

TAPPET RATTLE

July - August 2014 Edition



Official Journal of the British Motorcycle Owners Association Incorporated of Mackay



The Formalities



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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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Spiritual Guidance Officer:	Bruce Hurren	0412 768 657
Editor:	Lawrie Kapitzke	0407 639 884
Contributions to the Journal.....	lkapitzke1@bigpond.com	

Official Address:- British Motorcycle Owners Assn. Inc of Mackay
PO Box 591, Mackay Qld 4740

Web Address: www.bmoa.org.au

THE EDITORS RAVINGS

Lawrie Kapitzke - Editor



Déjà vu. That seems to be my experience every time I click my cursor on to this blank page headed “Editors Ravings” and think “well what the hell am I going to write about this time?” Despite the heading one hopes that the content can be at least somewhat intelligent and it is not that easy to come up with something intelligent to say “on demand” - at least not for me it isn’t anyway. It is my habit to leave this column until last in my “Tappet Rattle construction program” and so, by the time I get to this point, I’m getting a little ragged and writers block has a tendency to rear its ugly head. So here I sit staring at a blinking cursor trying to not only think of a relevant subject but also of some intelligent commentary on that subject - answers rarely come easily. That’s the Editors lot I guess, even if I’m overrun with contributed articles I still have to find words to fill this page so, EVERY ISSUE, I have to write AT LEAST ONE “article” for our newsletter - there’s no escaping it, every couple of months it comes around again and I HAVE to do it.

So I got to thinking, we have 90 members in our club, if we required each of those members to face that same dilemma, even if only ONCE EVERY FOUR YEARS, I’d have enough articles to fill the Tappet Rattle continuously - problem solved. So consider yourselves “on notice”, one article per member every four years is all it will take and don’t consider yourself hard done by because I’ll still have to do it at least 24 TIMES over the same period so you are in fact getting off lightly. Most of us have been around for a while now so I’m sure that all of us have at least one interesting life experience we can expound upon. I don’t care if it is done with paper & pencil, in an e-mail, on a tape recorder or on a video camera - just do it. I’m not interested in reprinting magazine articles or regurgitating web content, this is your newsletter and I want your stories to fill it - seriously!!!

This issue we would like to extend birthday wishes to the following members:-

Rowan Bond, Mick Bugeja, Ramon Dennis, Bob Dummer, Bruce Hurren, Bob Inkson, Gil Mills, Maurice Patterson, Robyn Patton, Alex Peterson, Mick Ryan, Bruce Simpson, Ian Skuse, Terry Van Den Bergh, Robert White and Phil Wilson.

Hope you have a good one guys and gals.

Ride safe and I’ll see you next issue.

Boyle's Laws

If not controlled,
work will flow to
the competent
man until he
submerges.

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The Story behind the Douglas in the Gayndah Museum

It is no secret that the Gayndah area and Bundaberg area were devastated by unprecedented flooding in January 2013. The Gayndah Museum is situated basically on the banks of the Burnett River, and up to 2.4 metres of water went through parts of the museum damaging displays and the fantastic collection of interesting machinery, trucks, tractors, cars and one lone motorcycle. The museum had an incomplete 1926 EW 350cc Douglas on display in the museum for many years, and it was very well known in the vintage bike circles in this area.

Unfortunately, the Douglas fell victim to the flooding and was left in a very sorry state after the floods subsided. In a former employment life, I had a fair bit to do with that particular disaster, and attended many a meeting at Gayndah in the aftermath of the flood. Whilst there in April 2013, it was learned that the Douglas had not been touched by the army of volunteers working on many other bits of machinery, and was lying forlorn and degrading out back of the museum. When asked, it was that "no one knows much about old bikes so we left it alone". As retirement was impending, an offer was made to take her away for a cleanup and preservation before returning it to the Museum by Christmas 2013.

The bike was picked up in early May where it was learned to my horror that a bucket of parts that was with the bike had gone missing after the floods, either pilfered or thrown on the dump with all the other detritus of the floods. As the bike had no hand or foot controls, carburettor, tank caps etc etc etc, one could imagine that those small parts may have made up the contents of the bucket. Once home an inspection revealed the fine silt had infiltrated every orifice of the bike – in the tyres, inside the frame tubes, handlebars, brake and hubs, and of course the engine and gearbox. The first thing to do was a super gurney down of everything and removal of external mud. So started many months of removing parts, cleaning and oiling/greasing and reassembly. The motor and gearbox gave up a jam tin each of silt and water, so both these assemblies received very detailed attention to be preserved.

The frame was especially difficult, as the insidious mud had permeated into the actual tubes through the expansion holes. Hours were spent syringing water into the tubes until quite clean water came out, then a flush out with Inox and drying. The missing parts were identified and a call put out via the magazine for parts to assist in refurbishment. Whilst this did not result in a huge response, there was plenty of offers of encouragement and in kind support and a few bits which were very much appreciated.



Work progressed amongst other happenings in our life (including two motorcycle prangs would you believe) and the bike took shape in the new year. One of the big issues was the mudguards supplied with the bike (not fitted) did not appear to be off the bike, or at least were never fitted to that bike. The rear guard was pretty good, but the front was wrong in so many ways.



After much thought and fiddling, it was cut and shut enough to look vaguely right and both guards fitted after painting. The front forks had to be completely disassembled as they were seized solid, and some new guard mounts fabricated.

Tank caps were not forthcoming so were made from some scrap aluminium round I had lying around. A few lengths of chain I had lying around (never throw anything away) were put back into circulation (literally). A carb (very wrong but at least a side bowl) was found at the Maleny Swap and fitted after a sleeve was made up. Some controls and cables were found around the shed to make up handlebar controls in the absence of the correct ones (using the theory that something is better than nothing at all). There were no footrests or footboards whatsoever, so these were fabricated from scratch. New tank transfers were made by a local company at very reasonable price and that completed the refurbishment.

Anyway, I have finished the bike last week and it is ready to head back to its home for display at the museum. As the task was a bit of a charity job, it was never meant to be a restoration, but a refurbishment to make it presentable enough to be returned to display. It is actually now much more complete than it was originally, and to my way of thinking looks like it could be jumped on and ridden away. Alas there are still too many parts missing for that to happen, however if in 100 years time someone decides to restore it to running condition, the internals will be all nice and greased up and ready to use. The community is very excited to have the



bike returning, and it has been a pleasure to fiddle with the Dougie and return it back to its rightful place. How I wish I had taken a few photos of the bike when I got it home in its originally sorry state. The local paper took a photo when Rob and I were leaving Gayndah with the bike in the trailer, and gives you a bit of an idea how it looked when picked up.

Contributed by Rowan Bond

Member Profile

Name: Rowan Bond
Partner: Robyn
Birth Place: Rockhampton
Currently live: Bundaberg
Occupation: Retired Police Officer

Likes/Dislikes:

Likes - Participating and getting involved, and being busy

Dislikes - Negative and judgemental people

Hobbies: Spending time with Robyn (particularly after Rob and family had to take a back seat to my work, particularly in the past 15 years). Riding and working on just about anything mechanical, computers and fishing.

Joined British Club in (approximately): 2007 when I transferred from Gladstone to Mackay.

1st Bike: Probably a 32cc Cyclemaster clip on in a Healing Frame, but probably not counted as it never really went well and I spent a lot of time pedalling.

Best/Worst experience on motorcycle:

Best - The Wall to Wall Ride to Canberra last year – riding with 2,500 other bikes through the city was something I will never forget – other than that, any time spent on the road on the bike particularly with the pillion in a million.

Worst - January 2014 (Australia Day) getting T-Boned by a Camry on the old R60 BMW – I landed in hospital for a few days, and Robyn was hurt also – both very creaky as a result of this prang.

Short riding history: Started pillioning on a Vespa at an early age, part owners in a G model Enfield paddock bike and a 125 Suzuki before leaving home at 15 for the Police Academy. Several bikes including 185, 250 trail and road Suzuki, also had use of a Z900 belonging to a flat mate for a while. Did a bit of enduro in the mid 70s and also had a play with a 125 Honda road race bike.

Police motorcyclist for 12 years having 7 bikes supplied during that time, and developed an interest in classics being a close friend of Garth McBryde of Rocky Club. Restored a number of bikes starting with a 1947 Matchless G80 (later with Swallow sidecar), followed closely by an Adler, Norton 500T etc. After getting off the police bikes, my main transport was variously a Honda XL100, XL350, and Gpz Kawasaki, 750 and 1000 boxer BMWs. Main transport now is a new Moto Guzzi Stelvio 1200 which I bought when I retired (never owned a new bike before that one). My main love bike wise are cammy Nortons and bevel Ducatis, and I own one of each. Starting restoration on an 1923 1000cc Invincible Jap and sidecar at the moment so Rob and I can do some vintage events.

Contributed by Andy Mann



2014 BMOA All Bike Show

Well it's all over for another year and once again we have managed to pull off another successful All Bike Show thanks to the concerted efforts of many members. It seems that we now have the logistics of running this event over the three days pretty much down pat and this has been made possible primarily by the exceptional work put in by the many old "stalwarts" of the show who once again rose to the occasion. Anybody who attended the show would have recognised the same faces behind the bar, in the kitchen & manning the door etc as in years past and it is to these members that our club owes a considerable debt of gratitude. While a simple thanks is all I can provide it seems inadequate under the circumstances as these members certainly deserve greater recognition for their perpetual efforts.

In addition to the above we are increasingly seeing some "new" faces willing to commit themselves to a weekend of "servitude" to the show and this is most welcome. The old saying of "many hands makes light work" certainly applies in this case and every additional set of hands is very much appreciated. Of course the work necessary to make the show happen isn't just confined to the weekend of the event, the planning stage commences some four months or so prior and involves much brainstorming, discussion, decision making and lots of plain hard work by a dedicated show committee. Ideas are conceived, discussed, fine tuned and either implemented or dropped. Things are tried with varying degrees of success and the results factored into the next years planning. There is always fine tuning to do and lessons to be learned but overall the committee does a very good job and this has been reflected in the financial successes of the show since the implementation of a dedicated show committee.

Despite the show committee's dedicated efforts they alone do not "make it happen", members of the executive committee also put in exceptional efforts in the lead up to the show with much work being required in the areas of financial planning, procurement, promotional signage and the numerous other chores required to run the event smoothly. Hundreds of hours of labour are put in by the dedicated few and all in the interest of making the show the best we can possibly manage. Thankfully we were once again successful in our efforts and we can now enjoy a bit of a breather for a few months until the next years show rolls around once again.

Special mention must be made of our many show sponsors whose contribution to a successful show is most appreciated so a special thanks goes out to Century Yuasa Batteries Mackay, Mark's Mechanical, Mackay Kawasaki, Bullet Bikes, Harold's Mechanical & Calibrations, Oxy Equipment Repairs Mackay and Quest on Gordon Mackay for their support of the All Bike Show in 2014. One business that has unfailingly supported the All Bike Show for many years now is Bakers Delight in Caneland Central Shopping Centre who supply the show kitchen with all of its bakery requirements for the duration of the show so a very special thanks goes to Maurie & Jo Patterson for their continued support.

Last but not least we must express our appreciation of the many exhibitors that entered their machines into the show and the public for supporting the show with their attendance. Without these two groups of people we would not have an All Bike Show and our efforts would be in vain. Thanks to all that supported the show in 2014 and we hope to see you all again next year.

Please enjoy the photos of the 2014 All Bike Show that appear on the following pages of this newsletter, while they are only a small representation of the machines on display I'm sure you will appreciate the quality & variety of machinery that was presented this year.

Contributed by Lawrie Kapitzke







2014 BMOA All Bike Show Class Winners

Class	Winner	Bike
Best European	Ron Spiller	1957 Crescent Moped
Best Custom	John Payne	2008 HD Soft Tail Custom
Best Paint	John Payne	2008 HD Soft Tail Custom
Best Oriental	Brad Hamilton	1973 Kawasaki Z900
Best 3 Wheeler	Alf Smith	1937 Brough Superior
Best American	Graham Omand	1942 HD WLA
Best pre 1942	Anne Higgins	1914 Triumph Junior
Best pre 1970	Bob Higgins	1969 Triumph Daytona
Best post 1970	Steve Hammer	1971 Honda 750 Four
Best Competition	Ken Cullen	1968 BSA B44 VMX
Best British	Phil Bonaventura	1969 Norton 750 Commando
Best Club Display	Whitsunday Speedway Club	
Tommy's Choice	Lawrie Kapitzke	2008 Triumph T100
Bike of the Show	Ron Spiller	1957 Crescent Moped
People's Choice	Anne Higgins	1914 Triumph Junior



Gate Proceeds Donated to Various Local Charities with the Major Beneficiary Being Kidney Support Network

SUNDAY 7th September 2014

Gates open
9am to 3pm
Admission
\$5 per person
Children Under 16 FREE

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\$15.00 for 1st Vehicle & \$10 per vehicle there after
Registration Strictly 6.30am to 8.30am

Surprising Find in Weipa

The last thing you would expect to find in Weipa is four very rare motorcycles but that's where I found them and an absolute credit to their owner they are too. On a recent trip to Cape York, during a stop over in Weipa, a relative I was visiting suggested to me that he knew somebody I would probably like to meet because he has "a few old bikes" in his shed. A visit was quickly arranged over the phone and off I set armed only with an address and some rudimentary directions, luckily I managed to find the address without too much difficulty and, on arrival, I was greeted with a smile and an outstretched hand. I was totally unprepared for what I was about to be confronted with, I mean I've just travelled over 800Klm's north of Cairns and 500Klm's of that was fairly rough gravel road so what would you expect to find in somebody's backyard shed?

When we walked into the shed my jaw hit the deck, I was literally stunned by what confronted me - four pristine & very rare motorcycles. All except the Square Four were basket cases fully restored by the owner, the square Four was bought "as is" and is about to undergo additional restoration work to bring it up to the owners obviously very high standards. These pictures don't really do the bikes credit as the attention to detail is truly fanatical and must be seen to be believed. You can only admire the dedication required to produce quality restorations like these in such an isolated location and I can attest to the standard achieved, these bikes are truly world class and you would travel many miles to find their equals. Thanks Lex for the privilege of viewing your collection.

Contributed by Lawrie kapitzke





the Rust Bin

For Sale - Replica Manx Norton Featherbed Frame locally made and to original dimensions. **Phone Lucky 0419 787 620**

For Sale - Johnny Reb Boots. New, Size 10. **\$100 ONO. Phone Lucky 0419 787 620**

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

Wanted - AJS parts {1950 / 18 Model}, Tin chain case, Mudguards, Wheels, Chain guard, Fork covers & Head light. Any parts would help. **Phone Norm 0412 223 496**



1964 EH Holden Special Sedan - unfinished project. Requires re-paint, some re-chroming & some assembly to complete. All required parts included. Stock EH Special Sedan Auto body with Premier interior. Modified 202 engine with 12 port head, Celica 5 speed trans, HR disc brake front-end, All mechanicals totally re-built. **\$8,000 ONO. Phone Lawrie 0407 639 884**



For Sale - TEC 2 into 2 full stainless steel exhaust system suit Hinckley Bonneville. Less than 1,000K's use - as new. **\$350 Firm. Phone Lawrie 0407 639 884**

For Sale - Honda VT250 \$500. Phone Allan 49551045



For Sale - EBC Brake Pads suit Hinckley Bonneville. FA214/2 organic rears **\$35 set.** FA196HH Sintered fronts **\$40 set.** **Phone Lawrie 0407 639 884**



For Sale 2012 Speed Triple R. 5,600Klm's \$4000.00 worth of extras (pipes, mirror, cowl etc) one owner **\$18500.00, Ph Brian 0420 978 136.**

For sale - 30hp mercury outboard motor, good condition and very reliable. **\$1200 ono Phone Gil 0432862619**



For Sale - 2008 Mini Cooper S Clubman Chilli, excellent condition, all the extras you would expect from a BMW. **\$25,900 ono. Phone Gil 0432862619.**

Wanted - WLA Harley Davidson Parts or Complete Bikes. **Phone Micah 0749595597, micahbutt@bigpond.com**





For Sale - 2007 Honda CTX200 Bushlander, 2200 ks near new, perfect condition, registered with RWC. **\$2,600 Phone Lex 0429966850.**



For Sale - 1975 Triumph Trident T150. Rebuilt engine including crank grind, new bearings, New conrods, pistons and rings. Head was totally rebuilt a few years ago. Has been run but not been on road, heaps of new parts included but not fitted. Bike is rideable but unregistered & unfinished. **\$7500 Phone Lex 0429966850.**



For Sale - 1937 Triumph 600S. Local bike, 600cc single. Engine has been run, 90% overhauled mag and dynamo included (not shown in photo). No forks, only frame, rear wheel & oil tank. Engine has broken sidecase. **\$400 Phone Lex 0429966850.**



For Sale - Hi-Tex textile jacket. XL, YKK zips, zip out liner, 2 pockets, corduroy collar. VGC **\$75 ONO. Phone Charles 040 0051 211**



For Sale - MotoDry textile Nitro jacket. 2XL, zip out quilted liner, 4 pockets, VGC. **\$99 ONO. Phone Charles 040 0051 211**



For Sale - Leather Triumph throw over bags. Externally GC, internal liners FC. **\$80 ONO. Phone Charles 040 0051 211**

For Sale - Bike Trailer. Holds two bikes, fully enclosed, with ramp. Mag wheels with brand new tyres. Long Rego. **\$2,000 firm. Phone Lloyd 0427 561 577**



For Sale - Genuine Triumph Oil Filters, Part No. T1210444 suit most late Triumphs that use spin-on type filters. **\$17.00 each. Phone Lawrie 0407 639 884**



For Sale - 1993 BMW R1100RS. One owner, purchased new in 1994, 46000km. ABS, panniers, books, spares, footrest lowering kit fitted (originals incl.). Recent update to alternator bearing, drive shaft service, front brake kits and pads. Registered 'till 10/14. Good order however could probably benefit from fine tuning. Excellent Tourer. Genuine reason for sale. **\$5,000 ONO. Phone Jeff 040 728 4420**



For Sale - 1979 Triumph Bonneville 750 T140E. Bottom end rebuilt, new wiring harness, club rego. Some work required to finish off. Good cond. **\$7,500. Phone Steve 49 598 003 A/H**

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