

# TAPPET RATTLE

*May - June 2012 Edition*





## 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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# THE EDITORS RAVINGS

Lawrie Kapitzke - Editor



Well it's that time again, time to put pen to paper and fill some column inches. Speaking of which, I'm happy to report, that in the ten issues of the Tappet Rattle since I have been Editor, 24 member contributed articles have been published with over 60% of those articles written by members other than yours truly. In fact eight other members (plus my dedicated Sub Editor) have contributed to this illustrious journal since I took the reins and I thank them heartily for their efforts.

I surely do miss them though when issues such as this one roll around and I have not a single contribution to help fill the void. Sure I can fill the space with general interest articles scrounged from the net and elsewhere however I feel that this journal should reflect club activities first & foremost so ride reports are what's needed. Anyone willing to step up to the plate?

With our web site, Photobucket, Vimeo and Mediafire pages to look after in addition to the production of the Tappet Rattle and my position on the All Bike Show Committee, I feel that I am 110% committed. This journal should reflect more than just my personal views of what's currently happening in the BMOA however if I write 100% of the articles that is all we are going to get. If this column was all I had to contribute to the content of each issue I'd be a happy man because at least readers would then be getting a broader view of what's happening with BMOA not just the narrow view of it as seen through my eyes. Come on fellas, a ride report every now and then, can't be that hard can it?

The countdown is now on to our annual All Bike Show and, although I have been out of the loop for the last three weeks or so due to ride preparations, the ride itself and then the production of the Tappet Rattle, we are now starting to see the fruits of the committee's work. With support from Redline Motorsports we are going to feature Triumph test rides at the show this year, support from Mackay Kawasaki will see Luke Burgess and his race bikes in attendance (Luke himself may only be in attendance on Saturday due to race commitments on Sunday) and support from Norside Motorcycles will see Lana Stiller and the Norside Race Team also in attendance. With a few other small changes to the show format still in the pipeline, we are hoping to present a refreshed All Bike Show to the public this year. So let's get behind it and spread the word.

From this issue we will be trialling an on-line version of the Tappet Rattle. From the links page on our site you will be able to access this "page flip" version of the current Tappet Rattle. This will give site visitors easy access to the current Tappet Rattle instead of having to download it from Mediafire. Take a look and tell us what you think.

[Tappet Rattle on-line](#)

Ride safe and I'll see you next issue.



# **ALL BIKE SHOW CELEBRATING 110 YEARS OF TRIUMPH MOTORCYCLES**



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race bikes

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motorcycles

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**Times: 12 Midday to 9:00 pm Saturday and  
8:30 am to 2:00 pm Sunday**

## Tablelands Ride - 26th May to 2nd June 2012

Well my bike is filthy, my body aches, my wallet has a sizeable dent in it and there's a pile of dirty washing in the laundry, all signs that I've just completed another BMOA long distance ride. As I sit here in bright sunshine, the very next day after getting home, staring at my wet weather gear drying on the line and my boots propped up against a chair drying in the sun I can only think that this is a very cruel world at times. Alas we spent more days with wet weather gear on than with it off on this ride and there were more than a couple of occasions when we were glad to be wearing it, however none of those occasions were when stopped for a fuel and/or rest stop. Despite it keeping us reasonably dry most of us were cursing our wet weather gear after just a couple of days use.



I know that I was all Velcro'd, zippered and pulled out by the second day anyway. Just getting your wallet out of your back pocket to pay for fuel or food was an exercise in torture and if you needed to spend a penny you may as well take a ferret with you. Unzip the first layer and send him in—see if he can find the damn thing. Well you may laugh, we did too, for the first day, but after that we could barely raise a smile at a service station. Our first day on the road started wet and pretty much stayed that way all day, just “intermittent” showers but some of them were longer and heavier than others and some didn't have much of a gap between them so they certainly seemed less “intermittent” to us at the time.

Suffice to say that we were all smiles once we arrived at Cardwell and booked into our Motel where a hot shower, a few beers and an excellent meal displaced the memories of the day. The following morning there was some discussion about the necessity of wet weather gear but it was only a short discussion and, knowing that we were about to ride into the wettest area in Queensland, most of us reluctantly donned the wets. We did strike a fairly heavy shower not long after setting off however the day dried up by about mid morning. Max (otherwise known as Drop Bear) led us on a ride through his old stomping ground in the back country of Innisfail where we stumbled on a pub at South Johnston so a regulation stop was required. We could have easily settled in but we had a destination to reach so after a couple of glasses of light beer and a chat we climbed back on the bikes. As a motivational influence we set the next stop as Milla Milla pub with only a short stop at Crawfords lookout to delay our arrival. The ride up the Palmerston was, as always, very enjoyable and we soon fronted the bar at Milla Milla. As it was around lunchtime somebody got the bright idea to phone Bob and the others that had trailed their bikes up to Malanda earlier to see where they were lunching for the day.



Turns out they had ridden over to Ravenshoe that morning and were there currently so we changed our course from Malanda to Ravenshoe and shot over there to join them. We arrived to find twenty or so bikes of various descriptions parked in the main street and riders scattered through the local eateries or grouped around the bikes chatting. It was good to catch up with everybody and see who had turned up for the ride. After a quick bite several of us decided to fuel up at a local servo and this is where “Drop Bear” did his little demonstration of “How to come to a stop without putting your feet down”. He does this little trick in the blink of an eye and you’ve got to be quick to catch it but I can tell you for one that it is very interesting to watch up close if you do get to see one of his performances. None of the other riders were game to try Drop Bear’s little trick for the whole ride so he remained unchallenged as King of the Drop Bears.

Anyway we picked up the bike and a grumpy old Drop Bear and were soon back on the road heading for Malanda. We settled into our digs at the Malanda Falls Caravan Park while Mick took off in his car to get essential supplies and we were soon sitting showered and changed with a beer in our hands—Ah, bliss. It had been a long hard ride getting here but it now all seemed worth it. An excellent meal at the Malanda Hotel topped off the day perfectly.

**Day 3** and a club ride to Herberton had been organised so, after getting my bike started (long story—more later), we gathered at Malanda Caltex service station in preparation for the 36Klm ride. After I professed to the knowledge of an interesting back road route to get us to our destination I suddenly found myself with the job of lead rider. In one way I was pleased in that the route we were about to take would suit the older bikes (and riders?) far better than a highway route but on the other hand I had my video camera on-board and wanted to capture video of the bikes on the move—something that can’t be done from out front, well not easily anyway. As it turned out I got a chance to shoot video from the rear of the pack on our return journey so it wasn’t a missed opportunity altogether.

So we set off from Malanda in the direction of Atherton, turning left onto Upper Barron Road on the outskirts of Malanda which we followed to Bromfield Swamp where we stopped for a gander. This is a stop worth taking a short pause for and is only 9K’s out of Malanda. After a few OHH’s and AHH’s and clickety clicks we were soon back on the road which follows the crater rim around and heads in a more southerly direction where you soon hit a gravel road. Usually this is in good condition and such was the case today. After just a few hundred metres we turned right into Belson’s Road and were back on the bitumen. Following Belson’s Road until it T’s with the Kennedy H’way we again turned right to follow the Kennedy H’way north. About 5Klm’s further down the road, near the Barron River crossing, we turned left into Wongabel Road which we followed for 7Klm’s where it T’s with the main road to Herberton. Turning left again it’s a 12Klm run to Herberton.



First stop at Herberton was the Historical Village which, although it cost us \$22 per head as a group, was well worth seeing. You can spend half a day here and not see everything but we didn't have the luxury of having such time available. Come lunchtime the pub beckoned and we all gravitated towards it. Of course a couple of light beers is all that can be had and I used mine to wash down a pie purchased from the general store across the road. After an hour or so we mounted up and headed out on the Herberton—Petford Road, about 10Klm's out of town you come across a windmill right in the middle of the road and this was our destination. It's not that spectacular but it still presented a photo opportunity.



Recovering our steps we headed back to Herberton and on through to the Longlands Gap Road turning left when we again hit the Kennedy Highway. A short 4Klm's from the turn we pulled into the Mt. Hypipamee National Park to have a look at a crater there and many of us trekked the 400 metres in on foot to check out this eerie hole in the ground. The trip back along the Kennedy Highway was the stretch least suited to the older bikes with undulating terrain and the pressure on to maintain highway speeds. I found myself at the end of a long elastic string of bikes that couldn't seem to make up their minds as to their desired speed of travel so at the first opportunity I rounded up all of the slower bikes and made my way up towards the front of the field where the modern bikes were cruising along at a steady 110Kph. Most of the group headed on to a lookout in Atherton before making their way back to Malanda. A visit to the Pearamon Pub was organised for dinner and this proved to be a popular venue if its subsequent patronage is any guide.

**Day 4** and a club ride is organised to do a looping tour of the lakes however I elected not to participate after again finding that my bikes battery didn't have enough grunt to perform a cold start. Instead I borrowed a battery charger and amused myself by doing my laundry while the battery charged sufficiently to start my bike. The others apparently had a very good ride, from what I hear, despite the group becoming divided through lack of proper organisation. I do believe that the final destination for most was the Pearamon Pub. I, once mobile again, headed off on a specific errand. Armed with my video cameras I was off to shoot an ascent of the Gillies Range. With the weather closing and quite a bit of traffic conditions weren't perfect however this was to be my only opportunity so I seized it. The one run I got to do up the range was done cautiously, at least at first, with only one "sighter" run down the range to check conditions. In short I muffed the run by accidentally turning off my audio source at the start and the run was held up behind traffic for nearly half the climb so the video produced is not in any way spectacular. I had a lot of fun though.

Back in Malanda Drop Bear & myself had organised the necessary ingredients to make a stew so we sat around drinking with the aroma of the stew cooking wafting around us. We enjoyed that stew for two nights followed up with steak & eggs on the third, I quite enjoyed eating at the unit instead of going out for dinner of an evening and with a well stocked fridge and good friends to chat to why would you need to go anywhere else.



**Tablelands Trip**







**Tablelands Trip**





**Tablelands Trip**





**Bike Collection**

## Tablelands Trip - continued

**Day 5** and, due to the weather conditions, it is decided our trip to Cairns to view a private collection of racing motorcycles will be done by car. As it turned out we probably could have taken our bikes with just a little rain experienced on the upper half of the Gillies Range on our return. The visit to the bike collection was time very well spent, there are not enough pages in this journal for me to describe it to you, although there are some pictures on preceding pages, but to really appreciate this collection you would need to visit our Photobucket page here:- <http://s1097.photobucket.com/albums/g341/BMOA/Private%20Motorcycle%20Collection/?albumview=slideshow>

**Day 6** and the weather has really turned sour, most of the group decide to head for Chillagoe by car while Drop Bear & myself considered a run to Mt. Molloy on our bikes. With a phone report from the advance party in the cars that the rain ceased just north of Atherton, we donned the wet weather gear and headed for the Mt. Molloy Pub where we enjoyed a quiet beer or two and an excellent burger & chips for lunch. Back in Malanda that evening most of those on the ride gathered around the units to drink and tell lies as many of us were departing the following day. The guys that went to Chillagoe had many stories to relate regarding their visit, apparently their short visit wasn't enough to see all Chillagoe had to offer and they seemed to have enjoyed themselves immensely. With no further access to a battery charger I was smart enough to swap my battery into Drop Bear's bike and run it for several minutes before swapping it back, at least I would be guaranteed a successful cold start on our departure the following morning.

**Day 7** and we again woke to rain so it was wet weather gear for us as we headed off in the direction of Charters Towers. It rained until we ran into heavy fog going over the Misty Mountains but then slowly cleared to very intermittent showers as we headed further west. With such poor weather conditions and potholed roads the initial part of this days ride was certainly not one to endear you to travel by motorcycle and it didn't get a lot better for the rest of the day. With recent rains we had soft shoulders on the narrow sections of the Lynd and we encountered several animals on the road. Coffee and a toasted sandwich at Greenvale and we pushed on to Charters where a beer or three, a good feed, a shower and an excellent nights sleep were enjoyed at the Waverley Hotel.

**Day 8**, still rain threatening, wet weather gear again. Had to push start my bike twice (thanks guys) and smartly swapped batteries with Drop Bear again at our first stop, otherwise I don't think I would have made it home. The rain wasn't too bad although we did hit three short hard showers as we approached Mackay just to make sure we got home dripping wet.

A memorable trip, maybe not for the right reasons, but it did have its gems. For me just the one run up the Gillies was worth all of the days in wets. Thanks to all organisers for their hard work as usual, thanks to those that lent me jumper leads & battery chargers and those that pushed. A very special thanks to Drop Bear for the loan of his battery to get me the last leg home.



**14th  
Annual**

# ***Pinevale*** **Motorbike rally**

**(Formally W.O.G.S.)**

***Mia Mia 70km west of Mackay (follow the signs from Mirani)***

- \* All bikes welcome - Good camping sites by the river \*
- \* Food and drinks – No BYO (Fully Catered) \*
- \* Gymkhana - Saturday afternoon \*
- \* Usual rally awards \*

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*Host Details-*

*Bert Ph 0428 540 843*

*Entry – includes badge*

**\$20 pre paid or \$25 at gate**

*We donate to various charities throughout the year.  
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## Rex Motorcycles



Rex was one of the first and foremost manufacturers of motorcycles in Britain. Their advertising slogan read "The King of British motors", and the firm was a true market leader in design and development. From 1902 the engine was positioned vertically in the frame, and all parts were made – so claimed the makers- at their own works.

At the 1904 Show no less than 50 Rex machines were on display! Typical Rex features are the rectangular silencer chamber on the cylinder that dispenses with an external pipe and silencer, the patented cradle around the engine and the almost "L" shaped tank.

## Rex Acme Motorcycles



Acme is best remembered for its association with the Rex concern; both firms had premises in Osborne Road, Coventry, Rex setting up there in 1899 and Acme a few years later. Unlike its close neighbour, which built motor cars and tricycles as well as motorcycles, the Coventry Acme Motor Company Limited, to give it its full name, was only ever a motorcycle manufacturer, its first machines being powered by the ubiquitous Minerva engine. Models fitted with Acme's own engines followed, as well as others with JAP power units. The firm filed patents covering

a number of innovations in motorcycle design in its early days, including one for a sprung frame in 1916.

For the 1920 season, by which time it had been taken over by Rex, Acme introduced an 8hp motorcycle combination powered by a JAP v-twin engine. The latter was supplied to Acme's specification complete with magneto drive taken from the left side of the engine rather than the 'timing' side, as was usually the case with JAP motors, an arrangement that facilitated access to the ignition points.

A Sturmey Archer gearbox, Brampton Biflex forks, folding footplates and an Amac carburettor completed the specification of what was an undeniably handsome motorcycle combination. Acme's days as an independent brand were numbered however, and from 1921 onwards the two firms' ranges were unified under the 'Rex-Acme' name.





# 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**



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