

TAPPET Rattle

Nov / Dec - 2020



MACKAY AERO CLUB



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



Annual Membership



BMOA MACKAY - LIFE MEMBERS

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

BMOA EXECUTIVE

President — Bernard Cannon * 0419 795 816
Vice President — Lawrie Kapitzke * 0407 639 884
Secretary — Dennis Gregor * 0409 648 016
Treasurer — Dave 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
Club Archivist— Maurice and Joyce * 0438 843 587

CLUB MERCHANDISE

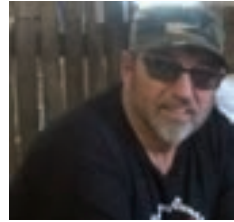
Caps / Bucket Hats	\$15.00
Singlets (Black)	\$22.00
T Shirts (Black)	\$20.00
Polo Shirts (S/Sleeve)	\$25.00
Polo Shirts (Gray/Black)	\$35.00

Badge (Sew On)	\$8.00
Badge (Lapel)	\$5.00
Badge (Machine)	\$25.00
Belt Buckle	\$25.00
Stubby Coolers	\$8.00

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



Christmas is Coming.



[This Photo](#) by Unknown

Well fellow members the year is once again drawing to a close and what a year it has been. We never would have thought in our wildest dreams that something like Covid would come along and throw everything into a spin. Once again, we can use that phrase "the lucky country" to describe how we fared compared to the rest of the world. Let us hope we are on the home run and the end to it is around the corner. Thankfully, the members got some riding in and the LDR was a great tonic after being cooped up for a while. Once again, we have lost a member, and a few have had mishaps and health issues so our thoughts and wishes go out to each and every one of them and their families.

The Lake Elphinstone and Bowen Rides were well attended so that is great to see as numbers dwindled there for a while. We have some new members coming through who are a tad younger than the average which bodes well for the longevity of the club.

The Christmas Party is on the 13th of December and I look forward to working with some fresh volunteers to make it a great day and let some of the people who normally do a lot of the running around have a bit of a break. The hint here is for the rest of you to step up and help leading up to the Party and on the day itself. (as I know you will and always do). I wish each one of you a very Merry Christmas and a Happy New Year and look forward to many a get together and rides next year.

Stay Safe. Bernie.



Kingaroy Week Away Ride from 24th to 28th August 2020 twelve club members/ partners and one visitor enjoyed a week of riding the local area around Kingaroy while based at the Motel Holliday which proved to be a perfectly satisfactory venue. Although the ride was seemingly plagued by numerous minor mechanical issues it must be noted that the oldest motorcycle on the ride did not miss a beat despite being the only motorcycle on the ride carrying a pillion. Special mention must also be made of “Head Mechanic” Bryce Bathe who seemed to be forever attending to “issues” with other people’s bikes despite his own machines running flawlessly. The near zero temperatures on most mornings did test the starting reliability of the bikes but most ride starts were left until the sun had put at least a little heat into the day or riders had overcome various mechanical issues. Of course we had the usual issues with riders not referring to the prepared ride plans and considering their fuel requirements or even being aware of the planned route for the day for that matter however I don’t think that issue will ever be resolved. The routes were not set in stone anyway and changes were made as necessary on the day if issues arose.

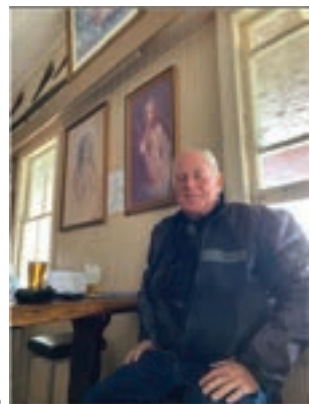
Mention must be made at this point of the one serious event that did occur on the second last day and that is Bart Simpson crashing his lovely new 1200 Bonneville. The bike was ultimately written off however Bart was fortunate enough to avoid a similar fate despite being somewhat worse for wear after the event and requiring a week in hospital. As is expected in these cases Bart’s fellow riders took good care of him at the scene, arranged ambulance assistance and dealt with getting his vehicle, bike and gear back home. I know Bart is very thankful for the assistance he received and the concern for his wellbeing expressed by his fellow riders however I would like to personally thank those riders that jumped to his immediate assistance at the scene and to those that offered assistance subsequently. We might appear to be a bit of a rag tag group on the surface but incidents like this very quickly show otherwise. Of this we should all be very proud.

Rather than give a blow by blow or day by day account of the week I will summaries and mention only the significant highlights that I can recall. Jandowae seemed to be considerably revived compared to my last visit although obtaining lunch proved a little difficult due to both pubs not offering same due to Covid-19. The road from Jandowae through Durong to Wondai proved to be just as bumpy as I last remembered it. The Pioneer Park Museum at Dalby entertained us for some considerable time and was well worth the visit. A good feed can be had at the Windsor Hotel in Dalby and they especially appreciate it if you pay for your meal (inside humour). The ride down the side of the Bunya’s was a great thrill for those who prefer not to go straight and we just managed to squeeze the beers past our smiles at the Maidenwell Pub. If Jim Gourlay leads a ride ignore his indicators and be prepared to get on the throttle, I suspect Jim doesn’t have / use rear vision mirrors. If you pass through Yarraman stop in to Reperren Motorcycles just on the south-side of town, this is a small family run shop and they are very friendly and exceptionally helpful – stop in and say G’day to Jamie.

Gary McCoy's cafe at Cooyar serves very good food and coffee as well as having some excellent memorabilia on display. If you happen to be passing through the little town of Maclagan, stop in to the Maclagan Store and Post Office in the main street. They have fuel (phew!) and serve excellent food and coffee. Should you happen to be crossing the Bunya's from south to north be prepared for a steep narrow road with extremely tight switch-backs on the way up and narrow roads populated by four wheelers that don't like to share on the way down and watch out for the wallaby's. The South Burnett Timber Industry Museum in Wondai is worth a look and I am reliably informed that the little second-hand shop across the road is also well worth a visit. The Kilkivan Pub serves nice cold beer and excellent meals however, if, after a nice lunch, you are heading back via Tansey exercise caution as you approach the first turn on the Cinnabar Range about halfway between Kilkivan and Tansey as, after travelling for some time on straight roads, some motorcycles are known to demonstrate an unaccountable reluctance to turn at this point.

The Crows Nest Museum and Historical Village was well worth the visit, this would have to be the best presented small town museum I have yet seen and is an absolute credit to the local townspeople. If you are Ride Leader though, do not for one minute think that, just because you exited first and the balance of your group appears to be still firmly entranced by the museum, you can nick off down to the servo for a minute to fuel up. That is because by the time you get back the group will have exited the museum and quickly scattered to all points of the compass so you now have a cat herding job on your hands. Should you have need to travel from Crows Nest to Blackbutt go your own way and head down Pierces Creek Road instead of taking the highway. This is a most enjoyable quiet country road with just the right amount of turns, pleasant scenery and well worth enduring the 7klms of gravel at the other end. If you need a laugh while partying on your last night, order pizzas to be delivered and tip the delivery guy with all of the coins you collected from your fellow inmates while taking their orders.

Let's do it all again next year, just somewhere different. Lawrie



Dennis Gregor
Secretary

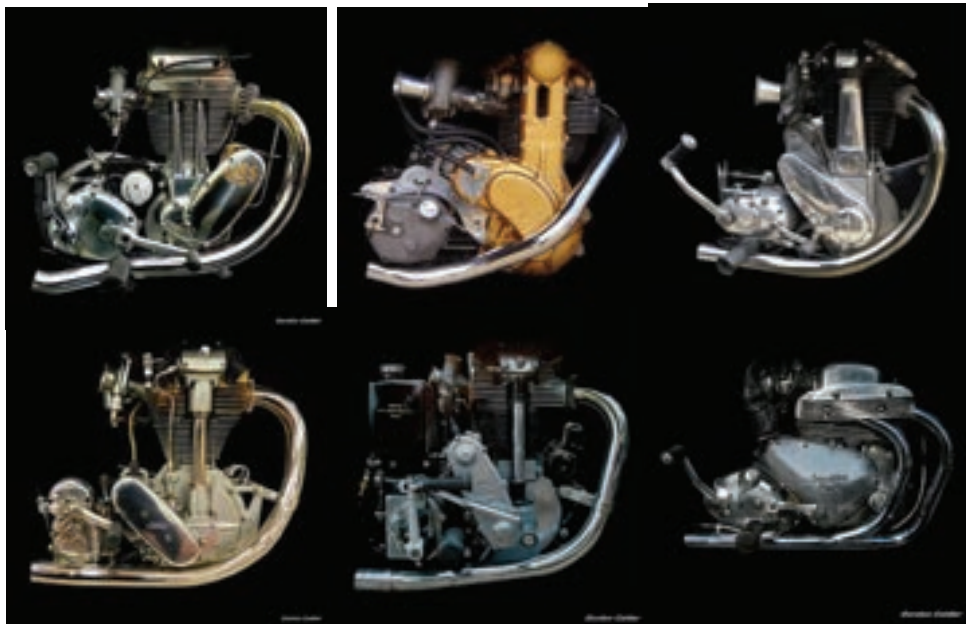


The Scribe without a pen

Dennis you need to drag out
the theodolite and have a good
look for your Tappet Rattle
contribution.



Show us your Motor



New Royal Enfield Cruiser 650cc Leaked



Dave 'The Carer' Catchpole Treasurer



Greetings all,

Well what an eventful couple of months I have had since writing the last article. Lake Elphinstone was a great weekend away, with plenty of refreshment's had by some and plenty of sleep had by others!

Some were even lucky enough to find a shoe.



For the last eight weeks, I have been a real Full Time Carer looking after my two girls, so the motorcycles have not been out as much as they should have. I did manage to have a ride with the club on the new bypass and then out to the breakfast meeting at The Sea Breeze Tavern. It was great to see so many partners out enjoying the morning.

Unfortunately we were unable to attend the weekend away in Bowen but from all of the stories it was another well organised event – (it is amazing how polite some people get when the other half is in earshot!!!)

Don't forget the clubhouse is open for drinks on Friday afternoons, just make sure your steed is secure before you have a couple of refreshments!

upside down

Just remember if you can read this you have probably parked your bike

General Advice \$1.00, Correct Advice \$5.00, Kickstart your bike \$5.00

Regards

David - "The Carer"

Tim Lucy 'Honest Tim'

Ride Coordinator

Ride Report



After a successful Bowen O/Nighter and 2 Nighter for some, I think the two option ride worked well. Although I heard some acquired different names for the long ride. I need to get a better system for collecting beer money paying in the morning like I wanted would be bloody good. Don't have to carry book and till at night to pub so impossible to keep track. Book balanced so if ya did not pay lv shouted ya pretty simple idea I thought. Most things good will do again if suits with improvements, your ideas please. Second night was good Crowther's, Prices, Sue and myself went to the Bowen Yacht Club on the Sunday good spot. Will do a couple of breakfast rides in coming months as wet season is coming, will start early for some. Don't be shy if you have a special place in mind for the third Sunday rides and would like to arrange. Might try Seaforth markets on the 15th November. Keep in mind the next club away ride is April 2021 will try for Yeppoon area again, at least two nights away with a visit to the Caves. Hopefully no Covid this time.

Cheers Honest Tim



Greg Ryke

25 plus Years
BMOA - Mackay Member



Thank you for the opportunity to share some of my memories and thoughts of the BMOA Mackay in my 25th year of continuous membership,

My interest in motorcycles started at an early age in the sixties, influenced by the patch member living next door who used his home as a club / party house when his parents were on holidays (Yes really !!).I thought “that looks like fun”. Fast forwarding like most kids in Mackay in the early seventies Go Bikes were the go, we were lucky as we lived close to the showgrounds where we could ride legally as opposed to forever getting roused for riding around the local streets. Progressed from that to a Villiers which was mainly ridden on the land where the Ron Camm bridge and Canelands are now. First road bike was a Suzuki Titan, followed by a H1 Mach III, then I was offered a Commando for a price I couldn't refuse. Rebuilt and upgraded it with a lot of assistance from a few identities around Redfern. The Commando cover photo is probably 1980 in Victoria. I would “do” summer in Vic, then around Bathurst time migrate back up north for winter, migrating back around Broadford time, kept that up for quite a few years. The Norton and what was tied on to it represented everything I owned at the time. We travelled just about all the roads in SA, VIC, NSW and QLD working as we went. Would always catch up with the boys in Mackay on my way through, maybe stick around for a bit if there was shit happening (the first Retreat Rallies with the tourers. That lifestyle came to an end when I T Boned a Ford Meteor, whilst recuperating had a bit of time to think and came to the conclusion it's time to settle. So back home it was, get married, buy house, have kids and commit to the club (probably overly as it nearly ended in divorce) Have held a few positions on the club committee over the years, and have had some fantastic times and met some interesting characters. Currently in the shed, 2000 Triumph Speed Triple, 1982 Ducati S2 and the Commando of course.

The Best of 25 Years

Best Ride—About 30-40 British club members, Black T/Shirter and a few Jap riders hooked up with the mob from Townsville and we just about drank Ravenswood dry over a weekend, broken down bikes everywhere from one end of the Woodstock Rd to the other. On the way home, no sooner get one going and someone else would “forget to turn the petrol on” fun times.

Best Bike Show—Hands down for the Showgrounds Speedway Bike Show , had everything happening. Speedway Saturday night. The tourers put on a Gymkhana on the Sunday and the bike show dealers displays and trade stalls were packed both days. (Lots of fun but made no money)

Best Christmas Party—Lloyd and Joan, living the dream in paradise and sharing it with us.

Howzat, Greg.

My Bit
Stu



Firstly thanks to the kind folk who are keeping the Mackay Aero Clubs head above water. Without your dedication the scenario would be quite different, With a membership of 100 + BMOA Mackay is ticking over well, there has been interest from younger riders / motorcyclists toward the club. Speaking to these members it is pleasing to hear positive words from them, enjoying the company, rides and the general feel of the club. Hopefully they can spread the word and encourage more younger members male and female. One this is certain I am pleased to be involved with BMOA, Mackay it has given me another avenue to express my passion for motorcycles and motorcycling. Great mixture of people involved. I also have enjoyed putting together the T/Rattle together every couple of months and throwing my weight in when required. Thanks to the contributors and Lawrie for his efforts in getting the publication out and onto the electronic media which he has been doing for quite some time. Thanks also to the club for continuing to support the Black Dog One Dayer, Mackay can be a challenge but its all worth while. Mentioned on many occasions please give me a story, photo or make something up so as it can be put into future T/Rattles. This is a great avenue for collecting motorcycling history.

My take on my

Royal Enfield
GT 650
Continental



Let me start by saying the bike I am about to review is only the second bike I have ridden in over twenty years. I am easily impressed and just happy to be back on a bike and have a high tolerance for things others might be frustrated by. There are a few things I am having to look for when buying a bike now. I need something that can be adapted for my needs. But! holy cow when I saw photos of the GT650 I also did not care what hurdles I was in for I wanted that bike. The reviews of the 650 were very positive and it turned out that the modifications needed were very similar to my other bike. We're just shy of 10,000km into my time on the bike and so far so good. The bike and I have been to Cairns, ridden the Gillies and the other ranges, as well as frequent runs up and down Sarina range. The bike likes corners, and the budget suspension is surprisingly good. The geometry and seating position on the GT is aggressive and cramped, but I like that. The GT is my first bike with ABS and still trying to decide if I like the disconnected feeling between me and the brake levers. Having said that ABS has saved me and the bike a couple of times. The gearbox is great but has a few extra neutrals until it warms up. You have six very close-ratio gears when the bike only needs four and I am forever trying to figure out if it is in 4th /5th or 6th. In top gear, the engine is running at around 4,000 rpm to do 100 km per hour, the bike is very capable of hitting redline in top gear. The 12.5 litre fuel tank gets you at best 250km before you start pushing your luck with the shonky fuel gauge, or at the absolute worst you get 185km before completely draining the tank. With either the standard seat or single seat makes sure you only want to do 200km stints anyway. The engine is faultless but mechanically noisy; its sounds like the clutch hub nut is three threads loose and the gearbox can whine a bit. I have started to service the bike myself recently with the help of my Dad and the work is straightforward. Most parts are easily accessible and there is not much getting in your way to perform basic tasks. The factory workshop manual is top notch. The rest of the bike is holding up well, no rust, stress damage, wear and no bolts have shaken themselves loose, no oil leaks or electrical gremlins. The paint and finish of the bike is holding up well considering the distances travelled. I did drop the bike a while ago (I forgot I had two feet and one arm, not two arms and one foot) but the crash bars saved the bike from any real damage, only breaking the foot peg nipple off.

Accessories and parts and both inexpensive and easily sourced unless you want the single seat. Everything else that has been purchased for the bike was affordable and travelled from India to Australia in two weeks or less. The dealer sourced the single seat for myself and I think he may have had his hands tied with only having one supplier. Everything purchased for the bike was from Royalsparcs on eBay of all places. The sump guard is painful to install (one-handed), the single seat brings you close enough to the engine that you feel the heat of the engine just a bit too much. The bike, both in GT and Interceptor form have a cult following and the online community is positive and helpful. The lists of the bolt on parts and performance parts seems to be growing every day. You can even get a 965cc big bore kit now! I plan on keeping the bike, it has been good to me and has got everything I need as far as performance and reliability. There will be other bikes for sure, but this one is a keeper.

Things I like that you might not

Seating position

The look/styling of the bike

ABS

The handling

The simplicity of the bike

Cost of ownership both purchasing and running the bike

The list of potential upgrades

The flat torque curve that starts at idle and goes to the redline

Things I dislike

ABS

Engine noise

The price of oil filters (\$30 - \$40)

Seat heat

The damn sump guard

The terribly inaccurate fuel gauge

Contributed by Shane Kapitzke



Sprite

Sprite were motorcycles produced from 1964 to 1974 by Frank Hipkin of Hipkin and Evans, Sprite Motor Cycles, Oldbury, Birmingham, and later by Sprite Developments, Halesowen, Worcester (1965-1971).

1964 - This make came about when Hipkin built and raced his own trials and scrambles machines. These were quite successful, so he was asked to build for others. The first **Sprite** was made with suitable parts that came to hand, but production brought **Sprite** frames with duplex downtubes. The engine was a combination of Alpha and Greeves, and very similar to other 246cc two-stroke engines of the period. To keep costs down, the machine was sold in kit form, and they also supplied a frame kit for the 500cc Triumph twin engine. Models were available for scrambles or for trials with a narrower frame.

1965 - Leading-link forks were used, with others remaining as an option. They used the 247cc Starmaker engine, and when the Villiers supply dried up, they offered their own engine for scrambles.

1969 - This was joined by a trials model with a 125cc Sachs engine.

1970s The firm ran on into the new decade, but when their US importers, American Eagle, collapsed owing them a considerable amount of money, **Sprite** motorcycles came to an end in 1974 - although the firm itself recovered. In 1972-1974 they also built machines for BVM of Belgium using Husqvarna 405cc engines.

Note: The company continued later to make forks and wheel hubs until at least 1978.



NOT BRITISH



V7 Sport—1973



One of the most rare and famous Guzzi models ever, the V7 Sport Motorcycles have a certain sex appeal some more than others, the V7 Sport is certainly one of the sexiest. Produced for only 3 years the V7 Sport was the revelation of the motorcycles of the 70's. Italy's first real sporting superbike. Nowadays, Moto Guzzi offers several variants of the modern V7.



'The Runway Bar'

Mackay Aero Club
Casey Ave—Mackay

OPEN FRIDAYS - 4PM



Beer, Bikes, Planes and many other things.

Andy's Friday Night Bike Gang

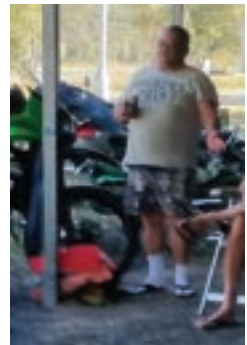


BMOA Mackay Club - DOTY Award - 2020

Andy Mann has taken out this honor since its inception two years ago.

This years 'DOTY' goes to Dale Swindells

Due to the many comments on his socks he paraded at the Lake Elphinstone O/Nighter—2020



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.