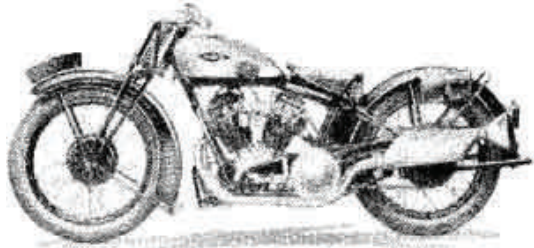


# TAPPET RATTLE

NOVEMBER—DECEMBER 2016



Official Journal of the British Motorcycle Owners Association Incorporated of Mackay



James 500 v.v. s.d.v. twin.



### LIFE MEMBERS

Mark Botefuhr—Lloyd Dornbusch—Bruce Hurren—Bob Inkson  
Dale Kennedy—Chris Percy—Ian Skuse

### BMOA EXECUTIVE

<b>President;</b> .....	Bob Inkson	0418 728 273
<b>Vice President;</b> .....	Dale Kennedy	0418 185 974
<b>Secretary;</b> .....	Lawrie Kapitzke	0407 639 884
<b>Treasurer;</b> .....	Andy Mann	0402 213 972

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Spiritual Guidance Officer .....	Chris Percy	4941 7234
Editor.....	Ian Stuart	0456 674009
Contributions.....	istua55@bigpond.com	

### CLUB REGALIA

Belt Buckle	\$25.00	Caps	\$15.00
Machine Badge	\$25.00	Singlets (Black)	\$22.00
Lapel Badge	\$5.00	T Shirts (Black)	\$20.00
Badge (Sew On)	\$8.00	Polo Shirts (S/Sleeve)	\$25.00
Stubby Coolers	\$8.00	Polo Shirts (Gray/Black)	\$35.00

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## Inks on Anything

Bob Inkson—President



Hi all and welcome to the final edition of the Tappet Rattle for 2016. As usual the December meeting is as always our Xmas party, so we should have a record roll up to finish off the year. While I'm thinking about the past year there are a few members who require a word of thanks for their efforts during the year. Stu as editor for getting the Tappet Rattle out bi-monthly Lloyd and Jenny for looking after the sausage sizzle each meeting, Gerry for organising the long distance rides and weeks away, Ian and Dale the barmen when the meetings are finished. Also thanks to all members who attend rides, meetings and functions and all those members who help make for a great club. Suggestions for rides for the coming year please see myself, Laurie or Andrew so that next year's ride calendar can be compiled. All the best for Xmas and the New Year and see you all at the January 8th meeting, 2017. BMOA Mackay current membership **109** Bob Inkson



**RT2 Mk1 Norton Wasp.**

## Lawrie Kapitzke Secretary



Look! Speedmen, Hard Riders, and all such Sportsmen. At last you have the Ideal of your dreams. The Croft Anzani "Super Eight".' – Croft Cameron.

There is very little known about the short-lived Croft Cameron company, which was based in Coventry and existed for only a few years: 1923 to 1926. Pitching itself at the very top of the market, Croft Cameron effectively built only one model (with detail variations); this was the mighty 'Super Eight', a Vintage-era superbike powered by a 996cc overhead-valve v-twin made by British Anzani - 'The famous British Anzani, no further comment needed'.

The Croft Cameron Super Eight was available in eight-valve form at £140, or four-valve at £125; there was also the option of a slightly larger 'Plus Power' engine (£145 and £130 respectively). The standard gearbox was a three-speed Sturmey Archer unit with kick-starter, a Jardine four-speeder being optional. The silencer was placed behind and below the gearbox - a common practice today, adopted in the interests of 'mass centralisation' – which just goes to show that there really is nothing new under the sun when it comes to motorcycle engineering.

Its magnificent power unit aside, one of the Croft Cameron's most striking features was its advanced duplex loop frame that completely encircled the engine. Its manufacturer claimed that this frame was 'as rigid as a Pill Box', while Motor Cycling reckoned it made 'for great lateral rigidity consequently, for good steering'. The leaf-sprung front fork was by Montgomery and contemporary photographs of the Croft Cameron show it was built with various combinations of dummy belt rim and drum brakes, eventually ending up with the latter at both ends, as seen here. A (probably optimistic) weight of 300lbs was claimed.

With its bulbous, tapering saddle tank, Montgomery fork, and low swept-back handlebars, the Croft-Cameron Super Eight was undeniably handsome and a worthy rival for the Brough Superior, which it matched on price. Reasons why Croft Cameron failed while Brough prospered will, probably, never be known.

*Lawrie Kapitzke*



Micah Butt's - ACME  
BMOA Member

The **Acme motorcycle** was assembled and marketed by Bennett & Wood of Wentworth Avenue, Sydney, who also built Speedwell bicycles and were also BSA importers for New South Wales. The engine was a Villiers 122cc Mark 9D, the frame was built locally. The bike was aimed at commuters as a cheap and economical mode of transport. Production began in May 1939, and phased out in 1949, due to the success of the BSA Bantam. Acme and Waratah, were the only two Australian-made motorcycles whose production span was before and after World War II. *Micah*

# Handymann

## Andy Mann—Treasurer



Charles has contributed an article about the first aid training for motorcyclist and I just want to add a couple of things. The courses he has going in early 2017 are booked up pretty solid, but he has offered to do a one of course for Club members, subject to getting sufficient numbers, and being able to fit us in on a date that suits all involved. Cost is normally \$85, but Charles offered to do a closed group for the club at \$65 each, the course takes about 5 hours to complete, it would be on a weekend, and start time would be flexible?

If you are interested let me know, and the subject can be discussed at the January meeting. This is first aid for motorcyclist, subjects such as, drowning, childhood illness, snake bites, delivering babies and other unrelated topics are not covered.

As of last meeting we had 97 paid up members, if all contributed 1 article each that would probably be enough for Chief Editor Stu to last about 3 to 4 years.

### A little known fact about Carlton Draught Beer

An advertisement for Carlton Draught Beer. It features a hand holding an hourglass. The text reads: **FACT ONE:** **30 Days of Freshness.** The perfect Carlton Draught beer is made from the freshest ingredients so it tastes best when consumed 30 days from being brewed. This is very bad news for slow drinkers.

I hope all have A MERRY CHRISTMAS, and a HAPPY NEW YEAR.

Regards *Andy Mann*

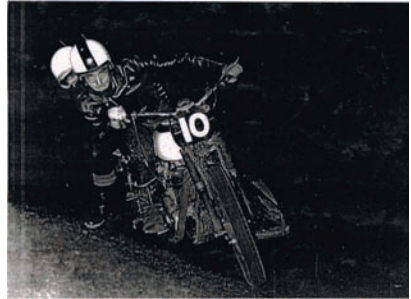
*If you can't run with the big dogs, Stay on the porch*

## BYGONE ERA

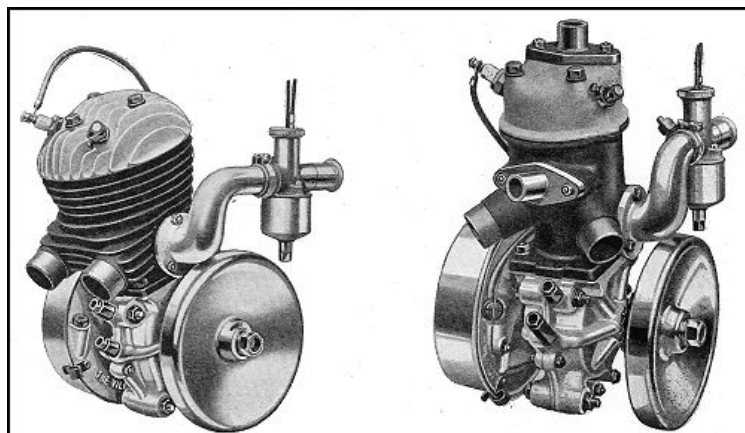
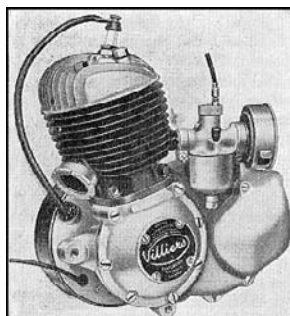
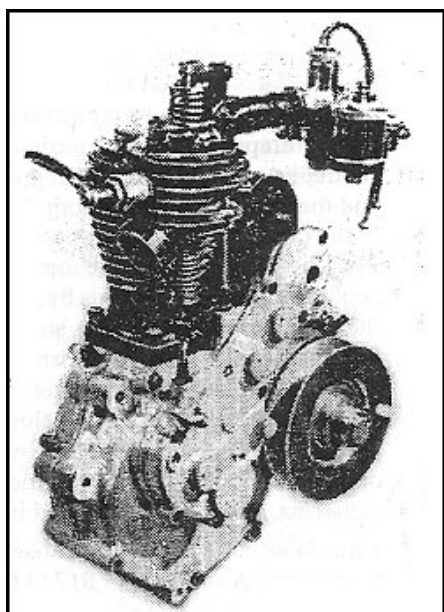
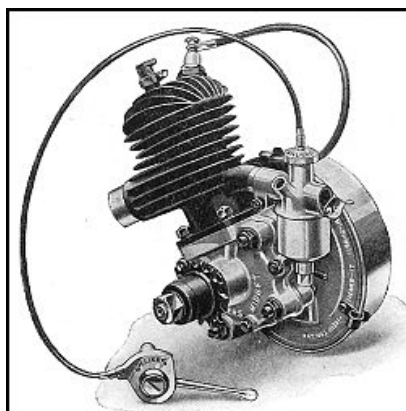


Ian Atkinson and swinger in  
action Mackay Showgrounds  
mid 1960's  
Ariel 500 Single

BMOA Member

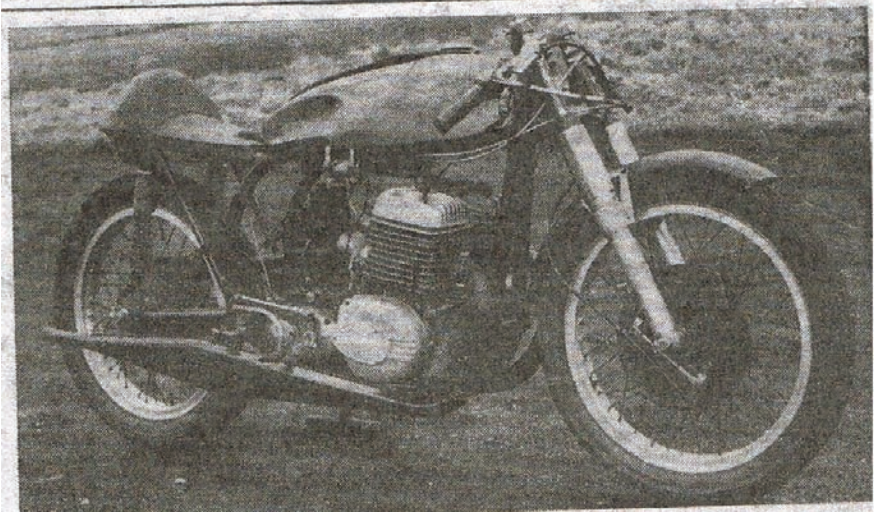


# Villiers





## Twin engine Five Hundred -1964



This novel racer, powered by two Greeves engines was tried at Cadwell Park last week. It has been built by Brian Berry of Doncaster and if successful may be raced by Maurice Price in addition to a 350 Norton. Unlike the Earles-Ariel-four the crankshafts are not coupled but have independent central chain drives to the countershaft. It is therefore not a 500 twin but a twin engine 500. The engines fire exactly together to reduce strain on the drives to a countershaft carried on self aligning bearings with external chain drive to a Norton gearbox. Position of the box is the same as if a Norton engine were fitted in the Featherbed frame. A small oil tank is fitted beside the battery for drip feed to bearings and chains.

The engines at present fitted are moto-cross units but, once teething snags are ironed out, Silverstone racer engines may be used. Both engines have coil ignition. While fitting genuine Greeves racing exhausts has yielded a marked increase in power, little difference was noted when the flywheels were removed. *Maurice Price*

## Dudley, Tom—Tom and others find their way to South Australia



It started with sneaking away from work on Wednesday at 4pm. Ian and I hit the road, after a great run we arrived in Clermont where we had a good feed and a few beers. Thank God I only had a couple since it was my turn to drive on the way out of town we passed a Police car that turned around and pulled us over for a breath test. He was quite pleasant when he saw we were sober, mind you he was probably having a chuckle to himself when we asked him is this the way to Alpha.

I googled the route , Tom - Tom said it was okay and we both didn't know, so we drove out of town towards Alpha , a quiet road , found a good place to camp the night, great no traffic. Next morning about 2K down the road we found out why. Dirt, we lost a rear door glass and filled the van with bull dust, anyway gaff tape to the rescue and we were under way. We spent the next night at the Weir Caravan Park at Cunnamulla , we can recommend the Warrego Hotel ( I think, the last pub on the Bulloo Development Road before you go across the river ) for a great feed ,cold beer and sing along.

The next night was on the side of the road just into South Australia, we arrived at the Clare Caravan Park that next day, where we met up with Val and Keith Pearce, Natalie and Bruce Hurran. They had left a few days before us. Bruce retimed his BSA in the afternoon and that night was a bit of a drink at the Clare Valley Wine Food and Tourism Centre.

Saturday there was a ride to Annie's Lane Winery Museum and Art Gallery followed by a welcoming BBQ with more than enough food and wine supplied. It was good to catch up with people we knew from all over the country. Sunday was a full day ride from Clare to Spalding where we had our first smoko, I won't mention smoko's any more except to say they were on every day and they were brilliant absolutely brilliant.

We then went to Burra and had a look around Keith Pearce found a great pub with some really cool people behind the bar. Had a look around town ,very nice , the next day started in the rain with a ride to Blyth, checked out an Art Gallery, then of to Bute for lunch and on to Snowtown which had a Publican with a very different pub with a shrine to Gary Ablett and Geelong Football Club in one corner . After a few beers we headed back to Clare.

The ride on Tuesday was to Yacka then on to Jamestown followed by a visit to the Historic Gladstone Gaol, (Bruce Hurran looked like he was quite at home in the cells.)

The next day started cold and very wet with the weather breaking after about an hour, we went to Martindale hall which I would recommend to anyone who is traveling in that area, afterwards some of the group went to check out the local wineries and others went to Goode's Car Restoration and there was a movie night on at Blyth that night. Thursday was a ride to Saddleworth and then on to Eudunda to have lunch and to have a look at a local Museum that was full of local history. That night we had the farewell dinner and like the rest of the rally was well organized and went well. .



The next day, after a few goodbyes we headed to Tunnuda where we saw a private collection of Chevy's and a whole lot of Ariel's, probably one of the biggest collection of square fours I have seen in one place. Then we set up camp at Mount Pleasant just up the road from Birdwood. On the Saturday we drove in to Glenelg a beach side suburb of Adelaide to see a display of Australian made motorcycles, which was a bit of an eye opener. Sunday saw an early start to get a good position to see the pre 1960 machinery in the Bay to Birdwood event go by, it was quite a good event with many of the participants dressing in the period of the machinery they were driving and or riding. After the event we went to see Ian's daughter and son in law at Robinvale where we cruised and had a BBQ on the Murray River on a barge belonging to Ian's in laws. Next day we headed home driving to Cunnamulla to have a counter tea at the Warrago Hotel ( great feed ) we were going to camp near Cunnamulla but the mosquitoes were huge, so we ended driving up the road a bit before camping the night. The next afternoon we arrived home another trip done and looking forward to the next one.

*Dale Kennedy V/President*

# Black Dog Ride QLD 2016



## 15 – 27 August 2016

Since it first started, the Black Dog Ride, which raises awareness of depression and suicide prevention, has run an annual long distance “signature ride”. These have included 3 journeys to Alice Springs, 1 lap of Australia and in 2015 a trip to Uluru.

This year, for something different, it was decided that the ride would take place in each state and territory, with the Queensland ride being held from 15 – 27 August. This article provides a summary of the ride which members might find interesting, given a long ride is programmed each year. Some of the stops will be familiar to members, having travelled to Normanton on a recent club ride.

**Weather** - Drizzle on departure from Brisbane, but within an hour, the sun appeared and the weather, whilst cool inland at night, got progressively warmer as we got towards the Gulf. We managed to stay a couple of days ahead of a series of lows bringing rain and wind so had no influence on the ride. AKA perfect.

**Ride logistics** - The group consisted of 35 riders, two support vehicles, one of which was kindly donated for the ride by Tony Ireland Holden, Townsville, and a 3 bike trailer. Also on the ride was an ambulance provided by the Emergency Services Commissioner, and driven by one of our riders, a professional paramedic who took 2 weeks leave to drive the ambulance, which thankfully was not required. It did however come in useful as an advertising platform, as driver Mark proudly applied 2 Black Dog Ride banners at each stop along the way. He was also able to use the vehicle to slow down traffic as we arrived at or left rest stops. It was reassuring to know that Mark and the two support vehicles were on standby should the need arise.

**Ride route** - Starting at Old Petrie Town north of Brisbane on 15 August, the ride finished 12 days later at Kallangur, Brisbane on 27 August. Two rest days were held at Mt Isa and Cooktown. A variety of bikes took part, including Honda, Yamaha and HD cruisers, including an HD trike.

Adventure bikes were represented by BMW, Triumph and Suzuki. Sports bikes included a 1200cc HD with ape hangers and a Triumph Sprint, with one Spyda (from Sarina) completing the pack.

Some of the riders found the going challenging at first, as a number of them had never done more than a couple of hundred k's before signing up for the ride (as per the Sprint below).

### **Breakdowns**

Nothing major except for a well known American brand of bike which suffered an engine failure on Day 1, pulling out of the ride after requiring an RACQ lift from our first stop at Roma back to Brisbane. A first time rider from Sarina got as far as Longreach then had to go on the trailer when his key broke in the ignition. Managed to get one sent from home up to Mt Isa where a locksmith was able to clear the barrel.

A NSW rider rode his Triumph Sprint to the start of the ride in Brisbane, on rubber which looked like it would have been more at home on the track, and certainly in keeping with his riding style. Must not have been used to long range rides, as by the time we got to Normanton, the steel was shining brightly where the tread used to be. Bike was deemed unsafe by the ride leader and consigned to the trailer until tyres were sourced in Cooktown.

Meanwhile, my recently acquired DL 650 V Strom purred on regardless.

### **Community engagements**

Rest days were held in Mt Isa and Cooktown for maintenance, repairs, sight-seeing and pre arranged visits to community organisations such as mental health providers, including Headspace, the mental health support service for young people; Royal Flying Doctors, two state schools and an indigenous community centre. These are always highlights for schools and riders, when 35 bikes and an ambulance, with lights and siren, drove into the undercover areas, at which point what seemed like hundreds of kids came rushing out of classes to climb all over the bikes, queuing up to have their pictures taken. Many of the primary schoolers were used to riding on their properties, but for many this was their first close up encounter with anything other than Ag bikes.

Other highlights included special access to the Qantas Museum in Longreach for an under wing pic of the bikes and riders.

### **Safety issue**

Although thankfully uneventful in terms of injuries, from a safety perspective, one issue around safety had to be addressed. At the start of the ride some riders mentioned feeling nervous, this event was their first long distance ride. In a couple of cases, riders had never ridden more than a couple of 100 k's in a day, so the first 2 days at least – 512km and 701km – were going to be a challenge. There were two solutions for this. First, they agreed to stay in a group of slower riders who were able to provide a buddy system and keep an eye on them; future ride registration details will include a rider experience history. Useful information for the Ride Coordinator and the other riders.

**Costs** - Fuel - 5500km ÷ average of 21km per litre = 262 litres.

262 litres @ average cost of \$1.26 = \$330.00

Accommodation - 12 nights @ average cost of \$110 per night shared between 2 = \$55 x 12 = \$660 Food - 12 days @ average of \$25 per day including DIY cereal for breakfasts = \$300

\$1290 ÷ 12 = \$107.50 per day

Not including drinks, fuel Mackay – Brisbane return, 1 night's accommodation en route from Brisbane to Mackay

Altogether, an excellent ride, visiting places such as Cooktown, for the first time. A great group of riders who I look forward to catching up with again. Also good to find out there is an increasing level of mental health services, which people in the bush have struggled without for so long.

Now to start saving up for next year's ride, a lap of Tassie in November.

*Charles Linsley*

### **Black Dog Qld 2016 Ride route**

As per the attached map, the ride route was:

Day 1	Brisbane - Roma	512 km
Day 2	Roma – Longreach	701 km
Day 3	L/R – Winton	179 km
Day 4	Winton – Mt Isa	467 km
Day 5	Mt Isa – rest day and community engagements	
Day 6	Mt Isa – Karumba	568 km
Day 7	Karumba – Georgetown	373 km
Day 8	Georgetown – Cooktown	609 km
Day 9	Cooktown – rest day and community engagements	
Day 10	Cooktown – Mission Beach	416 km
Day 11	Mission Beach – Mackay	646km
Day 12	Mackay – Bundaberg	623 km
Day 13	Bundaberg – Kallangur	<u>428 km</u>

**TOTAL 5,522 km**

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### **Royal Enfield 1956 500cc Twin**

**One distinguished BMOA  
member has requested less  
Triumph.**



## BMOA Week away Ride to S/E Queensland

The BMOA week away this year was held from Oct 22<sup>nd</sup> to Oct 29<sup>th</sup> with our base being 'The Rainforest Caravan Village' outside Nambour. There were 10 attendees with Jim and Noelene Schibrowski, Harold Collier, Max Anzolin and Lawrie Kapitzke transporting their bikes down over the weekend. Dennis Gregor rode down by himself on Friday. Gerry Dempsey, Rick Cameron and Maurice Price rode on Saturday from Mackay to Gin Gin ( 670k) and stayed overnight at the 'Gin Gin Central Motel' which has excellent accommodation right in the middle of Gin Gin easy walking to everywhere. On Sunday morning we woke to some light rain in Gig Gin and after much deliberation and consulting the BOM numerous times, we decided that it appeared it was not going to pass and that in good BMOA tradition "We should just ride straight through it and get out of it". As usual in good BMOA tradition we again got slaughtered by the rain as it did not let up until just north of Gympie. On arrival in Gympie we were met at the Gympie McDonalds by one of our country members Alex Hanlon who would join us for the week. At Gympie we took the time to strip and dry off and get a cup of coffee. From here on it was dry riding onto Nambour (270k) to our accommodation at the 'Rainforest Caravan Park' about 2k on the Brisbane side of Nambour. The purpose of this year's ride location was to go to a different area that would provide us with very different riding experiences that we don't normally encounter in the Mackay area. As usual our method of determining our next day's ride was generally decided during the afternoon/ evening ride debriefing session. These have become the norm for these types of away rides and are identical to what is conducted each afternoon at the end of a day's ride on the LDRs. Many drinks and nibbles and a few bright ideas that resulted from the drinks and nibbles and we generally end up with our next day's ride plan. We had an added bonus this year by having Alex Hanlon with us, being a local he knew nearly every front, back and side road in the Nambour/Sunshine Coast hinterland. Alex rode lead every day and proved to be an excellent knowledge source of the road network. In the 4 days of planned rides we covered 692k

**One particular rider even went to extreme lengths to try and keep the "Triumph Tradition" alive**





As seen on the map there was not too many straight roads encountered, there were plenty of twisty winding roads and a couple of goat tracks. The Postman's Tack, Bellthorpe Range really encouraged riders to use some of their rusty riding skills. Counter steering when hooking into a corner on a cruiser motorcycle that is not really designed for going around twisty roads continually. We only had one failure on the whole weeks ride and that was later in the week when Harold's old Daytona got slightly hot heading up the Hunchy Range road between Palmwoods and Montville it appeared to have blown a head gasket. At the top of the range, Harold decided not to push on and limped back to base. There he loaded her up ready for an early departure north the next morning. Each day we would leave base about 9am and return by 3.30 to 4pm, in that time we covered around the 160 to 190k. Stopping somewhere for a coffee mid morning at the likes of Boreen Point on LakeCootharaba or the extremely busy Hastings Street in downtown Noosa. Followed by lunch at a hotel in Kenilworth, or having fish and chips at Kings Beach, Caloundra. Every day we did something different, one particular rider eventually got the s\*# ts with the number of roundabouts that we encountered on the coastal stretch. "That's life" and that's what we went there for.

We concluded our planned riding activities on the Thursday and as usual we had the debriefing First light Friday four of us left for the ride home to Mackay. Alex took us on a small detour in Gympie taking us out to Meerkat Mufflers and Exhausts for a look and to introduce us to the owner Peter Herrington. Peter designs and builds custom exhausts for anything know and has already taken out modifying the exhausts on the new Triumph range, with some pretty outstanding success that is backed up by dyno runs that prove his improvements. Alex departed the ride there and returned back home to Gympie .From here the ride home would be in two legs the first being about 690k from Nambour to Marlborough staying at the Marlborough Hotel where we had some more traditional afternoon drinks and meals. Then on Saturday morning we headed for home 240k left Marlborough at about 6.30am with our first "Leg Stretch" at the Carmila Roadhouse for breakfast. The Marlborough stop over was pretty convenient as it allows you to hit the higher speed straight up and cover the remaining distance home quickly.

Back in Mackay before 10am. **Gerry Dempsey**



# The Rust Bin



## For Sale

Just in time for Christmas

2003 Triumph Thunderbird T900—63,300 km. Good condition. Well serviced, maintained, receipts for regular services and new OEM parts including alternator and CDI. Comes with screen, Ventura racks, bags plus unused OEM spares including hoses and engine covers. \$6,750 Enquiries or more information call Charles on 0400 051 211.

## For Sale

Yamaha TRX 850 1998 Green/ Great condition. One owner.

\$4,000

Call Stu - 0456 674 009

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**NOT  
BRITISH**

**Honda Super Cub**

In continuous manufacture since 1958 with production surpassing 87 million in 2014, the Super Cub is the most produced motor vehicle\* in history. Variants include the C100, C50, C70, C90, C100EX and C70 Passport.



FOR INFORMATION  
Phone Charles Linsley  
0400051211

Topics include such things as emergency helmet removal, moving a casualty away from danger, getting a bike off a pinned rider, emergency communications in remote areas, legal aspects of providing first aid, accident prevention and techniques including fatigue management and group riding guidelines. The latest updates on rider legislation and issues affecting riders such as helmet standardisation, lane filtering, helmet cams and road design and maintenance. The course includes elements of basic and advanced first aid that are directly relevant for motorbike riders involved in an accident. As such we do not cover irrelevant subjects such as drowning, childhood illness and snake bite. This fast paced, action packed session includes a range of videos, demonstrations, practice, and group scenario discussions.

- Roadside accident scene management
- Emergency helmet removal
- Principals and legal aspects of first aid
- Moving a casualty in danger
- First aid traumatic injury management
- Accident prevention strategies

In the event you round a corner and come across a motorcycle accident scene you'll be glad you know what to do and so will they!

Charles

BOOK ONLINE: [www.firstaidformotorcyclists.com.au](http://www.firstaidformotorcyclists.com.au)

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To all the contributor's to the T/Rattle also Bob, Gerry, Andy and Lawrie for your assistance in putting it together. Also thanks to Joyce Sixsmith the club Archivist.

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This journal is produced six times per year and distributed at the even numbered meetings. Contributions 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 it's Members.