

TAPPET RATTLE

March - April 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

REGALIA

Club Belt Buckle	\$25.00	Club Caps (Folding Pocket Type)	\$20.00
Club Machine Badge	\$25.00	Club Singlets "Black"	\$18.00
Club Lapel Badge	\$ 5.00	Club T Shirts "Black"	\$20.00
Club Badges (Sew On)	\$ 8.00	Club Polo Shirts (S/Sleeve)	\$30.00
Club Stubby Coolers	\$ 7.50	Club Polo Shirts "Grey/Black" (L/Sleeve)	\$35.00

N.B. Polo Shirts & T Shirts dependant on sizes in Stock

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THE EDITORS RAVINGS

Lawrie Kapitzke - Editor



Well we've certainly had a turn around in weather conditions in March with the wet season finally arriving with a vengeance and this, of course, has had an impact on our activities with the March club ride being washed out. We should consider ourselves lucky I guess that we did at least get a club ride in during February and, in reality, being able to get any riding in during the months of January to March is always a bonus.

Let's hope the weather Gods are kind to us during the two week-long rides the club has planned for later this year and our weekend Bowen ride in April. I'm personally very much looking forward to the Tablelands ride in May / June having spent a couple of

short holidays in the area and having been impressed by the quality of biking roads this particular location has to offer. This ride should offer a great contrast to the comparably flat and straight roads of our local area and, as I'm sure most club members are becoming aware of by now, the twisty bits are my favourite bits (as long as the roads are dry of course).

Planning is well under way for our annual All Bike Show in July with the newly formed Show Committee charging ahead with many new ideas being explored and the old ways of doing things being questioned and changed where necessary. Overall the situation is looking very positive for a revitalised All Bike Show this year and the Committee hopes to have some exciting announcements to make very shortly. I hesitate to mention the weather Gods again but their co-operation for the weekend of the Show is vital to its success.

Our web site is pretty much completed now with the possible exception of the changing of some of the members bikes photos as better examples become available. Club members are encouraged to forward any photos they may have of their bike(s) to me for uploading to the site and I will continue to photograph bikes whenever the opportunity arises.

Ride safe and I'll see you next issue.



QUEENSLAND MUSEUM'S MACKAY PROJECT

Thanks to the generous support of BHP Billiton Mitsui Coal, Museum Development Officers from the Queensland Museum are working with organisations participating in the Mackay Region Showcase Project to help shine a light on the richness and potential of their collections. We are interested in hearing from members who have motorcycles that are associated with a particular person, group, event, place or activity that is important to the history of the Mackay region.

So if you know your motorcycle is significant to the history of Mackay and would like to share that information, please contact Vicki Warden by emailing vicki.warden@qm.qld.gov.au or calling 4659 4905.

BREAKFAST RIDE 19TH FEBRUARY 2012

We had a good roll out of members turn up at our usual meeting place in front of NQ Water Services at 8:30am on Sunday for this ride and, thankfully, we were blessed with excellent weather conditions on the day. As usual there was a variety of machinery in attendance, both modern and classic, and numerous manufacturers were represented. After spending some time chatting and admiring the various machines on display our ride co-ordinator announced the route we were to be taking and the ride got underway.

Mick had a minor problem at the first set of traffic lights when his Honda Four stalled and, due to a flat battery and a non working kickstarter, he had to push start the bike. Luckily Mick managed to get the old Four restarted very easily on the first attempt and without any assistance so the only downside was that we missed one change of lights and were now well behind the field, most of which were unaware of the incident and continued on regardless.

The ride continued south along the Bruce Highway at a moderate pace and under fairly light traffic conditions until we reached Chelona and the approach to Sandy Creek bridge where there was a backup of traffic due to road line marking works being undertaken which caused a bottleneck at the bridge. Luckily our progress was not delayed significantly and we were soon back up to speed and heading for the Eversleigh Road turn off.

For me at least, it is always somewhat of a relief to get off the highway and on to the back roads where the traffic is lighter thus allowing one to relax a little and enjoy the ride and the scenery to a greater degree and such was the case as we turned off the highway onto Eversleigh Road. With the exception of one small section of roadworks, the ride continued quite pleasantly along these country roads until we rejoined the Bruce Highway at Sarina where we turned north for the short stint to the Homebush Road turnoff.

Back onto an open and fairly quiet back road where the modern bikes could stretch their legs, the older bikes soon found themselves falling to the rear of the field as we made our way through Homebush and Eton and on to North Eton where we turned off towards Kinchant Dam. Due to the lack of a real wet season up until that point, the roads were in pretty good shape and the considerable roadworks that had been carried out since the last wet season were very much evident. Of course some of these roadworks are still in progress and such was the case with the Kinchant Dam road where we met with a short delay and had to contend with a fair length of freshly laid and freshly watered roadbase much to the consternation of the owners of the many spotlessly clean bikes as they navigated their way through.

On arrival at Kinchant Dam we made our way to Kinchant Waters Resort where those lucky enough to arrive first scored a park under the shade of the trees on one side of the parking area while those of us closer to the rear of the field were left with no option but to park on the other side in the sun. In North Queensland and particularly in February, a shady parking spot is keenly sort after but with such a large number of bikes turning up at one venue it is little wonder that there was not enough shade to go around.

Thankfully there was plenty of shady seating once we got into the venue itself where a delicious breakfast had been laid out for us. The proprietors did have a little difficulty coping with our demands but this was to be expected as the number of riders and their partners in attendance was considerably higher than the number we had advised they would be catering for. There were few complaints though as we sat down and tucked into our meal.

With appetites satiated we sat around in small groups chatting or, in the case of the smokers, gathered outside of the eating area to satisfy our habit. As is usually the case with such a large gathering of bikes in one place, there were a few inquisitive on-lookers and some members spent their time answering the many questions they had about the bikes and our activities. With no specific return ride organised, members made their own way home, either singularly or in smaller groups, with some of us electing to ride on to another regularly patronised watering hole for some light refreshments before finally making our way home.

All in all it was a very pleasant way to spend a Sunday morning and it was particularly pleasing to actually get a successful ride in at a time when the wet season usually interferes with these activities. I would like to thank our ride co-ordinator for organising what was an enjoyable event and I'm sure his efforts were also very much appreciated by the other participating members and their partners.

Contributed by Lawrie Kapitke







**Photos taken on the
“Breakfast Ride”
19th February 2012**



TRIUMPH FACTORY BOMBING 1940

On the night of 14th November 1940, a 400 plane air attack on Coventry - history's first saturation bombing raid - destroyed or damaged nearly 45,000 homes and much of the city's industry. German Heinkel and Dornier twin engined bombers turned Triumph's Priory Street works into a grotesque pile of rubble. While the city suffered more than 550 casualties and over 900 wounded Triumph's night shift miraculously escaped without casualties. Some of the plants machine tools were salvaged and many critical blueprints also survived. The staff salvaged all of the usable tools and parts from the rubble, only stopping when an unexploded bomb is found among the debris*.



These remnants were taken to a vacant tin roofed foundry in the nearby town of Warwick where a makeshift factory was established. Not even Hitler's Luftwaffe could kill Triumph. An old joke, probably started at BSA, goes that the night of the air raid Edward Turner went to the roof of his plant and painted a big white bullseye for the German bombardiers. Turner and Sangster certainly knew that British factories destroyed during wartime would be rebuilt with financial help from the government's

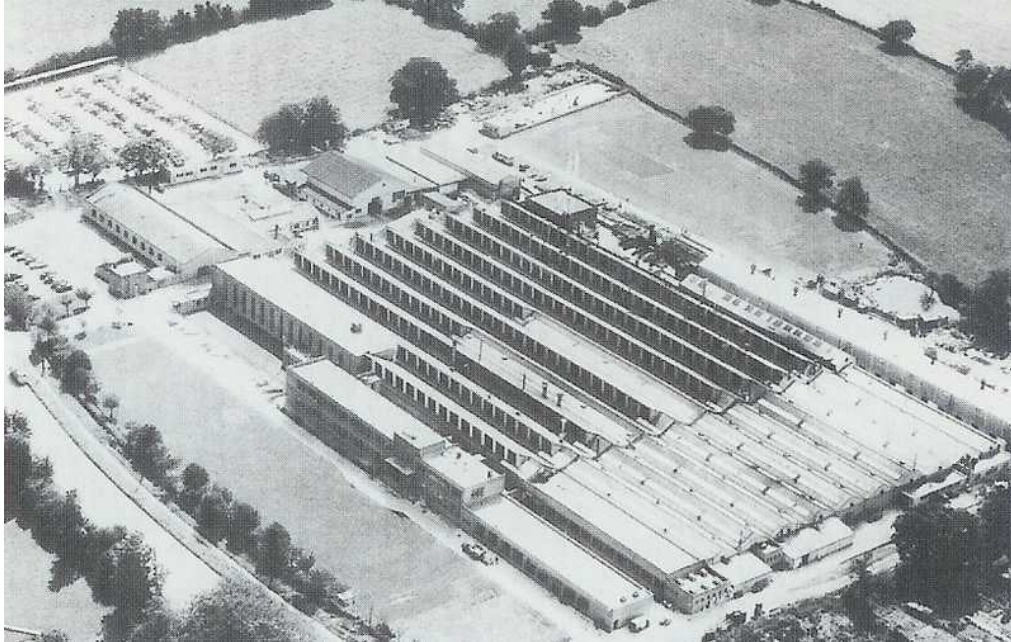


Ministry of Supply. Though his company did not have the large scale military contracts of rivals such as AMC, BSA and Norton, Sangster still convinced the ministry that Triumph justified a brand new plant to continue military output.

So in early 1941 a greenfield site just outside of Coventry, between the hamlets of Meriden and Allesley, was cleared for construction. A year later Triumph production resumed at the plant which would later be known as Meriden. In one fell

swoop, with help from the Luftwaffe, Jack Sangster and Edward Turner had the most modern motorcycle factory in the world.





*Second Lieutenant ALEXANDER FRASER CAMPBELL G C 135004, 9 Bomb Disposal Coy., Royal Engineers who died age 42 on 18 October 1940
Son of Archibald and Mary Campbell, of Dalmellington, Ayrshire; husband of Agnes Sharp Campbell, of Dalmellington. M.I.Mar.E.
Remembered with honour COVENTRY (LONDON ROAD) CEMETERY
Grave/Memorial Reference: Square 348. Coll. grave 46.

The following details are given in the London Gazette of 22nd January, 1941: The King has been graciously pleased to approve the award of the George Cross, for most conspicuous gallantry in carrying out hazardous work in a very brave manner, to 2nd Lieutenant A. F. Campbell, R.E. (since deceased). Second Lieutenant Campbell was called upon to deal with an unexploded bomb in the Triumph Engineering Company's works in Coventry. This bomb had halted war production in two factories involving over 1,000 workers and evacuation of local residents. He found it to be fitted with a delayed action fuse which was impossible to remove. He decided to remove the bomb to a safe place. This was done by lorry with Second Lieutenant Campbell lying alongside the bomb to enable him to hear if it started ticking so he could warn the driver to escape. Having got it to a safe place he successfully disposed of it. Unfortunately, he was killed the next day whilst dealing with another unexploded bomb.

ABINGDON MOTORCYCLES



Abingdon Motorcycles was a British motorcycle manufacturer in Tyseley, Birmingham between 1903 and 1925. The tool and chain manufacturers Abingdon Engineering was founded in 1856 and started making motorcycles in 1903, when the industry was still very new, with engines from a number of manufacturers before the company developed their own Abingdon four-stroke 350 cc single and 794 cc V-twin engines, which were

used by Ariel and Invicta. Much of the production was exported to the Commonwealth countries. One innovation introduced by Abingdon was the first telescopic shock absorber. Motorcycles of the day often had no front suspension or some form of springs, but Abingdon devised the "Abingdon Spring Fork", a coil sprung, telescopic shock absorber.

The First World War halted production but they continued in 1919 with the V-twin and 499 cc and 623 cc single cylinder motorcycles.

The company was renamed AKD (Abingdon King Dick) in 1926 and concentrated production on 147cc to 346cc single cylinder motorcycles until 1933, when they decided to concentrate on their successful range of "King Dick" mechanics tools.





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

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.**

Wanted - AJS parts {1950 / 18 Model}, Tin chain case, Mudguards, Wheels, Chain guard, Fork covers & Head light. Any parts would help. **Phone Norm 0412223496.**

FOR SALE

PHONE LAWRIE

4955 2337



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



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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