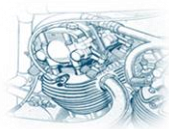


Tappet Rattle



Official Newsletter:

**British Motorcycle
Association Inc.
Mackay**

Issue 2: 2025



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From the President.

Welcome to Issue 2 of our Tappet Rattle with a big thank you to Joslyn and the members who have contributed to this issue. A great read from Maurice Price , some insights from Andy Mann and some other bits and pieces to keep you amused. Remember it's you who has the job of keeping the TR going, not us, so put your hand up and contact Jos and get your story in print. If you wish to advertise your business or sell something we can include that in future editions as well.

Michelle has the web site looking absolutely terrific and it's great to be presenting ourselves in such a professional manner at long last. Please visit the site and fill out the surveys as it gives us an idea of your likes and desires regarding bikes, rides and the club in general. Follow us on the Instagram link and remember if you wish to advertise or sell an item you can contact Michelle, and she will set that up for you in the members area.

The All Bike Show organisation is coming along with some of the major items now taken care of. We have had interest in the Show at this early stage, so things are looking good.

The St. Lawrence Memorial ride was postponed due to the Easter weekend and will be held at a later date and possibly be merged with the Clairview ride weekend. More on that as it gets closer. Gerrys Long Distance Ride kicks off in May and the Raglan weekend as well followed by Riverfest first week of June, so lots to do.

I had the pleasure of catching up with Gary Leeson over breakfast recently as he came through Mackay on his Norton after attending a wedding in Charleville. Gary pledged his financial support for our All Bike Show once again so we thank him for that.

That's it for now, stay healthy and stay safe.

Cheers *Bernie.*

Member Profile.

Vice President Mr Andy Mann.



How did you become involved in motorcycles:

I was into fast cars when I first turned 18, then a few years later a couple of old school buddies had bikes and I started knocking around with them, and at around 20 I got my first legal bike. Previous to that I had a couple of bikes when I shouldn't have.

What was your first machine:

My first legal machine was a Suzuki GSX250 that I bought brand new.

Why did you buy/inherit this machine:

I bought this bike because at the time it was the second fastest 250, the Yamaha RD250 was the fastest, but I couldn't afford one of those.

How long did you have this machine, maybe you still have it:

Nah, I traded it on a Harley Roadster after about 2 years.

List of other bikes you have owned, borrowed, or stolen:

Yamaha AG100, Suzuki 175 Trail Bike, Suzuki 125 Road Bike, Honda 750 Four, Harley Roadster, Harley FXRS, Triumph Thunderbird Sport, Triumph T100 Bonneville x 2, BSA M20, Harley Road King, CT110 Postie.

Which was your favorite:

Tough question, I did ride the GSX250 up and down the east coast of Australia and it never missed a beat. I made a quick \$500 on the Suzuki 125 road bike. The 750 Four was an Ex Mick-Hone Castrol 6hr bike and went like shit. The Roadster and FXRS took me all around Victoria, NSW, and SA. Probably the Thunderbird Sport, it's been as far south as Philip Island, as far North as Tablelands, and west to Kurumba, it's a good all-round bike.

Which was the worst:

Probably the M20, always needed TLC, and I'm not big on that.

Which motorcycle would you most like to own, maybe you own it:

I don't know, there are a lot of bikes that I look at and think, that would be nice.

Are you just into British bikes, or do you enjoy all:

I enjoy all bikes, and I don't care what you ride, the main point is, you ride a motorcycle.

The most memorable experience on, or with a motorcycle:

Another tough question, in the early days we would be sitting around home, have a beverage and decide to go away the following morning, they are some memorable rides, we did get up to some mischief while away overnight. I did the Triumph 100-year ride from Philip Island to the Gold Coast over a 5-day period, that was a tremendous ride with a great bunch of people on some brilliant roads.

What is the best part of being a motorcyclist:

Most motorcyclists acknowledge each other when riding, and it's easy to stop somewhere and another motorcyclist will usually come to have a chat, even a beer if you're in a pub.

Other:

Over the years I had some fantastic time riding, both local, and distance rides, sometimes I have wondered how I survived some rides. Just recently at Christmas I caught up with a lad in Perth who use to ride with us in Victoria, We had some good story telling over lunch and a beer. I still catch up with a couple of the lads that got me into motorcycles, they are still riding around the countryside too.



The Club Web Site:

Big shout out to Michelle Collinge for updating the BMOA Web Site.

Many hours have gone into modernising the site and adding in additional content. The site looks great and is easy to navigate.

Very well done. Thank you, Michelle.

Just to clarify, Michelle is the good looking one in the photo.



Check Out the Web Site here: www.bmoa.org.au

25 Years Celebration



*Maurie and Joyce celebrated 25 years
as members of the BMOA in April and
on behalf of the club Dave had the
pleasure of presenting them with their 25
year Buckles.*

Congratulations to both of you.

Member feature.

Mr. Maurice Price.



Younger Days.

MY family came from Gloucester near South Wales and moved to Ipswich (the real Ipswich in England). I first became interested in Motorcycles when I was about 7 or 8 years old. Most bikes were war time machines with Girder forks and it was the forks that got me the most interested. When I was 12 years old myself and two other school mates had motorcycles and we would practice riding around the fields at the end of the street. We had a 1927 Royal Enfield Flat Tank, a 250 two stroke Velocette and a Pre-War Norton Speedway bike that one of my friends father got his hands on. It had a lot of power and we rode that around the fields a bit too. He worked for Shell putting pumps into garages and farms. Prewar speedway bikes were typically Norton, Douglas and Rudge but when John Alfred Prestwich (JAP) put the 500cc engine into speedway bikes in the 1950's it simply blew the others away.

First Accident.

When I turned 15, I got a job as an apprentice mechanic in a garage and when I was 16, I brought a 1938 350 A JS with Girder Forks and rode it to work. You could get a provisional licence at 16 which is like a learner licence here. Three months after getting this bike I had a major accident as I was so used to riding in the fields it became my downfall as I had not ridden on the main roads much and didn't cope too well amongst traffic and road rules. I sustained a hair line skull fracture and was in hospital for a while then went back to work.

In the Army Now.

When I was 17, I volunteered to join the Army and complete my apprentice mechanic training there. I did not know her at the time but Joyce volunteered and was in the RAF. We first met in Yorkshire whilst both serving in the forces. While in the army I did training on tanks. I brought a 250 Velocette called a MOV four stroke and had it on the base with me for a year or so. When I was on leave, I brought a 1952 Triumph Speed Twin. It was like riding a Rolls Royce compared to the other machines of the time. It was a beautiful bike but I still didn't have a bike licence. I had a ticket to drive a Tank and a Bren Gun carrier and a Car but only had my provisional licence for the bike which I had to renew every 3 months and didn't bother showing my "L" plates. You can't do that anymore.

How to obtain your Licence.

In the army I was on call on the weekends as a driver for Captain Hawks. He was in one of our sheds one weekend pulling his hair out as he had a Ford Consul and he had replaced the head gasket but could not get the push rods back into place. He left the car and



requested me to take him to the officers mess which was a mile away and he said to pick him up at 2.30pm. I had a girlfriend in the village and had organised to ring her from one phone box to another at 2.30 Pm as well. Now I wasn't going to miss that call for obvious reasons, but when an officer instructs you to collect him at

2.30Pm then that's what you must do for fear of severe penalty. I nipped back to the shed and put the push rods into the captains car and replaced some other parts ready for him to finish the job, made the phone call to the girlfriend, and was a bit late getting back to the captain. He was waiting and tapping his foot so walking up to him I said sorry, sir I am a bit late as I was back at the shed sorting out your car. He was so happy about me taking care of the car that I escaped all punishment.

In the army they have Dispatch Riders (DR) and the captain suggested I become one and report to the Transport Sergeant the next day. I couldn't tell him I didn't have a motor bike licence as he knew I rode. The next morning when I went back on duty and went to see the Transport Sergeant and explained that the Captain told me to report in for the DR position but that I did not have a Licence and I did not let the Captain know that. The Sergeant said to me, "you can ride a motorbike, I have seen you come in here on one many times" so he went to the desk and filled out a form as though I had completed a test and said, "take this to the transport licence department" and they wrote me out a Licence. Easy done.

My Racing Career.

I didn't start racing till I came out of the army. I was 21 at the time and was working for an elderly gentleman at a small motorcycle garage outside a village called Tollbar. He set me up to buy a 350 Goldstar Clubman but in exchange for the loan, he raced sidecars and needed a passenger so I didn't have much choice but to take it on. We converted the 350 Goldstar to a racing bike by stripping it down and fitting a factory race kit in it. I started racing semiprofessionally and the first season I raced in was in March 1959 and I finished in November 1971.

Most of the circuits I rode on were old war bomber fields that they converted into racetracks. After the war Ipswich built their own brand-new Speedway Track and I had mates who raced there and I would hang out with them at the Speedway. They were called the Ipswich Witches and their emblem was a witch on a broomstick so I copied there logo and wore it on my helmet. At a race meeting one day the program of events featured a picture of me with my helmet and logo and it referred to me as "ex speedway rider Maurice Price." I thought "bloody hell" I'm no speedway rider." I still have the helmet to this day.



I started out riding in England but after two years I obtained my International racing licence and started competing in Ireland and at the Isle of Man.

I was a sidecar passenger for four different riders for thirteen years, so I was racing solo and then racing as a passenger for others at the same meetings. At these meeting I would clock up a lot of racing during both rides.

One of my funniest memories from racing was when I was riding a 125 Bultaco at Bishops Court, Ireland, and entered in the 125 and 250 classes. I changed the colour of my racing numbers to the 250 class numbers and entered the race and came in second.

The officials thought bloody hell if he came second in the 250 class on a 125 then he will shit in the 125 class so they placed bets on me. I changed the colour back and entered the 125 class and guess what, I came bloody second again. The officials were not happy.



Circuits I have competed on.

Snetterton, Malory Kirby, Croft,
Scarborough,

Cadwell Park (picture at right), Aulton
Park, Sillith, Silverstone, Southern
100 (Isle of Man), Charter Hall,
Barbon (Hill Climb),

In Ireland – Skerries and Bishops
Court.

I held racing contracts with Avon and
Castrol.

I suffered a major motorcycle accident prior to my racing career and
two life changing accidents after my racing career ended but in all
my racing career **"I never came undone in a competition race"**.



Some of the Silverware



Joslyn Cannon

TALKING MOTOR CYCLES—By David Bray

WORST ROADS IN Q'LD, SAYS WORLD TOURIST

A NEW ZEALANDER who has seen a good part of the world from the saddle of a motor-cycle dropped into Brisbane yesterday on his way home.

He is Len Berennan, of Auckland, who has ridden his Triumph Thunderbird from London to Australia in 11 months.

Len logged 17,000 miles on the trip, which included France, Austria, Italy, India, Ceylon, Penang, and Singapore.

He rode from Fremantle to Cairns, and is now on his way to Sydney to load the bike on a ship for home.

£2000 Trip

Len made these points about the trip:—

The worst roads of all were in Queensland — from Rockhampton to Mackay.

The trip cost about £2000, including the price of the new Thunderbird in England.

The bike gave no trouble, and his only worries were punctures and the well-known, but harmless, bumping of the sprung hub.

Courtesy trial

Results of the "courtesy trial" show that motor cyclists generally have a scrappy knowledge of the Traffic Code.

Of the 41 competitors in the trial, only four lost less

than 10 points in the questionnaire on rules and regulations.

The questionnaire was easily the biggest obstacle in the trial.

Even the winner, Gerry Stiller, lost six marks out of the 50 allotted for this test. They were the only marks he lost in the whole trial.

Gordon Short, who was second with 12 points lost, dropped 10 of them on the questionnaire, and Ross Johnson, third with 15, lost 11 marks in this test.

2 Disqualified

Average marks lost on the questionnaire was just on 15, with several riders in the 20's.

Two competitors were disqualified from the trial, one because of an inefficient silencer, and the other because his machine was not fitted with a horn.

Three riders could not produce their driving licences, and another had one which had expired.

An important man in English motor cycling will make a lecture tour of Australia early next year.

He is Graham Walker, editor of the magazine Motor Cycling, and a former competition rider. A big part of lectures will be made up of motor cycling films.

Sunday Mail Brisbane — 14th December 1952

Do you think road conditions in Queensland have improved over the last 73 years. You would think there has been time enough to improve them.

Not a good endorsement considering he was comparing us to the rest of the world.

One of the most popular motorbikes in Australia.

Yamaha MT – 07



The Yamaha MT – 07 has power and enough attitude. A favourite for the bike riders, its known for great handling, great for weekend rides and through the week as a commuter. It has a lightweight design and high styling and riding features.

Lightweight just 182kg.

Padded seating designed for comfort during longer rides.

Handlebars are positioned to reduce wrist strain and back pain.

Blast from the Past



The River Rats.



Noccundra. 2010.

World Tavern TRIVIA

Eat • Drink • Think



DATE:
TIME:

ROUND 2 - Biker fill in the blank

Directions: Now that the warm up is out of the way, it's time to really get those engines running! Your team will receive 10 brain cells for each correct answer - Good luck!

1. True or False: The motorcycle Arnold Schwarzenegger rides through Los Angeles's canals in "Terminator 2: Judgment Day" is a BMW.
2. True or False: Most motorcycles have higher MPG rates than cars.
3. Who originally sang "Born to Be Wild," the famous rock song that starts with the sound of a revving motorcycle?
4. What's the name of the motorcycle Batman uses to fight the Joker in "The Dark Knight"?
5. What historical figure's life story is told in the movie, "The Motorcycle Diaries"?
6. What year model of Vincent Black Lightning did guitarist Richard Thompsons famously sing about?
7. True or False: Two of the three founders of Harley-Davidson were brothers.
8. What state did the motorcycle cops TV show "CHiPs" take place in?
Answer:
9. Complete the title of the Anthony Hopkins motorcycle movie from 2005: "The World's Fastest ____".
10. True or False: Harley-Davidson won awards from the US military for manufacturing bikes for the Allies during World War II.

ANSWER KEY

At the Back

Recently seen: Maximum Madness

Art inspired by Mad Max at Artspace Mackay



TRICK MOTOR CYCLISTS.

Clara Lee and Virginia Dodge, two American trick motor-cycle riders, will make their first appearance at Mackay from the Sydney Royal Show. The girls do all stunts possible on motor-cycles and will introduce to Australia the "Ride for Life." These daring girls come direct from the Sydney Show and are the only girls in the world who ride and control their own machines on the wall of death. In the past a similar act was performed by the Reckless Jacksons, men riders. Now the public may see these daring American girl riders for the first time in Mackay.

Daily Mercury Mackay Tuesday 28th December 1938

Would have been great to see these talented ladies going for it back in the day.

Go



Girls !

Cocktail_Time



WHITE RUSSIAN

INGREDIENTS

2 parts vodka

1 part Kahlua or coffee liqueur

1–1½ parts light cream

Shake the vodka and Kahlua in a cocktail shaker with cracked ice and strain into an ice-filled old-fashioned glass. Float the cream on top using the back of a bar spoon (see page 15).

TIP

Leave the cream out of a White Russian and you have a strong, short, Black Russian.

For a sweeter, more refreshing option, replace the cream with cola.



"This is Jim's second speech on motorcycle safety. If you haven't already guessed, I missed his first speech."

ANSWER KEY

1. False - It's a Harley-Davidson.
2. True
3. Steppenwolf
4. Batpod (Batcycle also acceptable)
5. Che Guevara
6. 1952
7. True – Walter and Arthur Davidson founded the company with William Harley.
8. California
9. Indian
10. True – The Army and Navy gave Harley two "E" awards for the equipment they made.



Meets here 2nd Sunday of Every Month at 9am

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

Find us on Facebook

THE RUNWAY BAR MACKAY AERO CLUB

Casey Avenue Mackay

Open Fridays 4.00Pm.

PUBLIC WELCOME.

**MEMBERS MEET AT THE
RUNWAY BAR FOR A
SOCIAL DRINK ON THE 1ST
FRIDAY OF THE MONTH
FROM 4PM ONWARDS.**

**Club Merchandise is available. Talk to
the Treasurer.**

Bucket Hats and Caps \$15.00, T-Shirts
\$20.00, Polo's Short Sleeve \$25.00, Polo's
Long Sleeve \$30.00, Machine Badge
\$25.00, Lapel Badge \$5.00, Badge Sew
On \$8.00, Stubby Coolers \$8.00, Belt
Buckles \$25.00.