

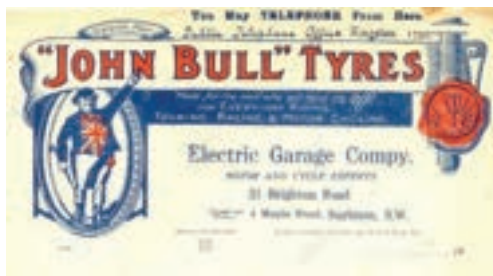
TAPPET *Rattle*



July-August
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

From the Big Gun.

Hello members and welcome to the June Edition of the Tappet Rattle.

I am writing this fresh out of the saddle as I just got home from the Clairview Ride and once again thanks to Honest Tim for putting on a great weekend. A big thank you to Andy for back up vehicle and Dale the Swindler and Chris Thornton for cooking. Top job fellas. We had a good crew of about 20 or more and apart from the drizzle all the way there it was an enjoyable ride with many laughs and a few fibs. Must add too that Alan and Maurice looked dapper in the sports car as well.



Well onwards and upwards now as we get ready for the All-Bike Show.

Preparations are well in hand with just a few more small items to attend to. Thanks to those that have been out and about promoting the event and assisting with the organisation and planning. Remember it is volunteers we require for setting up on Friday and mainly cleaning up on the Sunday after the show. Keep in mind that

some of the members working also have bikes on display so more hands make light work so they too can get away early Sunday afternoon. As they will not only be cleaning up and transporting gear back to the clubhouse, but they will have bikes to ferry about as well. If you intend on helping, please email Dennis with your Covid Training Certificate and your intentions and time slots. Please step up and help. With what is going on down south now with the Covid it is extremely important we follow all the rules at the 'All Bike Show.'

Well, that is it for me, let us hope things all go to plan and we can put on a great show. Get those Royal Enfield's out! We have had contact from quite a few people out of town wishing to attend and display bikes, so things are looking positive.

Great club, great mates, great rides. Cheers Bernie.



Lawrie Kapitzke
Vice President

The TRX Project



I guess I only have myself to blame because I am the one that convinced my son to buy the 1998 Yamaha TRX 850 being offered for sale by a fellow club member. Despite having covered nearly 100,000 kilometres and being in need of some TLC I was convinced that the one owner bike was an excellent project and the price was reasonable. What I did not account for was my son's insistence that we totally rebuild the bike from front to rear while restoring it to basically its original condition. With my son being "one armed and dangerous" this meant that the bulk of the work on the bike became my responsibility resulting in my own project bike, scheduled to be undertaken over this winter, being pushed to the back of the queue. There have been some advantages to the situation though; the first is that I am not responsible for finance and the second is that there are no time constraints. The best thing of all is that my grandson has also become involved so we now have three generations working on the project.

One big advantage was that we did not need to touch the engine itself as it is very sound requiring only a valve clearance check, new spark plugs and replacement of oil & filters – still an outlay of some \$250 though. The fuel system however did require major work with the carbs being totally rebuilt, new fuel pump, fuel tap and all lines replaced resulting in an outlay of some \$500. New mufflers were also fitted so there goes another \$500. The swingarm and rear suspension bearings were replaced, rear shock rebuilt, new chain & sprockets fitted, wheel bearings replaced, new brake disc fitted, rear brakes fully rebuilt including a new brake line and a new rear tyre fitted – I'd say over \$1000 spent there. Steering head bearings were replaced with tapered rollers, new bushes & seals fitted to the front forks, front wheels bearings replaced, new brake discs, new front tyre and front brakes rebuilt including new brake lines – \$1000 spent there.

Checking valve clearances required the removal of the radiator which revealed some minor damage to the inside surface however it was still water tight. Not good enough for my son – a new custom built radiator was fitted along with replacement of all radiator hoses, O rings and a new thermostat. A new water pump was considered, despite the original appearing to be perfectly serviceable, however the replacement cost of some \$650 put an end to that consideration, at least for now. Still, close to \$500 was spent on the cooling system. With most of the mechanical work completed we are now down to electrics, paint & cosmetics, and modifications for a one armed rider. The original fairing & tank are good paint wise but the rear bodywork & front mudguard require repainting. New decals have been sourced along with a new screen for the fairing. All the original lighting equipment came with the bike and will be refitted. I would estimate another \$1,000 would complete the project making a total sum of \$5,000 spent on top of the original purchase price. It will be an excellent motorcycle when completed however the sad thing is that I will never get to ride it because of the rider modifications.

Lawrie

‘The Scribe’
Dennis Gregor-Secretary

Things to know about Motorcycles and riding them before you buy one:-

1. Only 2 wheels.
2. Put your feet down when you stop.
3. Have a tendency to fall over. (See 1 and 2 above).
4. Motorcycles and their riders, provide a target for every other idiot on the road.
5. Be aware of every other vehicle in your vicinity when on a bike as they are all capable of killing you.
6. Crashing on a motorcycle usually involves a whole new understanding of friction!
7. Nothing about maintaining motorcycles is as simple as everyone else tells you it is.
8. The size of the bike, may well be inversely proportional to the intelligence of the rider. (Not always the case).
9. The noise coming out of the bike is inversely proportional to the intelligence of the rider. (Always the case).
10. You will fall off the bike, eventually, so get one that you can pick up. (See 1,2 and 3 above)
11. The price of the bike is just the deposit. Next comes protective gear, servicing, replacements and generally tarding up. And then your Partner wants to come along!!!
12. Showing off on a bike is the activity which usually precedes picking it up.
13. Motor Scooters qualify as Motorcycles, particularly for beginners.
14. The best bike for you is the one that you can ride well and enjoy.
15. The worst bike for you is the one chosen by your ego.
16. A high powered bike can be attractive, but crashing at 200km/hr and burning is less so.
17. Your brain will never be as active as it is when riding in heavy traffic, so best to have it with you.
18. Harley Davidson riders are proof positive of the veracity of items 7 and 8 above.
19. Don't buy new. Mid life crisis buyers, buy expensive, scare themselves and sell cheap.
20. Get someone who likes you to look at it before you buy it.
21. Your pillion needs as much crash protection as you.

22. Operating a bike competently, even at low speed involves a lot of coordinated hand, eye and foot movement. When you can do it without thinking about it, you are half way there. If you cant pat your head and rub your belly, stick to 4 wheels.
23. Visibility is a riders best protection from idiot drivers. Go bright, stand out, own your lane.
24. Understand counter-steering: left hand pushes left to go left. No, its not bullshit!
25. If you have an accident on a bike it is more than likely that it will be your fault.

Compiled and plagiarized by Dennis Gregor.

If you disagree with any of the above, please document your argument in detail and send by email to

Bernie Cannon bernardjc@bigpond.com

Tim Lucy 'Honest Tim'

Ride Coordinator

Just done Clairview O / Nighter nineteen souls in all. Maurie and Alan in a sports car but two wheels each so ok. Left Boomerang Saturday 27 / 6 met a group at Koumala weather light drizzle then to Carmilla for lunch. Great feed and friendly people this is a good stop, then light rain to Clairview. Booked in and the rain let up, got a fire going lies and more lies were exchanged. BBQ that night cooked by short fat guy in thongs and white sox did a good job. More lies at the bar then back to the fire and deep conversation was had by wise men. All went well will do the same next year. I heard a couple of the troops rocked up a week early, the date on the Ride Calendar was changed. The moral is LISTEN at meetings, READ EMAILS and BOOKFACE all info there. With 'Bike Show' in July and 'Week Away Ride' in August this will keep most busy for a bit. AGM in August, also don't be shy and nominate for a job / jobs Ride Cordinator this would be a good one for a bright young person. I'm off to look at projects I should be doing, but will put it off till tomorrow.

Cheers - Honest Tim



Check out the Clubs Facebook page to keep up to date with anything MV Augusta. Count Glenny Lennox regularly posts MV Augusta photo's and articles. There is no shortage just ask Gerry D.

Down Memory Lane.

Hello everyone, my name is Joslyn, the "Big Guns" wife. I wanted to share a couple of photos of my Grandfather Dally Sabbo. His brother Les (Jack) Sabbo was featured in the Sept / Oct Tappet Rattle last year.

Dally and Jack were keen motorcycle riders and racers when young and Dally rode a Honda Scooter throughout the whole of his later life and right up to his passing. They used to race on Bucasia Beach and at the track that used to be behind Racecourse Mill. Being a Bakers Creek boy, he would visit the Greyhound Hotel often after work and later when retired and always rode the bike home regardless of how many pots he had. I am sure the bike knew the way home. One night on the way back he turned up without the bike and when Grandma got into him, as often happened, he said that he came off in the drain and little green men took it. Obviously had a few too many that night. The bike was found in the drain the next day. He swore till his dying day he saw Martians that night. He came off a few times, but the little Honda never seemed to have a scratch on it. Only him. I am not sure what the bike is that he is on here, nor what is in the background in the photo, as he had quite a few bikes over the years. He always wore a beautiful pair of American Deer Hide gauntlets and we still have them at home. Something to remember him by.

Thanks Joslyn Cannon



David 'The Carer' Catchpole

Treasurer

GT750 project—Part 2 / The Reassembly

With the cases fresh back from being wet blasted and the crank returning from Brisbane. In Brisbane new bearings, seals, new conrods, new gudgeon pin bearings and new pistons were installed and balanced. The gearbox had all of the bearings and seal replaced. So there was nothing left to do but start the reassembly process!!



A couple (or three) Forged high-performance pistons from WÖSSNER. Made with the use of the latest computerised technologies that come from the GP and F1.

The pistons also have a piston skirt coating to reduce the friction between piston and cylinder and to improve the emergency running properties just in case the oil injection fails while I'm out riding. And we are ready to put the barrels back on.



I'm sure there is a jig or tool that was invented to get the three pistons in the barrels easily, unfortunately for me I did not have such a tool so there was a lot of loud words spoken while the insertion process was concluded.

It was so much easier to assemble than it was to strip

The assembly of the rest of the components, oil pump, water pump, new aluminium gear (the original plastic gear was cracked) this was a common fault. Thankfully Suzuki drove the tacho off the same gear, so if the tacho stopped you knew that the water pump had also stopped and were about to have a small issue hence the nickname "the kettle". All went together well, then a couple of hours of polishing and I now have a rebuilt two stroke motor, its waiting for the frame to be finished so it can be reinstalled



Water and wine?

In 1976, Suzuki was in the unique position of having two entirely different 750 models in its line up.

And you can't get more different than a three-cylinder water-cooled two stroke and a DOHC air-cooled four-cylinder 4-stroke. They even had a Rotary if that was your bag.



Winfried Voigt



Age: 76 License: - Since 1963 (Practise 2 years before)
Hometown: - 68623 Lampertheim, Germany

Type of bikes owned

NSU Quick, DKW RT200, DKW RT250, NSU Max, NSU Lux
Ardie 250, Adler M250, NSU Lux 200, NSU Supermax
BMW R51, BMW R60, Horex Regina, Moto Guzzi V7 Special
Yamaha XS400 12e, Suzuki GSX 1100E, Honda XRV 750 rd07 Africa Twin

What do I like: Riding a bike means freedom even in rain, cold and heat.

Favourite tours: My first ride to the North Sea with my DKW RT200 / Elephant Rallies in January, Nürburg Ring, I did it 6 times / Ride to Rhine Falls in January (-20° C) with my NSU Lux / North Cape 1970, with my Moto Guzzi / North Cape and around Baltic Sea 2010, with my Africa Twin / A trip with a group of 16 riders for two weeks around South Norway and many motorcycle meetings.

Memorable experiences: My ride to the Rhine Falls in Schaffhausen Switzerland was a very memorable experience. It was a two-day tour in January with an overnight stay in the forest. No tent, only two sleeping bags. The temperature at night was -20° C, the gas stove burned only with the smallest flame. There wasn't even enough heat to melt the snow for a coffee. I experienced the Real frozen finger feeling in winter-time on a bike! Learning from my experience I invented oil heated handles on my Moto Guzzi.



First trip to the North Cape, Norway. The northern most point in Europe that can be accessed by car. It's where the Atlantic meets the Arctic Ocean and you can see the midnight sun. The RV 17 'Kystriksveien', coastal route was still under construction when I did this trip. The RV17 is a scenic road and most is a National Scenic Route.

Bob Megaw.

How did you get the motorcycle bug?-Loved them from a small child on the farm.

Your first motorcycle.-Honda 100CL

What made you by this bike?-I had dreamed about riding motorcycles for ever.

Did you have it for long?-About 2 years.

Bikes you have owned or stolen?-Matchless G80 S, Ariel VG, Several racing Hondas, Yamaha, Kawasaki, CZ, Honda 4, BMW, Harley Nightstar and Honda 750 off road.

Which was your favourite?-BMW R850 R.

The worst?-Liked them all.

Do you enjoy any particular bike?-Enjoy all.

Memories?-Camping trips on the bike to the Grampians,Riverland and Gippsland.

Freedom is the best part of motorcycling.

Guess Who!

What got me interested in bikes is when I saw Bikie Gangs.

The first bike-Bloody Sore Arse, found this bike at the dump.

Did you have this bike for long?-Ten minutes.

List some of the bikes you have owned, Speedwell and Malvern Star.

Your favourite?-None, not till I could afford a chain. Worst?-The one with no tyres.

Which motorcycle would you most like to own?-
One that starts easily.

Most memorable time?-When the Norton started.

Best part of motorcycling?-Not falling off.



BMOA 2021 LDR To Northern and Western NSW

The ride was somewhat different to previous being a shorter 3,250Km ride over 10 days. Participants, Andy Mann, Bob Inkson, Paul Gallant, Dave Catchpole, Dennis Gregor, Peter McGrory and myself. Not all hitting the starting blocks together.

Day 1: Mackay to Gin Gin 606km - City Gates for an 8.30 departure, stopped at Ilbilbie to pick up Paul Gallant then Rocky for lunch, Dave Catchpole had ridden ahead 2 days earlier and warned us of the roadworks. He was on the money the amount of roadworks was phenomenal adding an hour to the ride. Left Rocky and headed to Gin Gin which was our overnighter at our haunt the Central Motel. This is the first trip I can recall the Proprietors telling some members "Get to Bed".

Day 2: Gin Gin to Rathdowney 460m-There are many routes that can be taken from Gin Gin into SE Queensland, I chose to ride the Bruce Highway. The reason was to experience riding on Major Highways and to interact with city traffic. Being Country Bumpkins our history of staying together let alone in city traffic is not good. The stop after Gin Gin was Gympie, the stop allowed an electrical gremlin to enter one bike. It was decided that 2 would remain to sort out the gremlin, others to ride to the Glass House Mountains, Roadhouse where we met Dave and Peter from Brisbane. Peter would lead us through the Brisbane / Freeway madness. Eventually Paul and Dennis caught up and it was off to Rathdowney with strict Instructions to "Stick Close". Having survived the M1 / Gateway Freeway we headed for Beaudesert, hitting the first roundabout, Yep! shit broke loose. Some riders couldn't follow, luckily all roads off the roundabout led to where we were waiting. The rider that slipped away ended up coming to us from the opposite direction. Together again it was onto Beaudesert to be joined by Dave's, B / in Law a Walloper from Ipswich. He was riding with us to Rathdowney to stay overnight at the Rathy Pub. Here we first felt the change in the weather. That night the mother of all electrical storms and the threat of hail caused quite a bit of a scurrying around to get most of the bikes out of the storm.

Day 3: Rathdowney to Port Macquarie 510Km - The inclement weather gone we headed for Port Macquarie via Woodenbong, Casino then to Woodburn for lunch. We then headed for Coffs Harbour. The roads from Casino towards the coast were not the usual NSW standard as they were severely potholed from recent flooding, The ride down the NSW M1 in my opinion was amazing and to experience a brand new 2 lane highway with 110km limit. Coffs Harbour then to Port Macquarie about 50km from Port Macquarie the shit literally hit the proverbial, a lot of riders were somewhat, or should I say very concerned as we rode into the most severe thunderstorm we have ever experienced. It had the lot, wind, cold, torrential rain and lightning. The big concern was we had nowhere to hide, most of us tried to find refuge under overpasses but most were taken up by vehicles. In BMOA tradition we rode on and come out the other side.

Day 4: Port Macquarie Lay Day-Our motel was the El Paso in the middle of town where we were joined by a friend of mine Ray Northridge from Sydney. Ray had ridden up to spend a couple of nights with us, resulting in late nights, lots of drinks and Paul Gallant's homebrewed Port. We did our household duties, a few wandered the foreshore I suspect looking for Pubs, while Dennis, Peter and Paul rode to Nabiac to visit the Australian Motorcycle Museum.

Day 5: Port Macquarie to Narrabri 510km - Everyone ready early to hit the road, we had to detour south via Nabad and Gloucester as the highway through to Walcha had been washed away in the floods. Back to the M1 to Nabad (Ray left us and headed to Sydney) then onto Gloucester. A surprising little town and obviously a motorcyclist stop as there were bikes everywhere. I am pretty sure the reason was as we were about to find out "The Thunderbolts Way Road" is reputed as one of the best motorcycle rides in the country and is. As we climbed through the mountains worrying about the cold we really did not experience the thrill. Tamworth to Narrabri is open country and we came across some magnificent 2 and 4 lane roads. Booking into the Motel the owner mentioned "You know it gets a bit cold around here, going to be 1C or minus in the morning we had snow over there as he pointed to the hills". We soon got a taste when the sun went down.

Day 6: Narrabri to Lightning Ridge 255km -3C / Bloody Cold. - With just a short ride ahead we hit the road when the sun had warmed things up a bit. It wasn't all that bad considering the wind chill dropped the temperature by 8 to 10 degrees. We rode straight through with only one stop at Burren Junction, arriving at Lightning Ridge lunch time.

We spent about 3 hrs that afternoon doing an organised town tour showing us every front / back, no street and junk pile in town. Also learning what Opals not to buy. We had dinner at the Lightning Ridge Bowling Club which is the biggest drinking establishment in town and is packed every night. The Club has a unique way of entering, you register as a member, \$3, then they give you a voucher for \$3 to get off your meals etc. We suspect it is about how to attract Government Grants?

Day7: Lightning Ridge Lay Day 4C / Cold - Took a tour to the "Chamber of the Black Hand" <https://www.chambersoftheblackhand.com.au> BMOA visited here in 2011, it is an underground mine full of freehand carved figurines and other items by sculptor Ron Canlin using a kitchen spoon and knife. Remarkable, should be listed as a national treasure. It shows a man's lifetime of work that started out while waiting for friends he scratched out a Welcome Sign for them.

Day 8: Lightning Ridge to Injune 508km and -1 to 3C & F*^@%#ng Cold-Headed back to Queensland, Hebel and onto Dirranbandi and the bakery. Tremendous coffee and one of the best Beef, Onion and Cheese pies I have ever eaten they were that good I went back for another. After St George it was then onto Surat where we had a break. Here is where I realised my bag had come open and had lost a bag containing my Phone and Com System. Dave and I hi tailed it to St George to a Jaycar Store and bought replacements. It was in Roma where Peter McGrory would leave the ride, heading back to Brisbane in the morning. Our next overnigher was at Injune, the afternoon ride from Roma to Injune was one of the most enjoyable relaxing rides of the trip.



Day 9: Injune to Emerald 312km - back to CQ Temperatures - Easy ride, At Springsure, 4 stopped for lunch. Dave and I rode to Emerald and booked into the Emerald Midtown Motel. By far the best we had experienced on the trip. We had our debrief, it was decided with just 400km to Mackay we would take a leisurely run and home that afternoon. One person informed us that he did not want to F*ck around and wanted to hit the road at daybreak home by 11.30am. This went over like the proverbial "Fart in an Elevator". That settled a member enlightened us he had a doctor's appointment at 2.:30pm. The leisurely ride home idea went out the door and the reasonable start time was back on. Andy informed us "Hey boys we have some new neighbours". The motel was the over-night stop for 4 police crews, had a chat about their "Hyundai Stinger" Patrol Cars and asked what they were doing. They told us" Arr doing a drug bust a Woorabinda". Full of the latest info and advice, "Don't buy a Police Stinger, they go like shit but have the guts flogged out of them". With that we left the coppers. We were out of beer, miraculously out of nowhere appeared the Vino more Vino. Paul G's homebrew Chocolate Port resurfaced. This had all the ingredients of a big night for some.

Day10: Emerald to Mackay 387km - Final day everyone or nearly everyone is ready, a couple of problems. One is still pushing out Z's the other who had been a Naughty Boy a while back has to blow zero before he can throw a leg over his bike. The reading blown on his tester says he is not going any time soon. Having a caring nature, the majority ruled "F em! can't wait all day. The Z pusher can wait until Old Mate blows Zero and come home together, see ya. As we rounded the corner onto the Gregory Highway, we are greeted by 3 Motorcycle Cops. They decide to follow, while thinking "here we go" one Copper rode up the inside of our group then dropped back. We suspected he was scanning number plates, as law abiding mature motorcyclists we rode on. Up the road was the biggest roadblock in the country, half the coppers in CQ pulling up every truck and caravan. What happened to us? nothing we rode on through. Outside Tieri we saw the first kangaroos for the whole trip, Middlemount then hitting the Beef Road. At Nebo, Paul left the ride and headed home. We arrived home 12.15pm the Z pusher at 2:30pm after the Straw Blower said go. The Straw Blower blew ZERO at 2pm, home at 6:15pm.

This was another excellent ride with a great group, we travelled to many places, saw many different things, experienced a myriad of motorcycling experiences that will never be forgotten. Thanks to all for making this a great ride, to Ray on his Triumph "Superbird" for making the effort to join in on another of our LDR's, we all enjoyed your company Ray. Thanks.

Contributed by Gerry Dempsey



‘Artie’s’ RE

1915 Royal Enfield 180 Colonial Combination that came to Australia

Royal Enfield Model 180 was first produced in 1912 and quickly became one of the basic sidecar motorcycles of the British Empire's Armies.

The "Colonial" version was produced between 1915 and 1918 for Britain's continental allies: France, Belgium and Russia.

Of the 2,000 bikes sent 75% had machine guns fitted and 2,500 rounds of ammunition. It was powered by a 8 HP engine and could manage up to 90 kph, depending on the load. Below is a photo of the purchase bike in June 2018. The bike was from a deceased estate and had not been run and used for 22 years.



Royal Enfield Model 180 Colonial Combination V-twin with frame # 9113 was dispatched from Redditch in July 1915, destined for Hall of Adelaide. The bike was ordered new by a Mr. James Sprat of Adelaide.

Fast forward to December 2019 and the bike has stripped completely. All parts have been inspected and refurbished, replaced with new where required. The machine can now be used with confidence knowing it will run giving no trouble. The 180 has now completed several rallies. The longest being the National Veteran 1 and 2 Cylinder (Cars and Bikes) in Charleville last March 2021 over 7 days.

Regards Arthur Scott.



Ken Rumble - Australia's first ever motocross legend



Victorian rider Ken Rumble was Australia's first ever Motocross "Scrambling" legend, winning seven Australian Motocross Championships in the 1950-60s. On 14 November 1953, he etched his name in Motocross history winning three National titles at the inaugural Australian scrambles championships in Victoria. Rumble won the 125 and 250cc classes on a BSA and the Unlimited All Powers class on a Matchless at the Korweinguboorra circuit in Daylesford. This was a crazily muddy meeting and after discarding his goggles in one race he had to be led to the ambulance tent to have his eyes washed out. He retained his 125 title on the screaming Walsh Bantam and 250cc crown on a BSA Bantam the following year at the newly finished Sheidow Park Circuit, which was held by the South Australian Atujara Club. He was easily the fastest rider on the day and, if he'd had the machinery, he would have won every title.

In the 350cc class he finished second after leading all the way and dropping a chain just 200 metres from the finish line. In 1960 the Australian Championships were on the grassy slopes of the Arthur's Creek circuit in Victoria. With two creek crossings in the valley and ten days of continuous heavy rain, the circuit quickly became a quagmire. Riding a BSA, as he did though his career, Rumble was suited to the muddy conditions and won both the 350 and 500cc National titles. BSA greeted scrambling's second decade with a blitz of the solo titles, filling twelve of the fifteen placings. In post World War 2 motorcycle racing, Ken Rumble was the star, not for what he did in one branch of the sport but for the many races and titles he won in solos and side-cars, on dirt and tar.

1953—Australian 125cc Champion in Daylesford, Victoria.

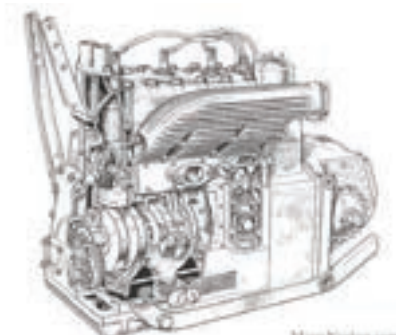
Australian 250cc Champion and Australian Unlimited Champion

1954—Australian 125cc Champion at Sheidow Park Circuit, South Australia
Australian 250cc Champion

1960—Australian 350cc Champion at Arthurs Creek, Victoria
Australian 500cc Champion

2017— Inducted into Australian Motor Sport Hall of Fame

Scott Three Combination 1936 Model



In the Thirties, British engineers were among the most ingenious and free-thinking in the world, producing an array of innovative, imaginative engine designs — none more so than Alfred Angus Scott, founder of the Scott Motor Cycle Company.

A prolific inventor and the first serious proponent of the performance 2-stroke, Scott was a key figure in the evolution of the motorcycle as we know it today. He had more than 60 patents to his name, dreaming up the kickstarter, the triangulated frame, the foot gear change, rotary-valve induction, telescopic forks and more.

Claimed power: 48hp @ 5,200rpm

Engine: 986cc liquid-cooled 2-stroke inline triple, 73mm x 78mm bore and stroke, 5.8:1 compression ratio

Top speed: 85mph (claimed) **Weight (wet):** 489lb (222kg)

Fuel capacity/MPG: 2.5gal (9.5ltr)/40-50mpg (est.)

NUMBER PLATES / QUEENSLAND

Number Plates Your motorcycle must be fitted with an official number plate if you want to ride on Queensland roads. The number plate must be: • Issued by the Department of Transport and Main Roads. • Mounted at the rear of the motorcycle, no more than 1.3 metres above ground level, in an upright position parallel to the motorcycle's axle. • Able to be read clearly from 20 metres away at any point within a 45 degree arc of the motorcycle's centreline (see diagrams). • Clean and in good condition. • Free of any characteristic preventing it from being read • Illuminated so it is clearly visible at night

It is an offence to

Alter a numberplate in any way. Attach a number plate to any vehicle other than the one it is registered. Use a cover that is not flat, clear, clean and untinted.

Have an obscured number plate.

Earlando Hideaway 75ish

My Bit



Earlando near Dingo Beach was a ride we did on many occasions sometimes an overnight camp. Regulars were Chris Nixon "Styx", Kev "Cold Power" Howie and Fletcher 'Fletch' Worland " Fletch generally rode as pillion, and was an unpredictable pillion. One particular occasion the trip in to Earlando left a lot to be desired as you can see by the road condition. Water and dirt mixed together made it trying to say the least. Kev and Chris had Honda XL250 Motosports and I had a Honda CB750. Briefly the road was not ideal for the 750 and soon found that it had a problem . All it wanted to do was 360s as the mud kept jamming the front guard. Taking the guard off helped marginally allowing me to plug on, sort of. Eventually I took advantage of an offer to throw the bike in the back of a Landcruiser and be taken to our destination. The XL's took to the conditions just fine. As you can see we had the best camping gear for the conditions.



English Quality

Stainless aftermarket megaphone.
Managed to survive the
Royal Enfield GT535
good vibrations for 7 years .
Replacement on its way.



Stu

NOT BRITISH



KREIDLER



Alfred Kreidler began building 50cc two strokes in 1950, having re-established his father's Stuttgart factory after war's end in 1945. The last real Kreidlers were built in 1983, although Garelli produced some mopeds in 1988 with a Kreidler badge, and a Dutchman was still producing small numbers of special order Floretts after 2000.

Kreidler was very active in competition, and his speed record machine, The Cigar, had considerable success. The firm dominated 50cc GP World Championship racing in the 1970s and 80s, taking the title 8 times.

Their road going machines were highly regarded and sold very well despite their relatively high price. The Kreidler Florette was not very sporting in appearance, but performed well and was known for its reliability.

Ducati: Radios and Radio Components

Our favorite fiery, passionate Italian bike maker was founded in Bologna, Italy, in 1926 as Società Scientifica Radio Brevetti Ducati. Antonio Cavalieri Ducati and his sons Adriano, Marcello, and Bruno founded the company to produce vacuum tubes, condensers, and other parts for radios. That's right, Ducati started out as an electronics company.

‘THE RUNWAY BAR’

Mackay Aero Club

Casey Ave—Mackay

OPEN FRIDAYS - 4PM



“PUBLIC WELCOME”

The Mann Said

On the 10 / 04 / 2005 the club membership reached 50 for the first time. Currently we have 102 financial members and have been holding this number for many years.



Andy sent a photo of Bob contemplating which drink to swallow first. His or Andy's.

crossprint

Thank you for your ongoing assistance in publishing the Tappet Rattle and donating to the club some Motorcycle Workshop Manuals
Lloyd D is the caretaker of these.

This journal is produced six times per year and distributed at the even numbered meetings.
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Opinions contained in this magazine are those of the contributors and do not necessarily reflect the opinions of the BMOA of Mackay.