

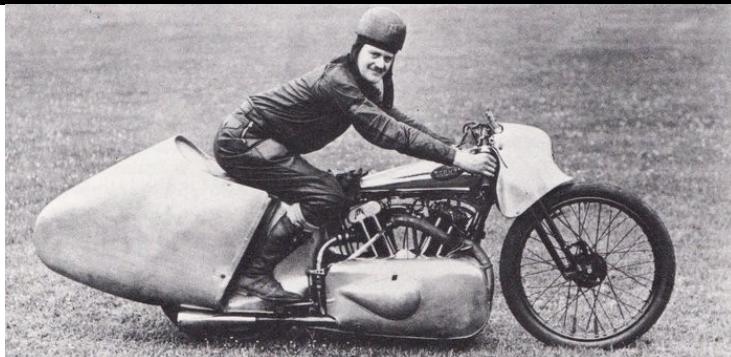
# TAPPET RATTLE

MARCH – APRIL 2016



Official Journal of the British Motorcycle Owners Association Incorporated of Mackay

# The Formalities



The Tappet Rattle is produced six times per year and distributed at the even numbered meetings. Contributions for the Tappet Rattle should reach the Editor no later than the 25th of the month prior to the distribution meeting.

## REGALIA

Club Belt Buckle	\$25.00	Club Caps & Bucket Hats	\$15.00
Club Machine Badge	\$25.00	Club Singlets "Black"	\$22.00
Club Lapel Badge	\$5.00	Club T Shirts "Black"	\$20.00
Club Badges (Sew on)	\$8.00	Club Polo Shirts (S/Sleeve)	\$25.00
Club Stubby Coolers	\$8.00	Club Polo Shirts Grey/Black (L/S)	\$35.00

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

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## *Inks on Anything*

**Bob Inkson  
President**



This is the 3<sup>rd</sup> edition of the Tappet Rattle under our new editor Ian. Great job so let's all help Ian by contributing articles to keep the standard up. A milestone for the club slipped by at a recent meeting when Allan McGrice, became the 100<sup>th</sup> member of the club. On behalf of the club I presented Allan with a duly inscribed BMOA belt buckle to commemorate the occasion. It doesn't seem that long ago when we held meetings at the 'Hanger'. The membership grew to the point that we had to buy 12 chairs to seat attending members (how times have changed). But of more importance is that many of those members from the early days at the 'Hanger' are still members. I am pleased to say they are still enjoying what the club has to offer. I am also proud to mention that at present we have 102 financial members, Bob



**Malcolm Davies. Dot Villiers 250cc mid 60s**

# THE BUNGEE EFFECT

Gerry Dempsey  
Treasurer



## THE LONG DISTANCE RIDE

One of the first positions I took on in the BMOA was that of Ride Co-ordinator this I did for a few years. The ride Co-ordinator cannot be expected to come up with all destinations. If anyone has a ride destination or a ride in mind, short or long let the Ride Co-ordinator know as this will make his job easier.

Out of the Ride Co-ordinators job, emerged that the club did not do many if any Long Distance Rides (LDR). The LDR is a ride of about 2-3000 Kms and of approximately a weeks duration.

These LDR have evolved over the last few years. To date there is only one section of main arterial road in Qld that we have not ridden. That is between Cloncurry and Julia Creek.

On the LDR we usually ride somewhere between 460 - 650 K per day. Rarely are we on the road before 8-8:30am as we like to give the Semis a head start and chase the wild life away. We are off the road by 4 - 4:30pm before the wildlife comes back out. We have at least 1 or 2 days as rest breaks at a different destination along the way . To date we have been able to limit our dirt riding to about a total of 12 K. The planning for these trips starts a long way out with the initial date set via the BMOA Ride Calender. We then decide on a destination and ask those that want to participate to make contact with myself.

Where possible we try and stop at Hotels that are self contained. Then we can have drinks, meals and snore all in the one place. Generally the Hoteliers allow us to secure our bikes away off the street. The sleeping arrangements are generally on a shared basis and accommodation costs usually totalled and averaged across the number of riders on the ride.

As these rides evolved and got longer an effort to control costs and a few other things have likewise evolved.

On earlier LDR we never had a support vehicle, however on one ride "Way out West" a volunteer said that he would run a vehicle and on that ride he carried our luggage, additional fuel, food and even seating. This concept proved pretty successful in that it basically stopped us eating out of Road Houses along the way .

From that we have developed a support system in that Lloyd Dornbusch (who has a Spyda) tows a bike trailer. In the trailer we have a fridge to keep food cold, esky's for drinks and also dry storage for additional food. This support system has been very successful as on a couple of rides the Spyda has been used to carry additional riders who have had a breakdown and in our last case a rider that actually came off his bike and could not continue riding. How the trailer system works, everyone on the ride contributes about \$50 - \$60 each for food, drinks and nibblies. This enables us to pull up, have lunch time meals and a drink away from the Roadhouses. "The Nibblies" at the end of the days ride we gather around and have some drinks, nibblies, sit around tell heaps of lies and have a few laughs. The trailer system is funded by an honesty system, every time you put your hand in the Esky you contribute \$2 for a Stubby, \$1 for Soft drink or water. Which is substantially cheaper than that of a Hotel Bar or Roadhouse. This system has a self fulfilling outcome as we have never had to ask the riders for extra funds when restocking the trailer. In fact there is generally funds left over which we eliminate on the last night of the ride before we head home.

We always have a nominated Lead Rider and also Tail End Rider to try and minimise the "Bungee Affect", who generally is a Certified First Aider. Due to our association with the RACQ Rescue we always carry with us an EPIRB or PLB (Personal Locator Beacon) so should the need arise (which we hope will never happen) and we need emergency help we have the means to get it quickly. To date some of the locations and roads we have ridden are depicted on the map. *Gerry*





## Handyman

*Andy Mann, Secretary*

**Riding faster than everyone else only guarantees you'll ride alone.**

Saturday 27<sup>th</sup> February I took part in the HOG Poker Run, to help out the farmers.

Was a pretty warm morning, registration was at Mackay Harley Davidson, the usual HOG Club paperwork. Bit of a chat to people, was good to see a lad there taking part, only \$20, even though he has 3 mortgages, and hasn't worked for 2 and a half months. Same lad took part in BDR, good to see.

With the ride under way, our first stop was General Gordon for a card. There was some discussion about police breathalyser, having spoken to Whacky beforehand, I knew he had informed the police of the route, so wouldn't be surprised if they were out, only doing their job, and as some would know, you do get the occasional dickhead on some of these runs.

Second stop was Leap Hotel, followed by Kuttabal, via Mt Ossa road. There was a fellow at the Leap working on his BSA, think he was all good at Kuttabal.

From Kuttabal it was across to Pinnacle Pub for the last card, and a pie. It was on this leg, when we got to Gargett that the boys had both sides of the road blocked off to breathalyse people. I must mention that I had consumed 4 Schooners of Hahn Premium Light by this stage, and I informed the officer of this. Should be right was his response, I bloody hope so, was mine.

After partaking in the activity, I asked what the reading was, didn't register was the answer.

Last card drawn, no hope of any prize, so a pie, and beer, was the order of afternoon. I did watch the BSA splutter off down the road, he made it home no problem, didn't have to push it home, hey Dale!!! For those who haven't been to Pinnacle for a while, some changes have been made.

My snitches informed me that there was over 150 registered, and the usual hangers on. The raffles raised over 8 grand, not a bad effort.

Was a little disappointed to see only one other British Club member on the ride, I believe 5, 10, or 20 members on a ride such as this, will get a lot more exposure, publicity, than 2 members attending a CQ Rescue function. Just my thoughts. Andy

**Hopefully we will see some cooler weather soon.**



## WORKBENCH WISDOM

by  
**Phil Wilson**



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When Ian asked me if I would be interested in writing something for Tappet Rattle I wasn't entirely sure exactly what to write about, so I had a bit of look around our workshop and decided to start there.

Bike storage, easy to think that "I'll just throw it in the shed and she'll be right!", but, unfortunately no winning lotto numbers for you (or me either) with that thought train. The worst thing that you can do with a bike is leave it static for a large amount of time, and, for this reason, I'll break this up into under and over a six month storage period, some of the process is the same but other issues need to be addressed for long term storage.

### Under 6 months

If you are leaving your bike for a short amount of time, the process is relatively simple, Thoroughly wash the bike and let it dry.

- 1 \* Pump the tyres up to about 40 psi, air does and will escape but this will keep everything inflated and stop the rubber from deforming.
  - 2 \* If possible, lift the bike off of the ground so that the tyres aren't touching, not super important for a short term storage but can help stop the tyre getting flat spotted where it sits in one position for a long amount of time.
  - 3 \* Either drain the fuel completely, or, add a fuel stabiliser to a full tank of fuel and run the bike for a couple of minutes to get the stabiliser through the system.
  - 4 \* Remove the battery from the bike and hook it up to some sort of trickle charger.
  - 5 \* Give the metal parts of the bike a liberal dosing of some sort of WD40 (I like INOX as I find it a little bit thicker and doesn't seem to evaporate as quickly) **Don't spray the disc rotors!!!!!!**
  - 6 \* Cover the bike with a ventilated bike cover or a cotton sheet (not polyester or satin if you're feeling really rich and attached to your steed.) The reason for the cotton is that it breathes, and with our high humidity and salt laden air, any heat that gets trapped under the covering will turn to humidity, fall on to any exposed metal parts and turn to rust.
- When you get back, a simple matter of removing the cover, degreasing the bike, checking the oil and tyres, fitting the battery and off you go.

Over 6 months is a slightly different tale, and this is where it really can all go wrong no matter how well you store something.

1 \* Give the bike a thorough wash and let dry completely.

2 \* Pump the tyres up to about 40 psi, air does and will escape but this will keep everything inflated and stop the rubber from deforming.

3 \* If possible, lift the bike off of the ground so that the tyres aren't touching, current tyres do not like being flat spotted and will give you balance issues.

4 \* Drain all of the fuel out of the tank and the carb's (if applicable), start the bike, it will only run for a couple of seconds but will clear out leftover fuel.

5 \* Remove the battery from the bike and dispose of it, don't even consider trying to keep it, just get a new one when you are ready to go.

6 \* Give the metal parts of the bike a liberal dosing of some sort of WD40 (I like INOX as I find it a little bit thicker and doesn't seem to evaporate as quickly) **Don't spray the disc rotors!!!!!!**

Use something like armour all or your preferred polish and go over any painted, alloy or leather items on the bike.

7 \* Drain and refill the engine with oil, if it is a really extended layover, fill the engine up as much as you can including removing the spark plugs and spraying some marine fogging oil down the plug holes. When you recommission the bike, drain it all out and fill with the correct amount and type.

8 \* If your bike is water cooled, top up with distilled water or coolant.

9 \* Bleed all hydraulic systems with new hydraulic fluid.

10 \* Remove the air cleaner element and seal the air box intake.

11 \* If your bike is chain driven, remove the chain and place in a sealed container full of oil.

12 \* Cover the bike with a ventilated bike cover or a cotton sheet.

When you then get to recommission the bike, fit a new battery and air-cleaner element, drain the oil and refill with the correct type and quantity, degrease and re lube metal parts, fit the chain with a new joiner link, check and adjust the tyre pressures, and you should be right to go unless the rats decided that your prized steed was a great place to raise seven or eight litters of babies and that electrical wire was quite a luxury food source in the world of rat cuisine, but unfortunately I don't have an answer for that.

The above tips won't solve all of your storage problems, and, all bikes are slightly different, but this will help to alleviate the basic issues, just a couple of notes to finish off on though, stay away from Lanolin based products for storage, lanolin has a tendency to eat some rubbers and vinyl's.

**No 2 – DO NOT EVER, EVER USE ANY ETHANOL BLENDED FUEL IN YOUR BIKE, IF YOU DO, NEVER, NEVER, STORE YOUR BIKE WITH THIS IN IT, REASON IS THAT ITS NOT RECOMMENDED FOR MARINE USE AND IT SHOULDN'T BE RECOMMENDED AT ALL. YOU WILL PAY THE PRICE IF YOU LEAVE IT IN YOUR BIKE FOR ANY AMOUNT OF TIME.** Hopefully this helps, and might save a bit of grief next time you have to put your bike away. Phil





# Sammy Miller



As a trials competitor, motorcycle designer, and motorcycling historian, Sammy Miller has won international renown. During his career, Miller rode his way to nine gold medals in the International Six Days Trials. He was the British Observed Trials Champion for 11 consecutive years. Miller also designed trials motorcycles, including the Ariel GOV 132 and Bultaco Sherpa, which influenced the Trials movement across America in the 1960s. Samuel Hamilton Miller was born in Belfast on November 11, 1933. His father, who owned a home improvement business, was a sportsman motorcycle and car driver in his day. As a boy, Miller attended the famous Ulster Grand Prix and cheered for the great Irish road racers of that era such as Stanley Woods, Artie Bell, Ernie Lyons and the McCandless brothers, Cromie and Rex.

Young Sammy kept a racing scrapbook with articles and photos of his heroes. One day, Miller went to Art Bell and Rex McCandless' motorcycle shop with a couple of his friends to seek autographs of the star racers for his scrapbook. Before he left, Miller mustered the courage to ask Bell what the most important ingredient needed to be a top racer. Bell replied, "Enthusiasm." The answer left Miller a little disappointed, but he later learned the wisdom of Bell's reply and found out that when the going gets rough, that is exactly what a rider needs most.

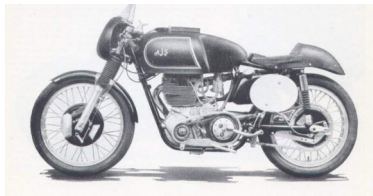
Miller got his drivers license when he was 15 and bought a 1929 Francis-Barnett for the equivalent of \$20. The only problem was that he hadn't won his mother's approval. He coerced his aunt, who lived five miles away, into letting him keep his motorcycle at her house.

When he turned 18, Miller entered his first competition, a local grass track meet. By this time, Miller had moved up to a 150cc New Imperial. It was a muddy event, yet Miller found the skill to negotiate the tricky circuit.

'I led until the plug melted,' Miller said in a magazine interview. "Nobody told me about things like plugs."

Nevertheless, Miller had launched what would become one of the most colorful and triumphant careers in motorcycle racing.

Miller became involved in road racing and in 1954 won his first road race, the Cookstown 100, on an AJS 7R. After a short time, he earned his first sponsored ride aboard an NSU Sportmax 250. That set in motion a chain of events that led Miller to a career on the World Championship circuit. He scored many podium finishes in both the 125cc & 250cc World Championships. He finished third in the 250cc Championships in 1957, his career-best ranking.



Miller unexpectedly turned his back on road racing, feeling he was not getting top-notch machinery on the teams he rode for. It was during this period of frustration that Miller would ride his trials machine in the peaceful countryside as a form of relaxation.

By 1958, Miller concentrated on trials with a contract from Ariel and began a reign in that sport that resulted in 11 consecutive British championships as well as two European trials titles. Miller also showed his versatility by earning nine gold medals in the prestigious International Six Days Trials (later re-named International Six Days Enduro). His performances on the Ariel HT5 he helped develop made that motorcycle famous. He later rode for Bultaco and Honda, helping both companies design their line of trials machinery.

Many consider Miller to be the most successful trials rider of all time. It is estimated that he won more than 1,300 trials events during his long career. His style was described as cerebral and precise, in contrast to the more showy, athletic approach used by some top riders.

Miller's influence was wide-reaching, including in America. Bultaco organised tours in the early 1970s that brought Miller to the United States to give trials riding clinics and performances. Miller taught hundreds of American riders the art of trials riding and helped grow the sport in 1970s America to heights not previously known.

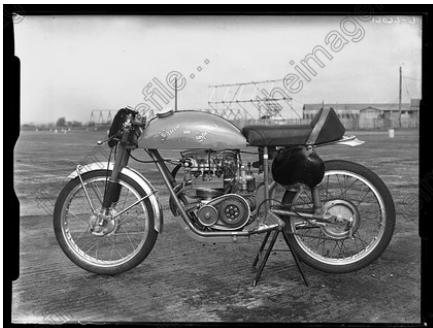
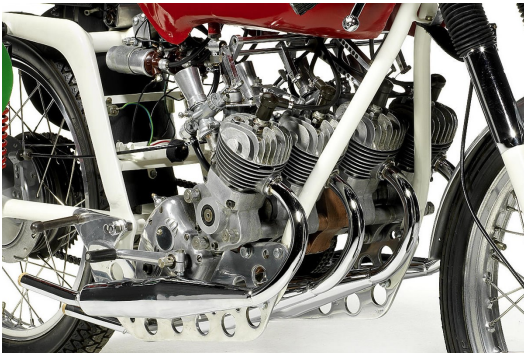
The only way I can describe Sammy Miller is he was the dominant force in the sport of trials for 11 years," said Lane Leavitt, three-time American trials champion. "He was the British Champion 11 straight years and at that point in history the British were the best, so if you won the British Championship you were the best in the world.

Miller continued to be active in motorcycling, winning races in a remarkable span of more than 50 years. His latter years have been spent running a successful international mail order business for bike parts and accessories in his native Great Britain. He was also a formidable competitor in vintage events.

Miller and his wife,, also established a motorcycle museum in New Milton. The museum houses one of the finest collection of fully restored motorcycles in Europe, including factory racers and exotic prototypes, plus memorabilia spanning seven decades. There are over 300 rare and classic motorcycles on display. It is a living museum. Miller has taken his motorcycles to demo at race circuits throughout Europe and as far away as New Zealand and the USA.

Miller will always be remembered for his unique versatility and flawless riding style on all types of racing motorcycles. His influence in trials design was second to none and he helped popularise the sport in America in the early 1970s. Miller was also an exceptional businessman and a notable motorcycle collector. *Contributed*

# Fruin - 200cc Racing Motorcycle



**Bert Fruin 125cc**

The aesthetics of the engine has always brought character to a Motorcycle. This ridiculously beautiful 1965 Fruin 200cc racing engine is the creation of an independent engineer of Hillingdon, Middlesex, UK. Bert Fruin.

During the 1950's and 60's Bert crafted a series of mechanically remarkable special engines, including a 125cc DOHC twin-cylinder racer and a modular V4/V8. The first Fruin built 200cc was featured in Motor Cycle magazine in 1962.

Bert's four-cylinder engine was sold in a kit form with a crankcase and set of crankshaft blueprints at a cost of £16. The 200cc engine uses NSU cylinders and heads and it was built around 1965 by Mike Smith of Waltham Abbey, Essex. The Fruin 200cc engine has been mounted in an MV Agusta rolling chassis. The engine has been fitted with Dellorto carburetors and a four speed gearbox. This bike was mainly used for spiriting due to being proven uncompetitive in the 250 classes.

Later in 1980s Mike Smith sold the bike, since then it was modified and sold from the hands of one to another enthusiastic owner. It was purchased and restored by a collector in 2009. Restoration work included the rebuilding of the 200cc engine and the gearbox.

The frame and the fuel tank were repainted and the carburetors, float bowls were also overhauled. The electrics of this Fruin 200cc remain original but the wheels were rebuilt. Upon completion of the restoration this 200cc Racing Motorcycle was displayed at the Carole Nash stand NEC, Birmingham and also at the Stafford Show.

Due to the complex nature of the design and cost only two were ever made. The bike in the picture previous page was up for auction at Bonham's and sold for £5,980. Approx \$11,600 AUD

**Engines for this project  
were sourced from the  
NSU Quickly 50cc  
Moped**



**Jim Ryman**  
Boston Barracudas



**The good looking bloke far left is me.**  
Photo taken at the Boston Reunion early this year.

Started riding short circuit racing in the mid 60s had some success on a BSA b33. Went to England in 1968 and met a guy there called James Bond believe it or not. He was a top rider with Wolverhampton so I bought an old JAP and started riding on sand flats in Wales. Had a few second half rides at Long Eaton, after 12mths did the big overland trip through Europe, Turkey, Iran, Afghanistan etc. 9 months later back in Australia. Started riding again on the old JAP at Kembla Grange speedway. They introduced me as some sort of star having ridden in England, amazing what a bit of self belief and I started winning lots of races. Eventually the JAP blew up while leading John Langfield no less he was a star in Sydney and Liverpool at the time. Anyway I bought a JAWA and started riding at Liverpool and the same year they brought in team racing and brought over a heap of good riders. We all got going well by the end of the season. 1969 Bob Humphries and I were approached to go to England, Bob was to ride for Kings Lynn and I was to ride for Crewe. Crewe had a big track which I did not like so we drove to Boston. There we met Cyril Crane who ran Kings Lynn and Boston, I liked the guy and liked the track so I signed up. I rode the spare track bike for a few meetings. Scored a maximum 12 points first night at Boston. Made plenty of money that year and came home to Liverpool and had a great season there. Came up to Savannah speedway Townsville with Ole Olsen for a match race series Ole was world champ the following year. So I was riding in good company. Also finished fifth in the Australian Grand Prix fastest time of the night. Proud of that behind Ivan Mauger, Ole Olsen and Jim Airey etc. Back to England. Won qualifying round of World Championship at Birmingham, won Boulevard Trophy at Hull and then 2 broken wrists at Bradford ouch. Home again and a sad time at Liverpool speedway I was involved in an accident with Gordon Gausco, Gary Hay and Michael Brooks I think it was. Gordon was killed and 6 weeks later Gary hit the wall on turn 2 and was a quadriplegic the other guy retired that left me racing. Bad odds. Back to England and another good year then home. 1973 started well Boston was winning the league, toward the back end of the season I had a bad crash through the fence at Boston. Disintegrating my right thigh and both bones through my shin, 4 months in hospital while Boston won the league and Knockout Cup. Incidentally the night we won the cup the boys arrived at the hospital 2am the next morning to celebrate with me. Not a bad bunch at all my team mates. 1974 was a struggle with burnt hands oiling the chain, stupid then ending up with a broken knee. So home to stay and retirement from speedway. Went back to the UK for a Boston speedway reunion early this year. It seemed as though I had never left. The fans are still fans after 40 years ,Wonderful.

Jim

## Micah Butt - Member



I am getting an original Drop Container for the Welbike from England shortly. I will take a picture with the container & parachute to place in the T/Rattle I would like to wait until then. My BSA is almost on the road .Hopefully be home to put in the All Bike Show.





# ALL BRITISH SCOOTERS



Recently Ben from Redline Motorsports invited BMOA members to the Mackay launch of the new Triumph Street Twin 900 & T120 1200 water cooled Bonneville's. A few members rolled up for the viewing. Thanks Ben and staff.



Bernie waiting for the yes nod from his lovely.

This character has the honour of being the first person in Mackay to ride the new Triumph T120 Bonneville pictured above.



Rode it around the car park.  
Looking forward to the review.  
“It’s a Baby Thunderbird” LOL.



**Anyone interested in testing the new Triumph Thruxton R 1200?**  
Join the queue thanks.



# the Rust Bin

**THIS PAGE NEEDS AN UPDATE**  
**OPPORTUNITY TO BUY, SWAP,  
SELL OR GIVE AWAY.**

PLEASE INFORM ME OF ANY OF THE  
ABOVE SO THEY CAN BE PLACED ON  
THIS PAGE.

*Thanks Stu*

Don't forget to check  
your  
**RIDE CALENDAR**  
For  
Upcoming Rides and  
Events



Any ideas for rides of any description  
Contact Allen Rockall the Ride Coordinator ,Thanks

## Mount Coolon Hotel, Mount Coolon,.



Darryl the publican made this trip one to remember. Great bloke and made you feel at home. Plenty of clean rooms, beer, meals and great company. Great old pub with heaps of character and memorabilia. *Mount Coolon* is situated approximately 130km south-west of Collinsville, and 200km north of Clermont . Round trip Mackay—Mt Coolon return about 630k. Stu



Taffy Davies had a spend up. Finally found the machine that suited his giant frame.

It was a sad  
and  
disappointing day  
when I discovered my  
Universal Remote Control  
did not,  
in fact,  
control the Universe.

(Not even remotely.)