

TAPPET RATTLE

March—April 2017



Official Journal of the British Motorcycle Owners Association Incorporated of Mackay



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CLUB REGALIA

Belt Buckle	\$25.00	Caps—Hats	\$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



First up, I hope that this edition of the Tappet Rattle finds all members and families safe after Cyclone Debbie's "blow job".

The past month wasn't too bad leading up to "Debbie". I had a couple of test rides on the Super Rocket, went corner marshal with club members for the Black Dog Ride. Bernie and I had a great ride out to our corner "Nebo-Sarina - Moranbah turn off". Parked the Harley in the gravel lay down area 15 metres off the road and waited for the bikes to arrive, which they all did. All slowing down for the corner except one rider decided to show off his ability by riding off the road through the gravel pit, guinea grass and hitting the front end of my bike and breaking the bottom steering stop on the triple clamp. The lesson to be learnt out of all this is never underestimate the danger you can be put in when having a quiet Sunday morning chat with Bernie.

A few members have been away on other area rallies over the last couple of weeks. A good time was had by all. Cheers until the next edition and safe riding. *Bob*



Lawrie Kapitzke Secretary



As part of my duties as Secretary of the BMOA it is my responsibility to keep a register of members. As I am new to this role, I did some research into the legal requirements of a club members register and its use. The most useful information I found was gleaned from a QLD Government document available online. <https://www.legislation.qld.gov.au/LEGISLTN/CURRENT/A/AssocIncorpR99.pdf>

The document states a members register must be kept, outlines the information it must contain and defines its use. In summary it states that **the register must be freely available for inspection by members**. The information in the register cannot be used for the dissemination of advertising, political or religious material and cannot be used for commercial purposes. The only legitimate reason stated for withholding information contained in the register from a member (excluding another member's full name) is if the management committee believes that disclosing such information about a member would place that member at risk of harm. What is the relevance of all this? Well members may recall that when filling in their membership application form there is a section on privacy in which the applicant is required to indicate their wishes with regard to the privacy of their personal information provided on the application form. In the course of filling in this section some members have indicated that they wish some personal information to be kept private. The problem arises when that personal information is required by law to be included in the Members Register which is also required by law to be freely available to members for inspection. The dilemma is plain to see.

How do I accommodate these requirements? Do I keep two registers one complete register containing all of the information required by law and another redacted version specifically for inspection by members? Is that legal? If I only keep one complete register how do I prevent information required to be kept private from being revealed when inspection is requested?

In compiling the 2016/17 register I have discovered many discrepancies in the information provided in previous registers and membership lists. There is old out of date information, incorrect information, missing information as well as grammatical and spelling errors. In, addition trying to correct the information is a nightmare in its self. I am struggling to establish exactly which members require their information to be kept private and exactly which information they require to be kept private. Why is this so?

Some membership application forms are missing from our records, particularly for long term members who joined the club back when record keeping was probably not as thorough as it is now or their forms have simply been lost over time. On the membership application forms that are available some members have not clearly indicated their preferences with regard to privacy of their information. The job of creating the 2016/17 Members register, or more correctly doing a proper job of creating the 2016/17 Members Register, has become a mammoth task as a result. In order to perform the task of keeping an accurate and complete Members Register to the best of my ability it is my intention to do a full and complete audit of all members information required to be kept in the register by contacting each member individually to clarify their details and correct the register where necessary. In the course of doing this I will also be asking each member to allow their information to be freely available to other members by way of the register thus freeing me of the dilemma described above. If I do not achieve 100% compliance with this request the dilemma will persist. I ask members to consider that the information contained in the register will only be made available to other members and only to those non members as required by law (ie: Police request with regard to SIV registration). I also ask members to consider that, in almost all cases, their personal information is freely available publically in such places as in telephone books and on the internet so why attempt to hide it from fellow members and in so doing make my job extremely difficult?

Laurie Kapitzke, Secretary, BMOA Mackay.



**BMOA corner
marker volunteers
with Charles.**



**Mackay
2017**

**Approximately
200 bikes joined in the
ride.**

All the funds raised from the Mackay ride will be returned to Mackay and used within the local community. WELL DONE

Handymann

Andy Mann—Treasurer



I mentioned slow drinkers in a previous article pick your game up guys.

On a more serious note, I hope all members got through the last week, or so without too much damage. I have seen on social media, how some members literally worked their arse off to stay safe, and help others. Great work by our Northern Beaches members.

I lost my beloved carport, to this Debbie chick. I can always build another, meanwhile there are people up north and here, who have lost a lot more than that. To those people, I hope you recover from this, bigger, and better. Another thing I will mention, don't be complacent, just because a computer, predicts the cyclone will cross at place, X, way up the coast. Many cyclones have moved south rapidly in the last 24hrs of their movement before crossing land. Also to those down south, hope you all came out smiling. Pretty much everywhere on the coast from north of Bowen to way south of Brisbane, got a touch up from Debbie. Andy



Motorcyclists over 40 more likely to die on Queensland roads than young men.

Men aged 40 and over account for 75 per cent of all motorbike deaths in Queensland, with the latest police figures challenging the long-held notion that young men are the biggest risk. Eight people have died in motorcycle accidents on state roads this year, with six of them aged 40 or over. There were 12,028 motorcycles registered in Queensland in 2014-16. In 2016, motorbike riders made up less than 4 per cent of all road users in Queensland. Sixty-two riders and passengers died in 2016, accounting for a quarter of all road fatalities.

Qld Police Inspector Peter Flanders said speed, inexperience, and loss of control were the main contributors. 'Disproportionately, people dying on motorcycles are blokes my age,' he said. 'It's not girls, it's not younger people — it's blokes my age — and if you need to know I'm just over 50. We need to understand what switches on in blokes my age on a Saturday morning.

They change from this calm, considered, collective, loving husband during the week, to this total fool on the weekend.

"I've been riding bikes for a long time, and I shudder when I see the figures every year."

Contributed - [Gerry Dempsey](#)

Lucky Keizer's latest



Left test Rider Taffy giving
the R/Royce Merlin's
Subaru powered prop the
once over
Especially the lack of prop
guard.



ROYAL ENFIELD



South Australian motorcycle dealership 'Motorcycle Revolution' and 'Prancing Pony Brewery' has just returned from the 'Dry Lake Racers Australia Speed Week' at Lake Gairdner in the north-west of South Australia, is pleased to announce that a 'Royal Enfield Continental GT' now holds the Australian Land Speed Record in the class '650 MPS-PG' (up to 650cc pushrod engines using pump fuel). The bike had some mild internal modifications such as cams, pushrods, valves and valve springs. A Dynojet Power Commander V was also fitted and then it was dyno tuned, which netted around 40% more power than stock and a slightly higher rev' ceiling. The fastest speed achieved by the Continental GT was 103.341 mph (166.311 kmh). The bike performed faultlessly, even in 40+ degree heat, bouncing off the rev limiter in every gear run after run after run, a testament to the engineering that goes into these bikes from the factory" stated Motorcycle Revolution's Jon Guidera. The bike's owner, Frank Samson (head brewer, Prancing Pony Brewery), rode the bike in the record breaking runs.



Lone Rider Ian
Atkinson who is
70+ toughing it
out on the BDR
2017

Good on you Ian

Gus Kuhn 1898-1966



Gus Kuhn was one of the pioneers of motorcycle sport. He started racing in his teens before the Great War and after leaving the RNAS in 1919 he won the first Victory Trial at only 20. He went on to compete successfully in trials (winning Gold Medals in the ISDT), scrambles and road races, including the TT.



He took part in the earliest speedway meetings in the UK and was captain of Stamford Bridge when they won the first Southern League championship in 1929. Stamford Bridge Speedway closed in 1932 so he transferred to Wimbledon where he was a reliable and valuable team member for the next five years. He then did a stint for Wembley before becoming captain of the Lea Bridge team. He represented England at the first International 'Test Match' against Australia and rode for his country several times in the thirties.

In 1939 he had a brief spell with Southampton, but a combination of age and World War II brought his competitive career to an end. In any case, the motorcycle business he had started in 1932 was growing and that kept him busy.

He seems to have been 'up for anything' on two wheels. He rode the Wall of Death, motorcycle Gymkhana and in a stunt racing against a roller-skater! In his fifties he was still riding trials for the fun of it. Gus Kuhn was a more than competent mechanic and was very popular, both with the fans and his fellow riders.

**NOT
BRITISH**



From 1962 through 1966, Bultaco made approximately 5,000 200cc Metrallas (also known as the Model 8 or MK62). The choice of the model's name is puzzling given that "metralla" is Spanish for shrapnel. Clearly, someone in the marketing department had a sense of humor. The engine was all aluminum alloy with cast iron liners and hand-finished transfer ports. Free revving, the engine made about 20 horsepower, which was not too shabby for its size.

The primary case was on the right, engine power transferring through the transmission to the chain final drive on the left, making it easy to change overall gearing by swapping the front sprocket. Shouldered alloy rims, a Monza-style flip-up fuel cap, clip-on handlebars and a big air scoop on the front brake all contributed to the bike's racy looks.

There was no battery the flywheel on the left side of the engine incorporated a FEMSA magneto to provide sparks and generator coils to create current for lighting. At low rpm, the lights were weak, and over-revving could cause the lights to burn out — not a great design. Instrumentation was limited to a speedometer, and a kick starter (on the left side) brought the little beauty to life. It was all thrills and no frills.



Launch 2017 Spitfire



Lead design engineer of the project Christofer Ratcliffe commented: "The way it's looking, we'll have to wrap-up production pretty quick. In the first day alone, we've already sold about a third of the allocation." The Spitfire uses a 600cc single cylinder four-stroke motor, which pushes out 55bhp and 58Nm of torque, sitting in a hand-welded frame that's made from T45 high-strength British steel. Not coincidentally to the name of the bike, it's the same steel that was used to build the fuselages of the Supermarine Spitfire fighter plane. The welds on the frame retain their blueing from assembly, which makes each one unique.

"Every frame will be different because of the welds and each will come with its own signature," Ratcliffe added. "We kept the blueing because we were proud of our guys who build them, it makes every frame unique."

The brakes are from Brembo and feature a single 320 disc on the front tyre and a 240 disc on the rear. The front suspension is from WP and a single Tractive shock at the rear, both being fully adjustable. Wheels are 19-inch and spoked featuring flat track tyres. The Spitfire also only weighs 121kg .

The bike is a product of passion from the guys at CCM. Born of an idea that started as a hobby that developed into a business case.

"We wanted to make a pure motorcycle to show what we can do by building the machine to how we think a motorcycle should be," continued Ratcliffe.

The Spitfire will be rolling off the production line sometime in the late spring and should arrive sometime in May. Contact CCM for more details.



This invention, despite of its simple brilliance and usability (the Swedish Army had tons of these for their motorcycle messengers in the day), was overrun by newer technology - like the motorcycle helmet with covering visor. The moped cone over time infiltrated into civilian life, although it was mocked and ridiculed it was pretty smart in its simplicity. When riding a motorcycle in the winter, and as long as you kept a reasonable speed, the cone helped form a cushion of warm air in front of your face, preventing the cold winter air from entering and deep-freezing your face. This surely saved a lot of noses from frostbite. In the summer the cone would prevent raindrops or insects from hitting your face, as far as we can remember they were mostly used in winter.



**Photo taken 1975
Mark Humphrey**



The Rust Bin



Please find attached photos of my Speedmaster I am wishing to sell.



From: Rob Hollywood [mailto:robhollywood@bigpond.com]



XR 650 Honda, 4/2000, new tyres, new brakes, carby serviced, \$3500

Phone Bob Rieck, 0467 079 910



The Rust Bin



Bike 1, the 1962 AJS Compy originally owned by Stan "The Matchless Man" Wilmont, was spoken about at the Christmas Party by Rowan and a club member whom he can't remember now. If you are still interested, contact Rowan ASAP. Lawrie Kapitzke.

I am responsible for selling the collection of bikes a mate of mine had before he died. There were 54 bikes but I am down to about 10 now. I have bought two bikes home and gone over them. Both now run beautifully and might be of interest to members. Happy to talk to anyone who may be interested.

Bike 1

1962 AJS Model 18m CS (Compy Scrambler) with full road gear still attached. The bike is in original running order and has all original fittings. It is in great condition for age and is a strong performer. As well as the full alloy motor, it also has the correct wide ratio box, original tool boxes and air cleaner assembly fitted. Does not seem to need any fettling at all. I would not restore it personally, but the tank top paint is worn off so is a little untidy (or patina to me). The bike was originally owned by Stan Wilmont so is well known in the south east corner. It is advertised on Gumtree if you want to have a look at some photos, and asking \$8500, will sell to club members for around \$8000.

Bike 2

Described as a 1937 Rudge Ulster. Research conducted makes it more likely a 1937 Ulster motor in a 1936 Sports Special frame. Why I say this is the bike has 19in wheels both ends, and my research indicates that a 21in front and 20in rear is correct for an Ulster, but I stand corrected if some knows otherwise. Engine number is definitely a 500cc Bronze Head Ulster and both bikes shared the same frame with no difference in the numbering. The bike is an older restoration but in great condition. It has full road gear, including all electrics. The paintwork on everything except the fuel tank is in good condition. The tank is in good shape with a few marks on the top. The bike shows all signs of being a well restored much loved club bike that has been used but not abused for club events. Features upswept exhaust pipes and all the lovely Rudge fittings. I have done minor maintenance on the bike and it starts easily and runs beautifully. If it were a genuine Ulster it would fetch the mid \$20k these days but as I am unsure of the provenance asking \$18,500 ono. I have pictures available if needed.

Also to be offered for sale down the track is a beautifully restored BSA 650 Rocket Gold Star. A breath taking restoration and comes with some really nice extras including a factory twin carb alloy head. Looking at around \$25k

1946 Model 40M 350cc SOHC Manx. Restored about 25 years ago and has done little work. Only used in Regularity at Lakeside in the late 80s. Faithful restoration to factory spec. Offers around \$30k.

1929 Norton Model 16H. The first of the saddle tank bikes 500cc side valve restored in the 70s by Paddy Ryan (the father of the vintage motorcycle movement in Aust) and little work since then. This bike is beautifully restored to factory spec and has all the hard to get bits including the alloy primary chain cases and the double barrel silencer. Firm at \$18k

1949 Series B Vincent HRD Rapide fitted with Steib S500 sidecar. The bike does not have matching numbers, and both bike and sidecar are painted in the Vincent China Red. The bike was bought in that colour/condition and has been like that since the 60s in England. UK rego docs confirm the numbers and colour for the past 50 or so years. The bike and sidecar was restored in the early 90s and won every concourse it was entered in including the VOC rally in Canberra, and took out best British and Bike of show at the Laverda Concourse in Brisbane. A breathtakingly beautiful outfit that is fully sorted and goes as well as it looks. For those who know Australian Vincents, this is "Cleo". Looking for around \$100k - big money but what a bike.

Pretty much giving Club members first go before more general advertising. Cheers and hi to everyone at BMOA Rowan Bond—0408286483.



I am selling my Limited Edition Steve McQueen Triumph No 1050 of 1100 made worldwide I believe only 30 came to Australia. Includes Certificates, Manuals and Carcoon Bike Bubble in which it has been stored for the whole time. Done only 148 km in absolute mint condition, I am asking \$18,600 ono. Contact— Micah Butt 0439 978 605



**34th BMOA All Bike Show
22nd—23rd July 2017
Paxton's Warehouse
River St, Mackay**

**Proposed Bike Show 2017
T/Shirt design above.**



Club Rides 2017



Monthly Club Ride—April 14 /15 / 16 /17 TBA

April 22 & 23 Bowen O/night Ride, come for a spin.

Note * Members not wanting to complete the O/night rides are welcome to participate and day ride only.

Any member that has ride or venue ideas, please contact the Ride Co-ordinator.

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.