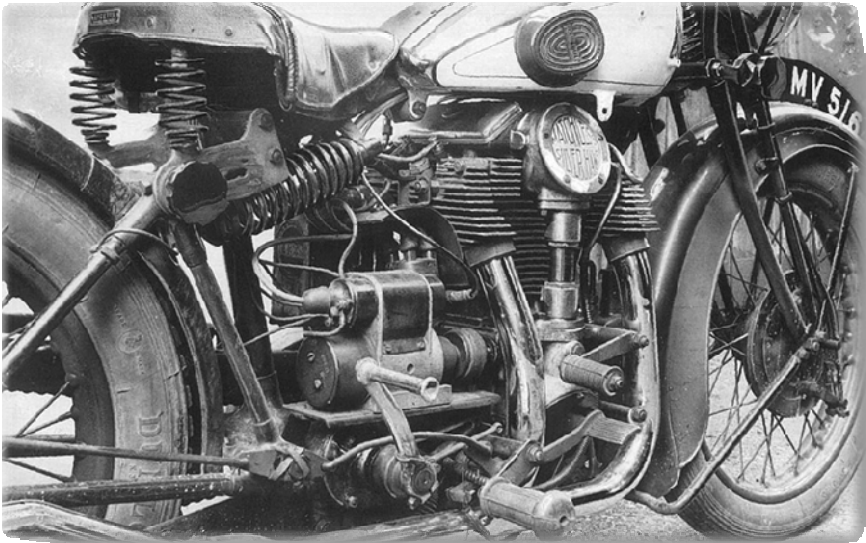


# TAPPET Rattle



March / April 2018



facebook



THE MACKAY AERO CLUB



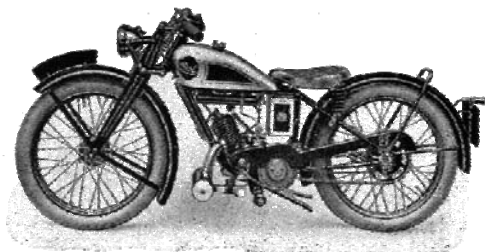
The magazine of the British Motorcycle Owners Association Inc of Mackay



**Annual Membership  
\$30.00**

The DOT "Midget."

Price - £17 17 0.



### BMOA LIFE MEMBERS

**Mark Botefuhr—Gerry Dempsey—Lloyd Dornbusch—Bruce Hurren  
Bob Inkson—Dale Kennedy—Andy Mann—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 |
| <b>Dating Officer;</b> ..... | Lloyd Dornbusch | 0427 561 577 |

### GENERAL COMMITTEE

|                                  |                     |              |
|----------------------------------|---------------------|--------------|
| Ride Co-ordinator.....           | Tim Lucy            | 0438 788 739 |
| Spiritual Guidance Officer ..... | Chris Percy         | 4941 7234    |
| Editor.....                      | Ian Stuart          | 0456 674 009 |
| Contributions.....               | istua55@bigpond.com |              |
| Club Archivist.....              | Maurice & Joyce     | 0438 843 587 |

### 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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PO Box 591, Mackay, Qld, 4740, Australia.

**Web Address:** [www.bmoa.org.au](http://www.bmoa.org.au)

# Inks on Anything

## Bob Inkson—President



Welcome to the March / April Edition.

Not the best of weather for bike rides during the last two months, but at least it has given me time to get into bike maintenance. That always seems to be put on the back burner when rides are on. Hence stretched chain and worn sprockets on the “Boni”, as one member informed me on the Black Dog Ride, now all replaced. If I can find someone who has changed engine mounts on the old Harley, I would be on top of all this maintenance.

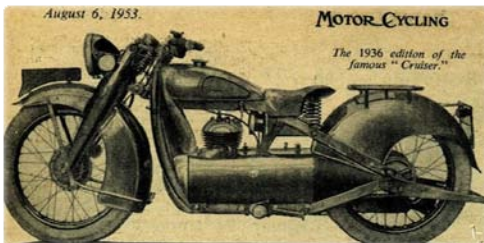
While on maintenance, I want to touch quickly on the Bike Show. I am not at any time saying that it is broken, I believe this year we have some opposition on at the same time. We have the Kuttabul, Car & Bike Show on Saturday, plus the Grasstree Beach Races on the Sunday. Now is the time to start planning our advertising, signs, facebook, posters in shops etc.

As a club we all need to get involved and make our ‘35th Bike Show’ a success. Remember guys, this is our only fundraiser for the year, so be part of it. Don’t leave it up to just a few members.

I along with another bike club member have taken on the role of Secretary and Greg Christensen as Treasurer of the Aero Club. As such the Bike Club now has three members on the Aero Club committee. Eric Scheeres has been a committee person for a couple of years.

Members who indicated that they are going on the O/night ride to Bowen, 21/22 April, please confirm your booking with Tim Lucy, or if you want to go, Tim might have a cancellation. “Keep Riding Brothers.”

Bob Inkson - President.



A 1936 Francis Barnett  
G39 Cruiser 250CC

# Lawrie Kapitzke

## Secretary

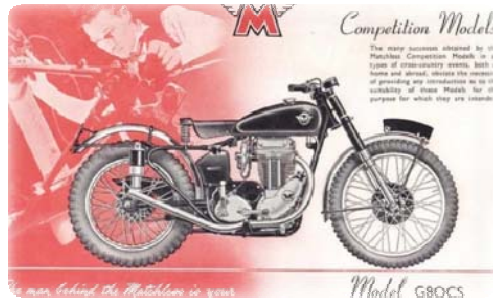


### Motorcycle Lift Tables



For many years I worked on my bikes "on the floor" which involved a lot of crawling around on hands & knees but a few years ago I snagged a bargain on eBay and purchased the motorcycle lift table you see above. From memory it cost me about \$550 delivered but it was money well spent as now I can do most work on my bikes in a standing position and even get to the underside of a bike while sitting comfortably on a stool. These days I do all my motorcycle work on the lift including cleaning and pre ride checks as it only takes a couple of minutes to put a bike on the lift, secure it and raise it. For bikes without a centre stand I use a scissor jack to raise the back wheel for cleaning and chain maintenance however this requires securing the bike with ratchet straps via the lower triple clamps. The wheel clamp on this particular lift holds the bike quite securely for most simple jobs but securing with straps is necessary if you are doing any serious work. The removable panel below the rear wheel works very well for rear wheel removal and the removable ramp makes access to this area easy. The front of the lift is supported on adjustable legs that give a wide & stable footprint and the scissor lift mechanism means that the lift raises vertically without any forward or aft movement as would be the case with a parallelogram type lifting mechanism. Other than the initial cost the only real downside to owning one of these lifts is the amount of floor space they take up as you need an area of about 3 x 3.5 metres to accommodate the lift and have sufficient work space around it but if you have the space and can justify the outlay I can highly recommend the purchase. **Lawrie Kapitzke**

# Lloyd D's Lot



My motorcycling started at age 16 with my first bike being a 1949 BSA 500cc. Took my eye because of the upswept pipe, chrome guards and a chrome and red tank. I then moved to an 1939 model Ariel Square 4 then to a 1949 G80 Matchless, My brother Brian had bought a 1952 G80 CS Compy but the payments were too much so I bought it off him. I have been a member of BMOA since 1985 and have been made a Life Member and I am proud of it.

Over the years bikes I have owned,  
2 x AJS, 5 x Matchless, 2 x Hondas, 1 x Velocette, 1 x Vincent,  
1 x Kawasaki, 1 x Panther, 5 x Triumphs, 5 x BSA,  
1 x Can Am Spyder and 1 x Norton.

A lot of these bikes I have restored. Also I have restored bikes for other people who have taken out prizes at the Bike Show with them.

*Lloyd Dornbusch*





**Matchless**  
REGISTERED MOTOR CYCLES LTD. PLUMSTEAD, LONDON, ENGLAND

## 1933 - Silver Hawk

First public appearance of the Matchless Silver Hawk was in London on the 10th November, 1930, at the famous Olympia Exhibition Centre .

It immediately drew a lot of attention due to its four-cylinder motor feature.

Twin cylinder machines are not unusual today, but in the 1930s in England any motorcycle with more than one cylinder was considered prestigious while four-cylinder machines were a true luxury.

The Silver Hawk was created in tough economic times during the era of the Great Depression. A new generation of the Collier family had not long taken the helm of the Matchless concern and, although finances were tight, Harry, Bert and Charlie Collier were keen to incorporate cutting edge innovation in the designs of their new luxury models. The British motorcycling scene had been dominated by single-cylinder bikes for many years, but 'multis' were becoming all the rage. Two cylinders might not seem very exciting now, but back then any motorcycle with more than one lung was considered to be a bit daring. The Colliers kept pace with Edward Turner who introduced the Square Four over at Ariel. Ariel's first four was a 500; Matchless countered with a 400cc narrow-angle V-twin, the Silver Arrow, and then the 600cc four-cylinder Hawk.

The V-twin Silver Arrow wasn't a great success although it pioneered several of the features which Bert Collier adopted for the Hawk. The Arrow was sophisticated but not particularly fast; comfortable and quiet, but not quick. It was adored by the press (it gave them plenty to write about!) but sold slowly, so something with a greater turn of speed was called for. The V4 Silver Hawk delivered the goods with a four-cylinder, 592cc, 26bhp engine capable of propelling the motorcycle to 85mph. Importantly, the Hawk also had a chassis and suspension to match its engine's potential.

## Jim Gourlay - a job for another day.



## Ken Cullen's secret.

The C15 Café Racer build is underway, Kenny said he would keep us updated on the build, but he doesn't have a camera.

I do.



## WORKBENCH WISDOM

by  
Phil Wilson



Round 1 of the 2018 Summit Racing Queensland Championships hit Ironbark Raceway last weekend across March 31 to April 1.

The event was the first of three rounds scheduled for the second-running of the championship and the chase for the copper ANDRA Xmas Trees.

Modified Bike racer Peter Johnson is one of the few who already has one of the prestigious trophies to his name after taking out the Modified Bike ANDRA Queensland Championship in 2017.

I wouldn't say I am feeling the pressure to defend my title this year, will just see what happens," said Johnson, who is supported on-track by Mackay businesses Norside Motorcycles and Mobile Hose Fixers.

"In a step up from my campaign in last year's series, I will be racing two bikes across two brackets (Modified Bike and Street Bike) this time around – I do this all the time at my home-track of Mackay so it won't be an issue, I am looking forward to it."

With a doubling of his racing miles, it is safe to say Johnson thinks favourably of the Summit Racing Queensland Championship concept.

"I think the format of the series is good and the double points at the end make sure there are some big curve balls thrown in which I like – last year it worked in my favour: I was outside the top five on the points after the second round and I went on to finish on top!" said the 46-year-old Warehouse Manager from Moranbah.

"The rounds have a good atmosphere and are nice and upbeat; it is good having a proper Queensland multi-track championship again.

"The tracks are all different and every track has its day you know – you just have to ride to the conditions, everyone has to race on the same track. It would be boring if they were all the same!"

As it did in 2017, the 2018 Summit Racing Queensland Championship will seek to develop and promote drag racing in regional Queensland, taking in Ironbark Raceway (Round One – 31st March-1 April), Palmyra Dragway (29-30 June) and Benaraby Raceway (22 September) in 2018. It is expected to attract racers from all over the State who wish to be crowned the ANDRA Queensland Champion for their class.





Peter Johnson's results at the Ironbark meeting. Top in Qualifying, placed 3rd in the Street Bike Class and in the Modified Class nothing went right. Engine problems, head problems that is the one on top of your shoulders. Therefore Modified Class no result.

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## Paxton's Markets on River Street

Over 100 Bikes on Display in 15 Different Classes

Food, Drinks and Bar available

Saturday 9:30am-9:00pm & Sunday 8:30am - Presentations 3:00pm

Admission \$10.00 Accompanied Children Free

Major Sponsor: Pirtek Mackay.



## Back to Ravenswood - 2018 Short Ride

The first BMOA 2018 LDR was held over January 31<sup>st</sup> to February 2<sup>nd</sup>.

One must ask where and how. Well the destination was determined by a number of needs, The first one was Bob Inkson's comment to me of "Ya know we have never ridden the Harvey Range Road outside Townsville. Well that was all I needed to put together a short LDR. As well I had a need to return to Ravenswood as I wanted to go to the heritage listed Imperial Hotel and there was a special item in that pub that I wanted to observe/get my hands on. The last time the BMOA were in Ravenswood was back in 2011 and that time we stopped in the Railway Hotel as the Imperial was closed. You must also understand that there isn't much in Ravenswood, 2 x Heritage listed hotels and a Post office/ Corner store.

**Day 1:** Mackay to Townsville - 390kms. Participating was Gerry Dempsey, Bob Inkson, Lawrie Kapitzke, Harold Collier, Max Anzolin and Dennis Gregor. We departed the Shell Norside Servo at 9am with our first stop for a leg stretch in Proserpine and then onto the Caltex Roadhouse south of Bowen for a refuel. After that it was onto Ayr for the mandatory "Phelans Pie" for lunch, while we were there I had an interesting conversation with a passerby who pulled up to look at the bikes. Unbeknown to me he was a "Long Lost Friend" who claimed me. He is known by the name of Porky Spelta. Anyway with that out of the way we continued onto Townsville arriving at the Beach House Motel about 2.30pm. The Beach House Motel was an excellent choice of accommodation as the rooms were very spacious, and recently renovated with all the facilities one could need. It is located on the Strand right amongst all the pubs and eating establishments. This enabled us to have the usual afternoon ride debrief a few drinks while watching the ocean, then wandering off to the Seaview Hotel for dinner that night.

**Day2:** Townsville to Ravenswood 320kms. We departed the motel about 8am and wandered out west of the city and found a Servo and Restaurant. Refuelled and had breakfast, with that out of the way we headed off for Charter Towers via the Harvey Range Road. This road was just magnificent, the road leading to the range, the range itself and about 80kms of road beyond. This would have to be some of the best roads we have ever ridden in Queensland and it just goes to show when the Military is involved they build things properly as the road passes through the ADF High Range Military Training Area. Once we hit the Gregory Development Road it was left turn and about 120kms into Charters In Charters Towers it was a refuel and a snack, a few took on some lunch time refreshments then it was off to our next stop 40kms to the Mingela Pub. This is not the biggest or greatest drinking establishment but it was good enough for us to waste some time and have a few beers before departing for Ravenswood. The road from Mingela to Ravenswood 49kms, some is unfenced is a very pleasurable motorcycle enticing road to ride.

We arrived at Ravenswood about 3pm and boy it was blood hot 38 deg that afternoon so we quickly booked into the Imperial Hotel and made ourselves at home. The pub is Heritage listed and has been kept in pretty good condition considering its age. It has 28 rooms which meant we all got a room each, most of which had pretty much Heritage Age air conditioners in them.



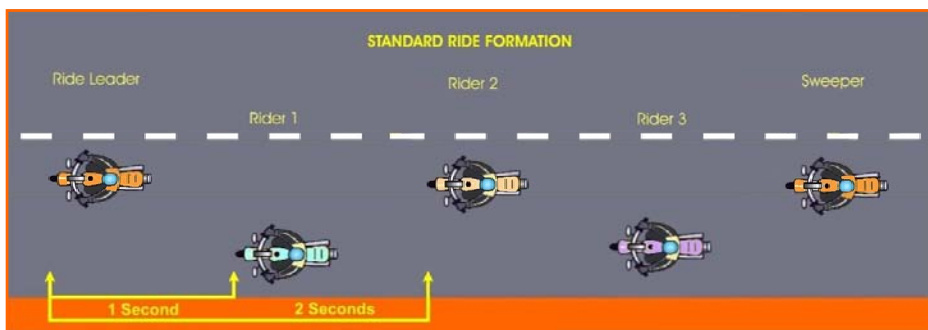
For me it was close to 50 years since I had stood in the bar at the Imperial and on that occasion a Friday night. Myself and two mates had come up from Ayr via Woodhouse Station and got on the drink at the Imperial before making our way in the middle of the night out to the Burdekin Falls. The next morning we stood on the painted rocks that marked where the Burdekin Falls Dam was proposed to be built many years later. The other reason I needed to go back to the Imperial was to check on the condition of Digger the three legged rocking horse.

The story behind this is that back in the 1950's and I think about maybe 1958, my Dad and friend of his by the name of Doug Haig who was the Shire Engineer in Ayr and both of whom had explored the Ravenswood area went up to Ravenswood and convinced "The Delaney Sisters" who owned the Imperial Hotel to take Digger back to Ayr and give him a overhaul. Their alternative motive was to strip him down get templates of the three legged horse and make some replicas then raffle them off for the Rotary Club of Ayr. This was done under our house in Edwards St, Ayr. Quite a few months later Digger was then returned to the Imperial Hotel in Ravenswood. During the time the manufacturing process was happening I learnt how to master the art of riding the three legged rocking horse. This is a feat in itself as legend has it 100's of ringers have tried but not mastered him To this day the current publican John only knows of one person that can ride him the length of the bar. After at least 60yrs I got to sit on Diggers back once again but thankfully not stupid enough to try and ride him.

So if anyone thinks they are good enough or game enough take a journey out to Ravenswood and visit the Imperial Hotel, Digger resides in the dining room. He is very rarely bought out and that is mainly because it is about 90klms to the nearest doctor for stitches as that is usually the result of people trying to master him.

**Day 3:** Ravenswood to Mackay distance 420klms. We had breakfast at the pub for \$20 and we left Ravenswood just on 8am heading back to Mingela onto Woodstock before turning right and slipping across the Jump Up to the Giru / Bruce Highway with a right turn for our next refuel at Ayr. After a break at Plantation Creek in Ayr we headed for the Bowen Roadhouse for a drink and then onto Bloomsbury before toughing it out on the final leg arriving home at 2.30pm Another successful ride covering approximately 1,176km overall, again some brilliant roads were ridden and great company. Most of all these rides EMERGE from just one suggestion which we build upon. So members please feel free to come forward with a ride suggestion no matter how trivial or outrageous you may think it is. We can always build on someone's suggestion if they are feasible.

*Contributed by Gerry Dempsey*



## Group Ride—Stagger Formation

A group ride without formation is an accident waiting to happen. Structure is very important, as is maintaining order and space. Too much space will break you up. Too little is dangerous. You might want to ride next to your mate and have deep conversations, but that's just not smart—distracting your riding concentration and ridding you of at least one escape route.

The leader should be positioned in the right portion of the lane with the next rider one second back and staggered, and so forth. If a rider drops out, the other riders will fill vacant positions by moving up to the next staggered position, rather than immediately ahead of them. This prevents unnecessary passing. Tail End Charlie keeps the ride together

## **NOT BRITISH**



The Honda CX500 has to be arguably one of the most far sighted creations of a motorcycle to be released over the last 40 years. Unique in concept, progressive in engineering, and incredibly long lived, in fact it was a milestone in motorcycle design. Just have a look at the spec; water cooling and shaft drive, a low maintenance 4 valve per cylinder engine and of course tubeless tyres. The first motorcycle to have them fitted as standard. think of the effect when it was launched back in 1978. Confirmation of some very radical thinking shone through in every feature of the CX. The angle of the v twin engine was only 80 degrees, and not the customary 90, thus allowing the bike to be a lot narrower. As a consequence that omitted 10 degrees did result in fractionally more vibration, but this however was not really sufficient to worry about. Even the cylinder heads integrated a slight twist to angle the carbs inwards to prevent them striking the riders knees. Of course due to this twist, the fitting of overhead cams were impossible, so the four valves per cylinder were operated by push rods. Yet in spite of this setback the CX still had a 9750 rpm rev limit. The clutch was also geared to rotate in the opposite direction of the crankshaft, thus cancelling out any torque reaction. It also had a brilliant elevated riding position in addition to a massive seat and handled very well for the standards of the day, having a top speed of around 105mph which was pretty respectable at the time and it was competitively priced. Criticisms when it was launched ended up being incredibly few and were restricted to its weight which at 467lbs for a 500 the CX was a bit of a porker. Furthermore the mass was carried high due to Honda's designer Soichiro Iramajiri placing the crankshaft higher than the gearbox. As a result the CX was a little top heavy, but this did little to dent the testers rave reviews. Even the camchain tensioner gremlins that troubled the very early versions did very little to dent overall sales.

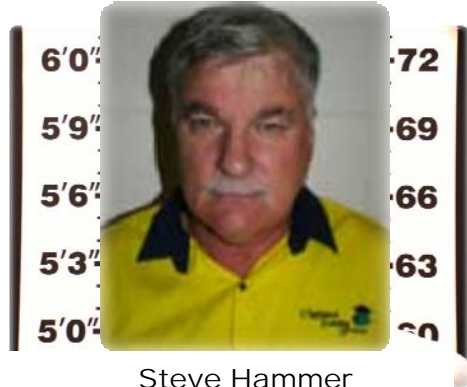
# Black Dog Ride (raising awareness of depression & suicide prevention)

MACKAY, QLD - 18/3/18



## Sledge Hammer in the Victorian High Country

Above the clouds and a bit chilly at that, giving the knobbies a work out.  
At times in some very trying conditions.



Steve Hammer





## Club Rides

### April

15th—Monthly Club Ride

21st—Bowen O/night Ride

### May

12th—Start LDR (Gerry)

21st—Finish LDR

20th—Monthly Club Ride

### June

15th—Monthly Club Ride



## 35th BMOA All Bike Show 2018

## Celebration T/Shirt

To order

Contact

Andy Mann—0402213972

Gerry Dempsey—0407171898

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