride 2 or 3 days prior to arrival. The onset of the Covid Pandemic saw all this go to shit with me having to cancel everything with no foreseeable dates. Once the Government decided to let us loose in Queensland with no distance restrictions it was all a rush to get in first and reschedule and confirm all the participants and bookings again. The dates were from Monday July 13th to Sunday July 26th. With all this in place it was time to sit back (So I thought) and get the other prep work organised. This ride had 10 attendees, Dennis Gregor, Bernie Cannon, Chris Percy, Dave Catchpole, Bob Inkson, Ian Stuart, Peter McGrory (Brisbane) Paul Gallant, Gerry Dempsey. and Peter Mills. Peter providing the support vehicle which made life on the bikes and road one hell of a lot easier as most participants did not need to carry any gear or spares. The Ute with 2 operational fridges onboard proved a huge success.



The ride was quite different and fairly easy with on average only 470km per day, with some days being longer. We stopped at a different town every two days and took time and a additional day to “Smell the Roses” spending time and money in communities hurting from the pandemic. Instead of the usual “Point to Point” dash that the LDR can be sometimes. The camaraderie of the participants was exemplary and it came to the front a couple of times early on in the ride when a couple of bikes encountered some maintenance problems. (A LDR rule is that we never leave anyone behind). This time in Mossman we had to attend to a “On the spot” dead battery, rear brakes on another bike needed bleeding and one bike was suffering a clutch problem. This clutch issue had the member potentially thinking of leaving the ride, however a number of members hopped in after many beers and work into the night to solve the problem. This is what Clubman Ship is all about.

We visited some of our old haunts, for the 3rd time doing the Karumba Point sunset activity watching the sun go down from the Tavern. I managed to win a Tropical Meal of barramundi and gulf prawns. and relieve their pokies of some money. We also followed our other Karumba tradition of having fresh gulf prawns and beer for lunch as pictured it was all hands in for that one. We also revisited one of our favourite haunts of Winton and the Australian Age of Dinosaurs Exhibition for the 3rd time, The attraction has vastly expanded and improved with bitumen access now all the way in now plus numerous expansions to their displays. This is a bucket list place these days. The Longreach Bakery for pies at smoko on the way through, It was a real joy to get back on those big wide open outback roads and in the whole trip we only encountered a couple of rough one's. These were from Isisford to Blackall and from Roma to Taroom giving us a bit of a shakeup.

The Covid Pandemic did cause a few hiccups with our accommodation changing a few of times along the way. Being 2 cases, 1 of not having our booking at Gannons in Julia Creek after confirming 4 times (He wrote our names in the book but allocated our rooms to others) We won't be going back there! Also in Blackall, the Old Dear just forgot to notify me that the Motel had been shut down for renovations; luckily we got accommodation down the road. So you could imagine that I was pretty livid after going to extreme lengths to organise and reconfirm it all. Never the less we all survived and everyone just went with the changes as required and didn't have to sleep in the back of Peters ute. Having completed the ride and looking back in retrospect I think the ride might have been a couple of days too long. So next time it might be 10 or 12 days duration, A special thanks again to all the participants for their patience with me and I truly appreciate "Stu's Peace Offering from the BMOA Dinosaurs,(Junk Scraps from Winton and McKinlay) It is the little things like that memorable gift that really make the LDR's great experiences that no other motorcycle club conduct.

THE BUNGEE EFFECT

We all start well then it turns to shit
I think we have all been part of it
Turn left, then turn right there and it still becomes a nightmare
Struggling on we make our destination
While Gerry tries to hide his frustration
But! be aware, of his one eyed stare



A peace offering was presented to Gerry Dempsey at the clubs last meet. The offering was to apologise for the Bungee Effect created on several occasions on the last LD Ride. Road works, getting lost, too long eating your pie, not setting a constant cruising speed and tiffs attributed to the effect. I am certain that all riders enjoyed the ride and the company along the way, I did. Thanks to Gerry and all participants. Stu

NOT BRITISH



KAWASAKI W800 — 2020



The new W800 STREET and W800 CAFE are the latest evolution of a brand that spans 50 years. With numerous parts updated compared to the W800, the pair of retro models have been thoroughly modernised to deliver rider-friendly machines with easy handling and good stability on the highway. But not all of the changes are visible – Kawasaki's dedication to preserving the image of the original model can be seen in the air-cooled Vertical Twin engine, the double-cradle frame with completely revised rigidity care of thicker pipe walls, and the carefully crafted exhaust sound of a Vertical Twin with a 360o crankshaft.

My Bit Stu



Mentioned at the last meeting was that the BMOA webpage needed a bit of tidying up. A lot of the photos of members bikes need to be updated, a thought was to have new photos taken. Deb Ford an amateur photographer is willing to do this for the club, I have spoken to Deb and she is more than willing to do the photos for us, free of charge. Deb mentioned that she is a nurse and that we would have to arrange a date and time that would suit her roster.



The 'Pres' checking the Ride Plan to avoid any tiffs. One thing is certain I didn't read my Ride Plan, every day was a new experience. Near the end of the ride I was put at the rear of the group by Dennis as Tail End Charlie. Not quite the naughty corner.

Welcome To Winton



**My luck is like
a bald guy who
just won a
comb.**

**Only
dead
fish go
with
the
flow.**

**IF SHE DON'T TEXT U WHEN
SHE'S DRUNK
U AIN'T THE ONE**

-Tony Danza

Leslie (Jack) Sabbo



These photos taken on Bucasia Beach

Cover Photo
Taken behind Racecourse Mill
Circa 1940's

Contributed by Jay Sabbo

Swingers Club

Merv Harris and swinger
Steve (Sledge) Hammer

Mackay Showgrounds



The President hanging on
for dear life, rider Donald
Murray



POSTPONED



Following our BMOA Mackay—Monthly Meeting recently it is with regret that I must inform members that (Due to Covid Management) to postpone this year's 2020 BMOA All Bike Show. The restrictions placed upon us via the various authorities make it impossible for us to run a bike show in any manner. Gerry Dempsey.



'The Runway Bar'

Mackay Aero Club
Casey Ave—Mackay

OPEN FRIDAYS - 4PM

Beer, Bikes, Planes and many 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.