

TAPPET RATTLE

March - April 2015 Edition



Official Journal of the British Motorcycle Owners Association Incorporated of Mackay



1911 Royal Enfield Model 160

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 I usually have difficulty writing this section and no more so than on this occasion, the reasons for which I will get into a little later. First of all though I would like to sincerely thank the contributors to this issue - it's always good to hear stories from different people and from a different perspective as that is what makes a newsletter an interesting read so a special thanks to you all. Observant readers will spot that I have cheated a little with this issue by reprinting stories from the Daily Mercury web site regarding the Black Dog Ride instead of penning my own as I usually do in the absence of another contributor. I do apologise for this but it is very hard to find the time & motivation under current circumstances.

This brings me to the difficult part of this column. Circumstances have arisen within club management that have forced me to seriously reconsider my contributions to the running of the club. Suffice to say that I simply cannot support the current management style and practice or the resulting direction in which this is taking the club. After a long and agonising period of contemplation I have come to the ultimate conclusion that I simply must, as a matter of principle, stand down from all official positions that I hold within the club in order to distance myself from the current management team. As a result I will be resigning as Editor of this newsletter and manager of our web site & on-line presence at our next meeting. I do apologise to members for this inconvenience but it is impossible for me to continue under the current circumstances. Hopefully somebody else may be able to pick up the baton or circumstances may change in the future allowing me to again reconsider my options. It's been a difficult but fun ride over the last four and a half years and I thank you all for putting up with me.

As is our tradition we would like to extend best wishes to the following members that are celebrating their birthday in the two month period that this issue covers:-

Rob Cotter, Alan Crane, Collin Furphy, Steve Ruffle and Jim Schibrowski.

I hope you had a good one guys.

Ride safe & I hope to see you on the road sometime.

Golden Principle

Nothing will be attempted if all possible objections must first be overcome.

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BLACK DOG ONE DAY RIDE - MACKAY

Many thanks to the British Motorcycle Owners Association Mackay for again volunteering to work as corner markers on the Mackay One Dayer. L to R Harold Collier, Ian Stewart, Terry Vandenburg, Bernard Cannon, Bryce Bath, Jeff Burt, Lawrie Kapitzke and Maurie Price. These riders gave up the opportunity to ride so that they could make sure riders found their way safely round the ride route to the final venue. Also thanks to ProtectorAllsafe Mackay and Visual Graphics Mackay for their generous supply and printing of the hi-vis vests.

Charles Linsley



The Unapproachable

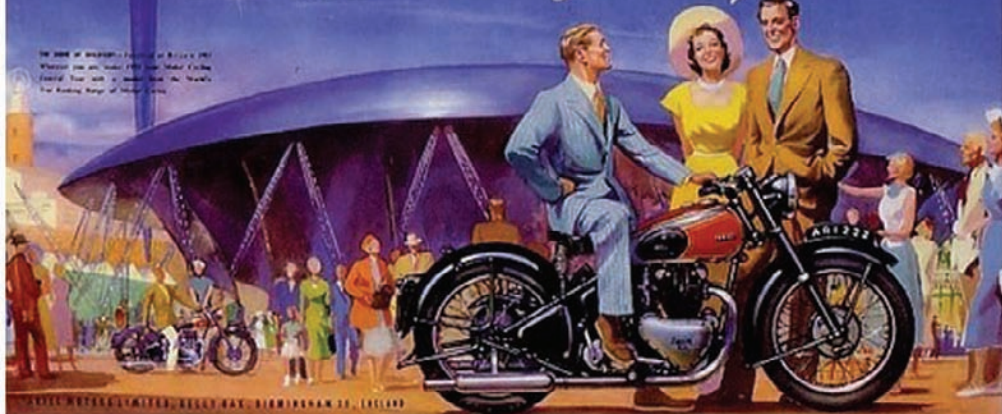


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Motorcycle changes filter through

Did you know that some road rules for motorcycle riders are changing?

New rules are being introduced to allow motorcycle riders to lane filter through traffic, feel more comfortable while riding and choose from a wider range of helmets.

As part of the Queensland Government's commitment to listen and deliver for the community, a motorcycle discussion paper and online survey were released in mid-2014, which showed that Queenslanders are calling for improvements to the rules for riding a motorcycle on our roads.

These new rules will improve transport outcomes for motorcycle riders, help to relieve congestion and create a more efficient road network for everyone, while preserving road safety.

Please note the changes will only apply when riding on Queensland roads, not interstate. There will be penalties for breaking the rules.

What does this mean for you?

Lane filtering

- If you hold an open licence for riding a motorcycle, you will be able to lane filter by riding your motorcycle between stationary or slow moving vehicles travelling in the same direction as you, as long as you don't ride faster than 30km/h and do so safely.
- You should always look out for pedestrians and cyclists when lane filtering and you should not lane filter near buses and heavy vehicles because their drivers may have trouble seeing your motorcycle. You won't be allowed to lane filter in school zones during school zone hours.
- Learner and provisional riders won't be allowed to lane filter until they have more on-road experience and get their open licence for riding a motorcycle.

Riding on road shoulders

- If you hold an open licence for riding a motorcycle, you will be able to ride at speeds not greater than 30km/h past stationary or slow moving vehicles on a road shoulder (or in an emergency stopping lane) to the left or right of a road where the speed limit is 90km/h or higher (e.g. a highway, freeway or motorway).

Controlling your motorcycle

- You won't have to obey strict rules about how you sit on your motorcycle and where you put your hands and feet.
- You won't be breaking the rules unintentionally when you do everyday riding tasks like stretching a leg while riding to avoid fatigue.
- Riders and pillion passengers will be able to raise themselves from their seat, for example, when riding on uneven road surfaces.

Motorcycle helmets

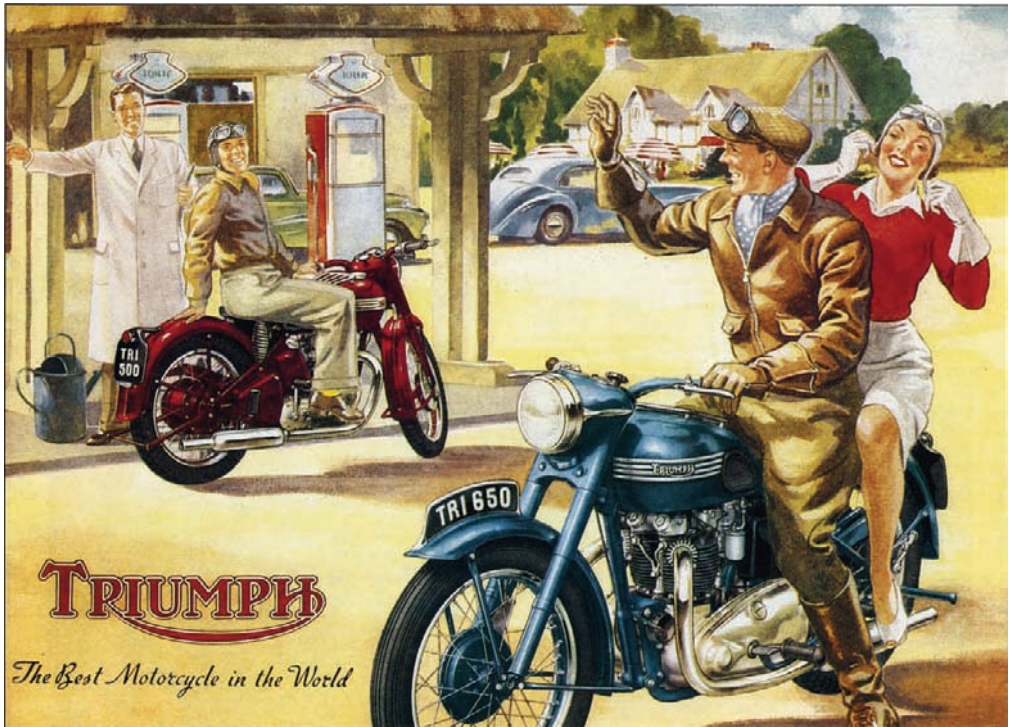
- Approved motorcycle helmet standards will be expanded to include those that meet United Nations Economic Commission for Europe (ECE) 22.05 standard, giving riders and their passengers more choice of helmets.

For more information about these changes check out our video at www.qld.gov.au/transport or call us on 13 23 80*

**Operates 8am–5pm, Monday to Friday excluding public holidays. Check with your service provider for call costs. For international callers, please phone +61 7 3834 2011.*

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TRIUMPH SLIPPERY SAM REPLICA 1977



A dream ride for any British biker in the late 1970s, this 125mph Triumph triple café racer was inspired by Slippery Sam, the legendary 750cc Trident that won five consecutive Production TT races from 1971 to 1975. More than 30 Replicas were built, between 1976 and 1979, by LP Williams.

The company was set up by former Triumph racing team manager Les Williams, who bought Sam from the factory at the end of 1973 and entered it in its last three TTs. His replicas are transformations of the Trident T160, with standard or tuned engines.

Cycle parts include a large TT fuel tank and single seat, dropped handlebars and rear set footrests. The colour scheme copies that worn by Sam for 1975.



1970 Triumph Works 750cc Production Racer Slippery Sam
1970 Production TT Winner Average 97.71 MPH

Contributed by Ian Stewart

50 YEARS OF FRIENDSHIP

Jenny Dumma and I have been life-long friends since we both started school at Andergrove State Primary (see photo to the right) in 1965. We were born a month apart; Jen in November 1959 and myself in December 1959 and we both lived in Andergrove, Jen lived in Maple Drive and I lived in Banksia Avenue. I was born and raised in Andergrove where I still live, 55 years later, but Jen's family moved to Slade Point when she was in Grade 5. The picture on the bottom right is of my 7th birthday party at my home in Banksia Avenue. Some of the kids in the top school photo can also be seen in this photo.

Jen and I then met up again in high school where we both attended North Mackay State High School. Jen left in 1975 and myself in 1974. I got a job at the Mackay Harbour Board in 1975 and the rest for me is history; I am still there 40 years later (now called North Queensland Bulk Ports). Jen on the other hand, after leaving school, got a job running the Viking Health Centre on Harbour Road. She broke her knee in 1977 and her customers were amazed that she could still do push-ups, even with being in plaster from hip to foot. After being retrenched from the Viking Health Centre, Jen then went to work for a Chiropractor (masseuse) - she says "*that is why Bob married her.....for her hands*".

Bob & Jen married on the 22-December-1979 which, I am told, was the Summer Equinox (the longest day of the year). After being married Bob & Jen moved to Moranbah. Lawrie and I married 3 months later on the 1-March-1980 and still live in Andergrove.

In 1992, Jen moved back to Mackay from Moranbah to look after her Dad and Nana who were in very poor health. "*Bob used to commute to visit me*" she says.

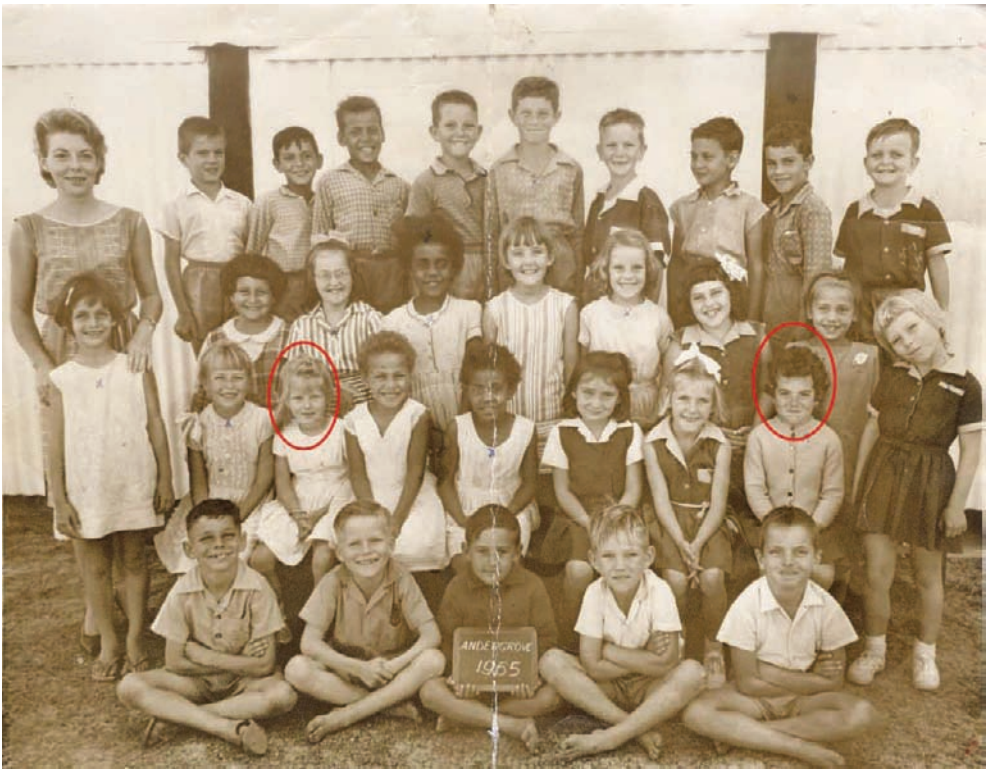
It wasn't until 1997 that I again made contact again with Jen, after reading a memorial notice in the paper for her Mum who had passed away the year before.

We kept in contact after that but it is moreso since Lawrie joined the Bike Club in 2010, that we see each other on a more regular basis - this is how the Bike club can bring people together.

"*Friends Forever*" !

Contributed by Bron Kapitzke





[Bikers throw support behind depression with Black Dog Ride](#)

Ross Irby | 23rd Mar 2015 7:08 AM

IN a spirit of unity, 188 motorbike riders from Mackay joined thousands of Australia's bike enthusiasts yesterday to put the spotlight on the Black Dog.

The Mackay riders rode to Sarina and west to Nebo as one of 32 national groups involving 7000 riders taking part in the Black Dog Ride to raise awareness of depression and suicide prevention.

Many riders have their own stories.

They know friends, family or work colleagues who have experienced the health issue in the spotlight or worse, taken their own lives. The riders say silence and simply ignoring the issue is not the right road to take.

Money raised goes directly toward helping the ongoing work of Lifeline Mackay - under-funded for its work.

Personal family tragedy led Cathy Staib to support the ride. Two stepsons took their own lives and she said the issue must be talked about. "You can't put your heads in the sand. It can be you, it can be your family or friends," Ms Staib said.

On his third ride for the cause aboard a Triumph Thunderbird, organiser Charles Linsley got involved through his love of riding and his own encounters with depression. He said the rides give "a sense of camaraderie" and by breaking down the stigma gave the mostly male riders a chance to talk openly about the issue.

"We all know someone who suffers with depression and I want to support the cause," Triumph Bonneville rider Bernard Cannon said. "A lot of people on the ride could be the very people who don't open up, and so the ride gives them the opportunity to talk about it."

Mick Ryan and Terry Vandenberg say the ride was a great way to bring awareness. Both are aware how depression can affect young men in the workplace.

[Black Dog Ride attracts huge turnout](#)

Loris Wall | 23rd Mar 2015 6:38 AM

CHARLES Linsley can be justifiably proud of his efforts.

The organiser of yesterday's Black Dog Ride from the Mackay showgrounds to Sarina and on to Nebo may not have a high profile in our community, but he has achieved a commendable goal.

The Mackay region ride attracted a huge turnout - 188 riders.

Far more impressive, however, is the fact that those riders were all keen to speak out about the reason for their journey - their bid to raise awareness of depression and suicide prevention.

Mr Linsley got the ball rolling when he participated in the national initiative several years ago and, enthused by the benefits of the open dialogue it generated, brought the idea back to Mackay.

It appears the same thing is now happening all around Australia.

The Black Dog Ride bears a name linked to Winston Churchill's use of the metaphor for depression. The former British Prime Minister famously referred to his gloomy periods as his 'black dog'.

The issues of mental health, depression and suicide touch many lives and, thanks to a broad number of initiatives, more and more people are addressing those issues through their everyday activities.

The Black Dog Ride is a case in point.

Not everyone wants to become a high-profile campaigner. But here we have an initiative where someone who simply loves to ride a bike can make a difference. And that's to be applauded.



Volunteer Cathy Staib and organiser Charles Linsley were among almost 200 riders taking part in Mackay's Black Dog Ride to Nebo

MEMBER PROFILE

Name: Bernard Cannon

Partner: Joslyn Cannon

Birth Place: Mackay

Currently live: Mackay

Occupation : Self Employed

Likes / Dislikes: Likes: Beer, Riding Motorcycles, Beer, Camping, Beer, BMOA Mackay.

Dislikes: Working for a living. The novelty has worn off.

Hobbies: Bike riding, fossicking, camping.

Joined British Club in (approximately): August 2009.

1st Bike: Yamaha DT100 1975.

Best/Worst experience on a motorcycle: Best was first long club ride 2010. Worst was rode the DT100 over an embankment in the dark. Off to the Base for a spell.

Short riding history: Started on Go-bike with Dads mower engine at about age 10. Obtained a bike licence before a car licence. Was delayed as I was suspended for 6 months from when I turned 17 as I got caught riding the DT100 on the road unregistered and with no licence. Was only 16. Everyday ride then was a Honda CB400T Hawk followed by Yamaha 650 Special. Others along the way were as follows. 1954 BSA Bantam Major. Had for 30 years and then sold it. (IDIOT). Kawasaki H2, Suzuki VL250, Yamaha 650LJ Turbo 1984, Honda CB 500 Four, Sold it (IDIOT). XT500 1980 Currently rebuilding. Have always owned a bike of some sort and commuted and undertaken long rides most of my life. Rode sidecars at Macs and Moranbah in the 80's as a swinger (IDIOT) loved it though. Currently ride a 2007 T100 and a Royal Enfield Battle Green 2013. My dream is to ride around Australia on the Bonny with no time frame or plan and camp along the way.



CLUB RIDE - SUNDAY 15TH MARCH

Once again a fairly dismal turnout considering the amount of members but nevertheless 9 riders plus Gerry and Linda in the car went to the Old Station Tea House at Cape Hillsborough for a coffee. The weather was superb and once again the venue 10 out of 10. Good to see Gerry come for a lap even if in the car due to the busted foot. The return journey was via Mt. Jukes Road to Kuttabal, Marian Hampden, Doyle's Road, Pleystowe and home. Nearly 200 km and a great day.

Due to no wet season it's been a fairly dry time so good bike weather but boy it would be good to see some shed time for the sake of the yard.

Thanks to those that turned up.

Contributed by Bernie Cannon

A CLOSE CALL

As is usually the case with these things I guess it all started out like a normal "unofficial" Sunday club ride with a small group of members gathering at Max Anzolin's place and deciding to ride to Seaforth then back through the Seaforth - Kuttabal Road to the Kuttabal pub for a couple of light refreshments. The ride to Seaforth was uneventful and we stopped in the shade of the trees near the Seaforth shop to enjoy a coffee and chat or a while. Some of the crew then decided that they had more important things to do and split from the group leaving Gerry, Max, Glenn & myself to continue the planned ride.

Gerry was riding his Harris Bonneville, Max was on his Bonneville T140E, Glenn was on his Goldwing and I was on my 2007 Bonneville however Max and I decided to swap bikes for the ride to Kuttabal. Our departure was delayed a little as I mounted & wired up my cameras and got Max's bike kick-started but eventually we got the show on the road and headed off at a steady pace with me in the lead back towards the Kuttabal turn-off. Gerry must have been a little disappointed with my pace as I familiarised myself with the T140E so he overtook me and headed off into the distance well in the lead of the group.

Only a few kilometres out I come across Gerry pulled over to the side furiously waving the following riders down so I pulled over and asked what the problem was. "That @#*%\$*! back there just hit me!!!" He says, limping around badly on one leg. Turns out that a 4WD that was pulled off to the left side of the road commenced a U-turn just as he approached it and had clipped him as he passed. A slit second either way could have resulted in either a very close miss or a T-bone with disastrous results. As it turned out it was just a glancing blow that was not heavy enough to knock Gerry off the bike or deflect the bike seriously off course and by sheer good luck, good management, pure arse or a mixture of all three both Gerry & his bike escaped with minimal damage but this story very easily could have had a different and very unpleasant ending.

As the reality of what had just occurred slowly sunk in a sombre mood fell over the rest of the riders and, after formalities were taken care of, we decided to cancel the rest of the day and head for home. I had the camera rolling on Max's T140E but, as I was too far back, I didn't capture the incident clearly. On the next page there 3 images taken from the video, they cover just under a 2 second period from the first to the last and they tell the story better than I can.

Contributed by Lawrie kapitzke



AFTERMATH OF GERRY'S ACCIDENT

After Gerry's life flashed before his eyes and all contacts had been made with our new German friends, we decided to ride home as Big Ger's ride was still intact enough to enable him to ride home. I said to Gerry that I would stick to him all the way home. No doubt his nerves were unsettled as were mine & the rest of the crew. With plenty of time to spare Gerry & I pulled out in front of a white Hilux that had its lights on. I followed Gerry's tough old Bonneville with it just as tough old rider who was stretching his left leg in discomfort from where he had come in contact with the Kluger.

After 10 minutes or so we were coming up to the section of the Seaforth Road around McKinley Creek and I couldn't resist but to open up the Goldwing into the sweeping left hander as hard as she could and overtook Gerry. After the big sweeper I backed off down to 100ks and could see the lights of the Hilux in the rear view mirror but for the life of me I could not see Gerry. The Hilux was about 150 metres behind me. I thought that Gerry must have pulled off to the side of the road with a problem so I backed off further to let the Hilux catch up.

It wasn't until the Hilux was approx 50 metres behind me that to my surprise I noticed that Gerry was still in front of the Hilux. Prior to that I could not see him because of his black leather jacket and maroon helmet, black bike and no headlight. My eyesight is still pretty good and the Goldwing has no vibration impact at all on the rear view mirrors..

Because of this I started to look for Lawrie and Max in the rear view mirror and I was not sure if they were still following. It was not until I finally saw Max's bikes headlight approx 250 metres behind that I knew they were still coming up behind. As we got closer to Mackay around Farleigh, I noticed that Lawrie was actually ahead of Max but his bike also did not have a headlight. My whole point is that this incident has shaken us all up and although it is ok to wear all the black gear and to ride without lights on, I believe that he just was not seen and this was a major contributing factor to Gerry almost T-boning the 4WD.

Gerry has been doing big rides with the club for almost a decade now, and I believe that its this accumulation of ride skills gained over this time was used to throw the bike to the opposite side of the road and narrowly avoid something much nastier. If this was one of our later in life returnee riders just starting out riding again, then the situation may have been a tragic result. I hate HI-VIS gear but I don't think it matters what we are wearing as we sail over the bonnet of a 4WD. My bike is black but as soon as the engine is started the light is on, I think it makes a world of difference.

Contributed by Glenn Bradley

Gerry's latest "Fashion Accessory"





the Rust Bin

For Sale - Replica Manx Norton Featherbed Frame locally made and to original dimensions. **Phone Lucky 0498 009 039**

For Sale - Johnny Reb Boots. New, Size 10. **\$100 ONO. Phone Lucky 0498 009 039**

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**



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.**

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

For Sale - Honda VT250 \$500. Phone Allan 49 551 045

For Sale - 1974 Triumph Trophy TR6R. Boyer ignition, new tyres, throw-over saddlebags. **\$6,000. Phone Alan 49 551 045**

Wanted - Royal Enfield Meteor fuel tank, have 500 and 700 Twin spares for swap. **Phone Colin 0403 766 088**



For Sale - Genuine Triumph Touring gloves. Brand new & unused, size XXL. **\$50.00. Phone Glenn 0408 149456**

For sale - 30hp mercury outboard motor, good condition and very reliable. **\$700 ono Phone Gil 0432 862 619**



For Sale - Norman Hyde Single Seat. Suit Hinckley Triumph Bonneville. **\$320 ono**

Phone Gil 0432 862 619.



FOR SALE - 2007 Triumph Bonneville 865. Recent major service, new chain & sprockets, registered until May 2015, RWC supplied. Immaculately presented and rides like new. Inspection welcomed. **REDUCED FOR QUICK SALE \$5,990 . Phone Lawrie 0407 639 884**



For Sale - Pair of 41mm Ricor Intimator fork valves. Brand new in box, suit all Hinckley twins. Best performance modification for Triumph dampener rod forks available today. Smoother ride, less fork dive & less bottoming out. **\$240. Phone Lawrie 0407 639 884**





For Sale - 2007 Honda CTX200 Bushlander, 2200 ks near new, perfect condition, registered with RWC. **\$2,600 Phone Lex 0429 966 850.**



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 0429 966 850.**



For Sale - Leather Triumph throw over bags. Externally GC, internal liners FC. **\$80 ONO. Phone Charles 0400 051 211**



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 belt, 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**



Tapered Steering Head Bearing Set. Suit Hinckley Bonneville & many Honda models. **\$50. Phone Lawrie 0407 639 884**



Genuine Triumph Windscreen. Suit Hinckley Bonneville. Includes mounting brackets. **\$50. Phone Steve 49 598 003 A/H**



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