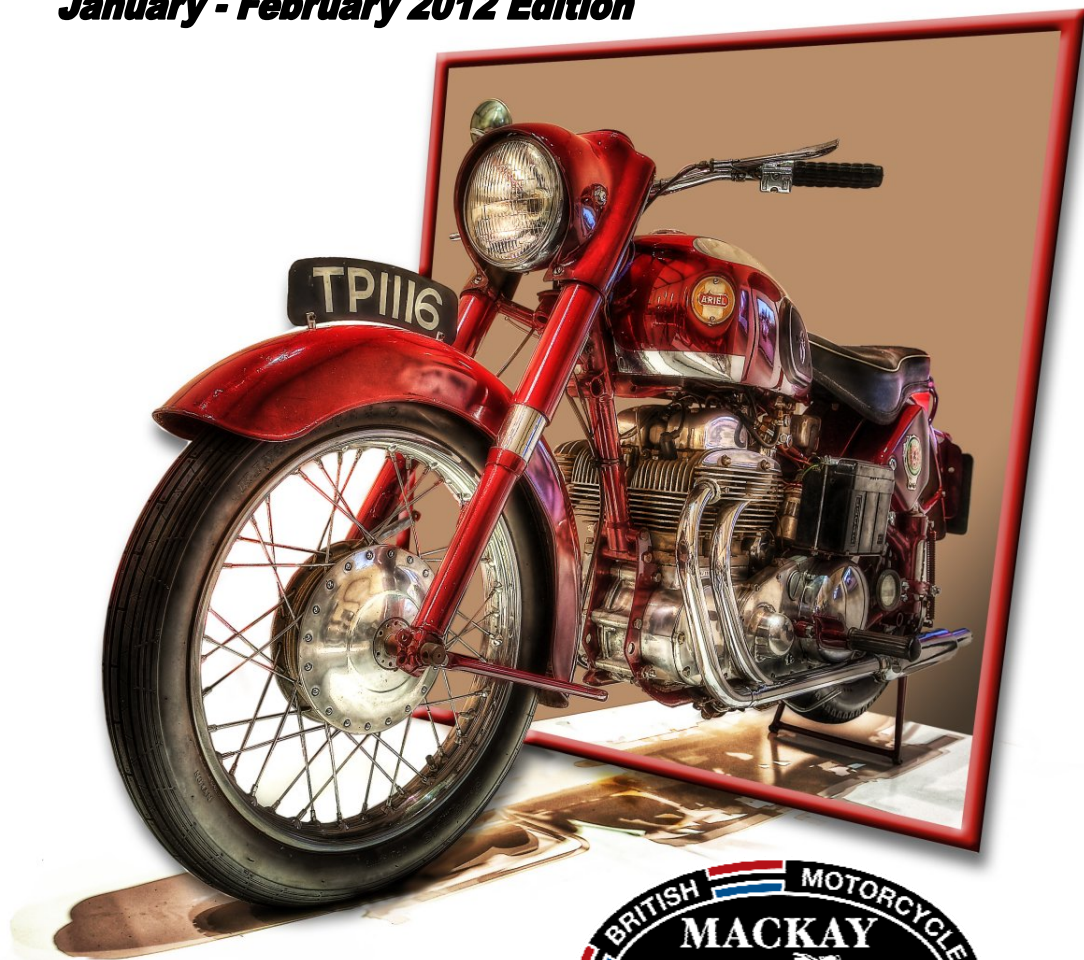


# TAPPET RATTLE

*January - February 2012 Edition*



Official Journal of the British Motorcycle Owners Association Incorporated of Mackay



## The Formalities



This Journal is produced six times per year, and distributed at the 'even numbered' meetings. Contributions for the journal should reach the Editor no later than the 25th of the month prior to the distribution Meeting.

**The opinions contained in this journal are those of the Editor and / or Contributors and do not necessarily reflect the opinions of the Association or its Members**

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Club Belt Buckle	\$25.00	Club Caps (Folding Pocket Type)	\$20.00
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# THE EDITORS RAVINGS

Lawrie Kapitzke - Editor



Well I've just been informed by the "sub editor" that she'll be doing the final check of my formatting of this issue of the Tappet Rattle tonight and as this column is the last page I have to complete I guess I'd better come up with something to say quick smart. Members may have noticed that we are making progress on the web site with the Ride gallery now completed and members bikes slowly being added to the Bikes gallery. Over the next few weeks I hope to upload selected images to the Show gallery and I will continue to upload photos of members bikes as they become available. Once those jobs are completed the web site should be finally finished with only yearly maintenance required from then on.

Personally I found it a little disappointing when, during presentations at our Christmas party, many attendees did not consider it necessary to show at least minimal respect by ceasing their conversations for the duration of these formalities. To my way of thinking this action demonstrated a lack of respect for not only the recipients of the awards but also those making the presentations and a disregard of those members that did want to hear what was being said. Maybe the club should consider the purchase of a hammer and a large gong for use on such occasions to snap members out of their own little worlds and concentrate their attentions, I'm sure such a device would be useful at monthly meetings as well. It was a shame that an otherwise very pleasant event was somewhat spoiled by this demonstration of very poor manners.

The January club ride was a bit of a washout with only four members braving the conditions and showing up for the ride. We did get a bit of a ride in but yes we did also get wet in the process although it wasn't as bad as it was certainly looking at one point. It is only to be expected at this time of year of course but still a little disappointing just the same.

Ride safe and I'll see you next issue.



## **Bums and Bonnies**

This is just a true story, something that happened just the other day, and I felt like putting it to "paper". There is a "bum" at the entrance ramp to the main bridge on my way to work. He is a veteran, judging by his DOD ID and his olive green fatigue jacket. This particular guy is a Vietnam era case, he has a worn out cardboard sign that reads "Honk if you love Jesus" and another one that reads "Vietnam Veteran will work for food". Next to him is a shopping cart full of clothes and he has stringy hair and wild eyes. He makes sense about half the time, which might put him in the top 10% of people but that's beside the point. He's a guy who got lost, maybe lost his family, his home, his mind.

A side note: The "real" Sal Paradise saw bums as holy men. Kerouac opens his novel Dharma Bums with a chance meeting on a rail car with a tiny bum he called 'The Bum of St Theresa' who repeats the same prayer over and over. Me, I'm just a fake; I was given the name by some friends. However, like the real Paradise, I do stop for "bums", (no disrespect, if you read the book, it's a compliment). And I do give them money. I always have.

This particular "bum" seems to have PTSD. I stop every week in my car at least once, maybe twice and I give him a five and I ask him if he is okay and if I can do anything for him. I've tried to talk to him several times. His reply is usually a mumble of gibberish. I once asked him his name. More gibberish. I asked - Is that your Veterans ID card? Yeah. Are you alright? I'm okay. God bless you.

I should add the fact that 20,000 cars a day pass this guy. If we were a decent society, the guy wouldn't be there. If just one car in every 1,000 gave him \$5 he'd make \$100 a day. As it is, I think he sleeps at a welfare motel down the street but I am not sure.

The other day I took the bike to work and when I saw the old veteran there with his sign, I pulled over out of habit. Of course he didn't recognise me. Bums get to recognising you, especially if you are known to come up with a fiver now and then. They remember that real well. But this guy didn't recognize me with my FF helmet. He did recognize the bike however, and that made a huge difference. Now before I can get my wallet out, he asks about the bike. He had one he tells me, bought it new in 1969 when he got back from 'Nam. He is staring at my bike like he is seeing a ghost or an old friend back from the dead.

Here is where the story takes a bit of an ugly turn. All the while we are talking on the shoulder, traffic is creeping by 5 feet away. Cars are making their way onto the bridge approach and its rush hour, so they are barely moving. A brand new Accord with four young guys in it pulls close by and the windows roll down. I hear "f--- you, you fraud!!! Then some other nasty comments and the F bomb multiple times and the word "drunk!!" Just before they move on, one of the guys spits out the window at the old vet.

I wish I could tell you I defended him, that I yelled at the young guy, or dragged him out of his window and made him beg the old man's forgiveness , but I didn't. I just stood there kind of shocked, but not too surprised. People are awful. Like I said, if 1 in 1,000 gave just a little bit, this guy would be home sleeping. Those jerks aren't worthy to tie the old man's boot lace and he probably deals with this every day.

I looked at the old man, but he didn't seem to notice the guys in the Honda. He was still staring at my bike and he just got more and more excited about the Bonneville. He had his wits about him completely at that instant. You never really know with street people if the craziness is an act or not. I still don't know for sure but this guy talked about oil in frame (disapproves), Lucas ignitions, and he definitely knew something about bikes. Again and again he said very clearly "I had a 69 Bonneville" and he just ate the bike up with his eyes, touched the headlight, looked at the tank badge. And then he broke out this big \*\*\*\* grin and he looked at me right in the eye, which is very unusual, and he sticks out his hand and he said " Thank you so much". He meant for showing him my bike. I asked him if I could buy him lunch and he said "sure" and so I slipped him a few bucks, he said "Thanks Brother, God Bless, God Bless..." and I said thanks and I rode away.

The point here is not to blow my own horn, or to condemn the cruel hearted jerks in the Honda, or even to get you to contribute to "bums" you may see - although that last thing would be a very good thing. No, many who read this give more, do more and sacrifice more than I do. The point for me was just the bike bringing us together, and for a minute all the awful in the world didn't matter. What mattered was what we shared, what we had in common. We were just two guys looking at a motorcycle, on the side of the road and sharing a moment, and we didn't care about the selfish jerks in the world who think they are too good. It was a nice moment, which the old man no doubt appreciated, admiring a nice looking motorcycle. The Bonneville is an icon, its a part of history. I never needed to validate that this new Bonny is legit and genuine and I surely don't now. It's been blessed anyway and that's good enough for me.

*Sal Paradise*

Reprinted from <http://www.triumphrat.net/twins-talk/177975-bums-and-bonnies-story.html#post1937514>



## The BMOA December Ride Report



The "Planned December 18th Monthly Breakfast Ride" to the Carmila Roadhouse got underway with a total of 16 riders and partners meeting at 7.30 am outside the shops on the southern side of the Boomerang Hotel at the City Gates (opposite side of the road to the Visitors Information Centre).

On arrival, we were greeted by "Ramon" in a startling "Lycra Cycling" outfit which was a real sight to behold. As unlike other push bike riders the "Bulges" seemed to be in the wrong places.

On this ride we were accompanied by 3 visitors, that were made welcome. Ken & Sharon Dwyer on their matching Triumph Rocket 3 and Thruxton created some conversation as there were quite a few members who knew Ken & Sharon. After the normal jovialities and truth stretching, the ride got underway under overcast skies at about 7.45 am.



In usual fashion, we departed for Carmila in the usual dribs & drabs as we got split up by the Nebo Road traffic lights and it took until Bakers Creek for everyone to bunch up again. At Sarina we were joined by Phil & Annette DeKnock. The ride proceeded as planned apart from some very minor light rain scuds that we encountered along the way arriving at the Carmila Roadhouse just before 9.00 am.

Most members had a hearty Aussie breakfast or a cup of coffee at the Roadhouse and a couple just sat outside and carried on with some more "Truth Stretching" conversations. Once everyone was fed & watered it was then decided that "Ah Ha its past 10.00 am and the General Gordon is now open" so we departed Carmila back to Mackay once again dodging some very light passing showers. All of the visiting riders left the ride at the Sarina Showgrounds and the rest of the members continued on around by Sunnyside & Homebush to the General Gordon to



have a few Sunday morning refreshments which seems to be the natural thing with BMOA Members riding motorcycles.



Coincidentally it was mentioned by one club member, that for some reason we seem to have extreme difficulty in going past a "Drinking Establishment"..... and that poses a question "Are we a "Motorcycle Club with a Drinking Problem or a Drinking Club with a Motorcycle Problem" ???

In summary it was a good ride and a good time was had by all and most members would have been home for Sunday lunch. So don't feel left out join in the monthly rides, as they are all different and are all very enjoyable with great members and experiences being had by all.

*Contributed by  
Gerry Dempsey*





**From left to right: Mark Botefuhr, Chris Percy and Lloyd Dornbusch proudly display their 25 Year Club Membership Commemorative Belt Buckles presented to them at the Christmas party**

The Club Christmas party was well attended this year with approximately 80 members, partners and family in attendance. With good food, ample cold drinks, good company and, in particular, air-conditioning an enjoyable time was assured and that is exactly what ensued.

The highlight of the day was the presentation of life membership to the club to Lloyd Dornbusch and 25 Year Membership Commemorative Belt Buckles to Mark Botefuhr, Chris Percy and Lloyd Dornbusch and I'm sure that all members join with me in congratulating Mark, Chris and Lloyd for their achievements and in recognising the importance of acknowledging and respecting these milestones.

The many and mostly unseen organisers and volunteers have once again pulled off an excellent event and are deserving of a special thanks for their efforts. No doubt the coming year will quickly pass and we will once again find ourselves celebrating the festive season.

*Contributed by Lawrie Kapitzke*



## **WHEELS WEST 2012 9<sup>th</sup> TO 22<sup>nd</sup> SEPTEMBER 2012**

**Open to Machines made prior to 1987.**

is a 'TWO HUB RALLY' (last run in 2003). The Rally commences in Forrestfield (as the crow flies 12.5k from the centre of Perth) on Sunday the 9<sup>th</sup> with registration and a short ride. Monday to Friday will have runs in both the Darling Range and the Coastal plain. Saturday will be a transit stage to Busselton. Sunday is going to be a lay day for repairs both mechanical and personal, with the chance to have good 'poke' around Busselton. Monday to Friday will have runs to Margaret River, Cape Naturaliste & Cape Leeuwin, Ferguson Valley, Bunbury, Capel – Donnybrook and Dardanup with a final barbecue at Busselton. Saturday will see some of us homeward bound and for those who show interest, carrying on to Albany for a short (3 day?) informal Rally. People returning to the East will be able to return home from Albany via Esperance to Norseman before commencing the trek across the Nullarbor Plain.

Once we have negotiated to achieve a discount from suitable sites in both the Perth and Busselton regions you will be able to make your bookings.

When you have sent your Expression of Interest we will start sending out News Letters starting in December this year and about every three months until the Rally. Typical News Letters will have finer detail of accommodation choices plus info on the places we will be visiting.

FOR EXPRESSION OF INTEREST FORM CONTACT  
KEITH PERRY – 28 Mirrelia Way, Riverton, 6148 (08)9457 7733 or [keithperry@westnet.com.au](mailto:keithperry@westnet.com.au)

### **CURING SMALL OIL LEAKS**

I have had some success stopping small oil leaks from the outside with Loctite 290. The 290 wicks into joints and then sets up in the absence of air. Firstly, I clean the joint as well as I can with methylated spirits and once it evaporates apply the 290, then later, wipe off the excess. The info with the 290 says it can also be used to seal porous castings but I haven't tried this. I purchased the Loctite 290 at Blackwoods.

*Art Wolden*

Reprinted from the West Australian  
Vintage Chatter.



Does anybody recognise this  
"colourful" character?

## Reminiscences of the Club's Early Days

The runs to Bowen & St Lawrence were a priority on our calendar, although the first down south to meet the Rocky boys was to Lotus Creek on the inland road. No group has been able to break the record of the trip to Bowen to meet up with the Townsville Club in 1990 that took six hours due to the amount of "refreshment stops" and 80% of the bikes having to be push started at some stage after these breaks. It was an endurance trial only dwarfed by maybe the Paris Dakar!!!!!!!!!!!!.

The first Townsville bike show saw our club take the best club display as well as a swag of individual trophies, and what a wild weekend that was with Brian Cooper, John & Cyril Hopkins & Mark Botefuhr to name a few...(who have I missed here?)

There are so many memories that I could reminisce on and the characters that we have had the pleasure of having as members, I will skim across a few to jog a few memories and then you older members can do the rest.

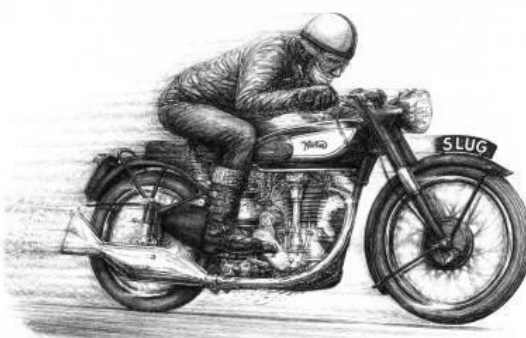
Chris (Arab) Davidson (how many of you knew his real name?), Swampy from Dysart, who could forget Tom Mullins and his trip around Australia on his Bonnie, Paul Freeman from Flaggy Rock who very seldom missed a meeting, and would arrive with a pocket of fuses because his fuse's always use to blow when he got over 90mph; Paul Mackenzie's ride home from Yeppoon when he held his Bonnie on the magic ton from Marlborough to Koumala only to hole a piston, could have had something to do with his brother on the back and a stinking hot day, Keith (Kiwi) Messenger, Les & Bernice Alan, our spiritual guidance leader for many years Graham Proctor, Lance Blundon, Ross (Haverchat) Heathwood, and Ian Frenetovich.

Well that's a short ride down memory lane, I'm sure I've missed heaps and that's where you lot get a go.

The club has grown far beyond the expectations of any of the early members, and although at the moment my priorities are with a different type of motorcycling, I do keep an interest in our club and I have no doubt that you would agree with me that the hard work of, Lloyd, the late Keith Sander, Bob, Dale (who always wanted a European Bike Club and will never get it) and of course Loose Bruce Hurren, (and I must tell you about Bruce and the ride up to Eungella and the engine rattle of his Matchy only to get to the top of the range to find his cylinder bolts were hanging on by a couple of threads!!!!!!!!) have helped this great club continue to grow.

Good luck, stay upright, and remember if it leaks oil, it means you've still got oil in it.

Chris Percy



She'll cruise at a ton all day . . .



# the Rust Bin

FOR SALE

PHONE LUCKY KEISER

0419 787 620

**For Sale - Manx spec featherbed frame** (no engine) which was built to take a Hinkley Bonneville engine / swinging arm. Would make a very unusual / nice modern Triton. **\$2000**

**For Sale - Replica Manx Norton Featherbed Frame** locally made and to original dimensions.

**For Sale - 1979 BMW R100RS.** Owned bike past 23 Years, Nut & Bolt Rebuild, Heaps \$ Spent, Bike is as New Condition Plus Spares **\$12,000 Neg. Phone Arthur 4942 9679 or 0438 126 184**

**For Sale - 1x Pair Of Size 10.5 Thomas Cook Johnny Reb Boots** (Minus Buckles). Excellent condition. **\$75 Phone Gerry 0407 171 898**

**Wanted - Rigid frame,** preferably Triumph, but will look at anything. **Phone Steve 0418114868.**



**For Sale - Staintune Stainless Sports Mufflers** suit Triumph Rocket III Touring, part no. TR MS ROC T. As new condition. **\$750. Phone Col 0409 582 823**

FOR SALE

PHONE ANDREW

0407 112 887

**1954 Velocette MSS 500.** Unrestored original type condition, new rings, valves and guides. Club rego. **\$10000 or best offer.**

**1971 B.S.A Lightning.** Good condition, club rego. **\$8500 or best offer.**

**1912 Zenith Gradua.** 500cc J.A.P needs full restoration, a lot of work already done. good veteran project. rare British bike. **\$10000 or best offer.**

**1914 Indian Hedstrom V twin.** 1000cc 3 speed, project 80% complete, all hard to find bits there, rest available reproduction. **\$20000 or best offer.**

**Large tank bag.** Two layer type with straps & magnets. **\$150 or best offer.**

FOR SALE

PHONE LAWRIE

4955 2337



**New Bonneville Crankcases.** One set of 2008 Bonneville crankcases. Very low mileage. VGC. **\$700 firm.**



**Hinkley Bonneville front forks & triple trees.** Complete, straight & in good condition. **Price negotiable.**



**Rear Rack Suit New Bonneville, T100, SE or Thruxton.** Brand new second grade (minor imperfections). A bargain at **\$50**

**For Sale - DBD34 G.S. Gold Star 500cc \$25,000.** Phone Ian 0437 448 590

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