

# TAPPET Rattle



July—August 2018



The magazine of the British Motorcycle Owners Association Inc of Mackay



**Annual Membership  
\$30.00**

### BMOA LIFE MEMBERS

**Mark Botefuhr—Gerry Dempsey—Lloyd Dornbusch—Bruce Hurren  
Bob Inkson—Dale Kennedy—Andy Mann—Chris Percy—Ian Skuse**

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<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

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Spiritual Guidance Officer .....	Chris Percy	4941 7234
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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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**Web Address: [www.bmoa.org.au](http://www.bmoa.org.au)**

## Inks on Anything

### Bob Inkson—President



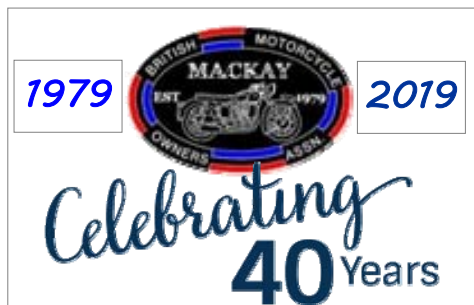
Welcome all to this edition of the Tappet Rattle. As you read through you will see it is another fine edition compiled by our tireless editor Ian, so remember guys keep the stories coming in.

The 'All Bike Show' is over for another year and a great array of bikes were on display. Well done to those who helped out and those who attended the bike show. The \$ results will be all revealed at the August AGM.

Lawrie Kapitzke, our Secretary has for personal reasons decided that he will retire from the position. Lawrie has worked hard at taking the club to new dimensions [club registrar, club ride calendar and procuring the new banners etc] and will be sadly missed at the executive level. Put your thinking caps on as to who can fill his shoes, maybe it could be you.

As one year finishes, another starts. Along with all the usual rides, we have another milestone, the club's 40 year anniversary in 2019. Let's not let it slip by like our 35th All Bike Show. There is a lot of planning to put in place. Past members to contact, plus how we want the occasion to run and what format we want it to follow. The first meeting of the club was held on 28th August, 1979. If planning does not get underway soon, maybe we should use some of our money to engage an events coordinator to lead the way and show us how it's done. What would it cost? A rough guess, somewhere around \$6000 - \$10,000, then we won't have to do any of the legwork. Just turn up and have a great time. As you know, I am open to suggestions, now is the time to put in your 2 x "Bob's worth. 'Keep your wheels turning'

*Regards Bob Inkson*



**Lawrie Kapitzke**

Secretary

*Triumph*  
**Bonneville**



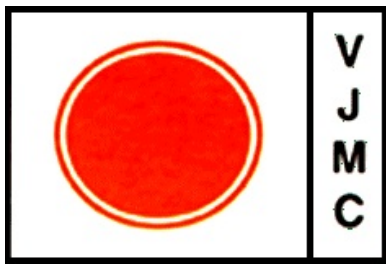
I recently decided to give my ten year old Triumph Bonneville T100 a birthday by returning it to its 'original' condition. Over ten years of ownership the bike has covered 106,000 km and been extensively modified. To the point were the only original parts remaining were the frame, swing arm, triple trees and parts of lighting and braking system. All of the parts removed over the years including the original engine, had been carefully stored so returning it to 'original' was a bolt off and bolt on operation. With some minor restoration/ servicing work along the way. I started by cleaning and repainting the original engine/transmission assembly and fitting a new chrome cam cover. The bike was then stripped to an almost bare frame which was cleaned thoroughly before the original engine was fitted. Reassembly proceeded with all parts cleaned, repainted and serviced where necessary. Most bolts were replaced with stainless steel units and a few 'farkles' were added. Exhaust headers were replaced ceramic coated units and the front wheel relaxed with stainless spokes after polishing the hub. The process of stripping and reassembly was carried out over an 18 day period, I think the final result looks better the bike I first rode home ten year ago. The eagle eyed will notice that there are numerous aftermarket accessories fitted, over \$4,000 in total, hence my use of inverted comma's around the word 'original'. I am now looking forward to the next ten years and 100,000 km. What are my intentions for all parts removed from the bike? That's a story for another day.

*Lawrie Kapitzke*

DONE!

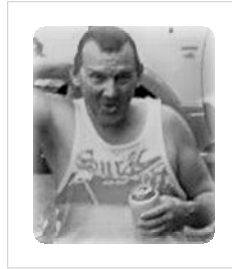


The following clubs once again supported the BMOA All Bike Show.  
VMX Whitsunday, VJMC, CCMTC and the Speedway Motorcycle Club.  
Thanks for your support.



# Handymann

Andy Mann—Treasurer



New backup vehicle idea for club rides, Alan Crane would you be interested in converting your Ural?

Regards Andy



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## 'TROPPO'

A few BMOA members displayed their machines at the 'Troppo Markets.' The idea was to promote the 2018 All Bike Show. Great response from the public and others. Well worth the effort. Thanks members.



## Gerry Dempsey at the 35th Annual British Motorcycle Owners Association of Mackay 'All Bike Show'



The 2018 'All Bike Show' had punters revved up with 100 bikes from all over the state on display. Organiser Gerry Dempsey said they always get some rare bikes through the doors to show, and this year was no different.

"This is the 35th year we've been doing it," he said. "It's considered to be one of the longest running bike shows in Australia. There are a number of rare bikes we cover the lot, from veteran, vintage, classic, modern and competition, "we have 14 different classes of bikes."

Mr Dempsey said exhibitors had come from as far as Cairns and Tully. As well as "guys from Rockhampton, Gladstone ... you never know what's going to come out of someone's shed," he said, "We have 100 bikes here this year, every year we generally have 100, but some years up to 120-130."

Included in the barn finds was a 1970s Triumph Bonneville, which was a complete rust bucket six months ago. It was stripped down, modernised and ridden up from Rocky for the event.





Lies being told by the above  
Tom, Rob and Bernie



Mick and Arthur hanging their quilt.  
Who says we just ride bikes?



'Hammer' collecting his  
prize for 'Best British'



One of the bikes in the great display  
by the VJMC



Jim Gourlay returning  
with supplies for the bar.



Charlie Muscat's 1961 BSA C15  
250cc



The venue Paxton's Warehouse  
Mackay

A great bunch of lads  
showed off their choppers

## [The 2018 "All Bike Show " Class Results](#)

**1:** Best Club Display / Whitsunday VMX Club. **2:** Best Pre 1942 / 1914 Triumph Junior / Ann & Bob. **3:** Best Pre 1970 / 1969 Triumph Bonneville / Jim  
**4:** Best Post 1970 / 2011 Moto Guzzi V7 Racer / Greg. **5:** Best Custom 1956 Pan Head Harley Davidson / Damian. **6:** Best Competition / 1968 BSA B44 MX / Ken. **7:** Best Paint / 1958 Shovel Head Harley Davidson / Mick. **8:** Best Oriental / 1972 Kawasaki 750 H2 / Ash. **9:** Best European / 1971 Ducati Desmo 450 / Peter. **10:** Best British / 1968 Norton Fastback / Steve.  
**11:** Best American / 2005 Harley Davidson / Mozza. **12:** Best 3 Wheeler / 1923 Indian Scout / Dale. **13:** Peoples Choice / 1914 Triumph Junior / Ann & Bob.

**[Bike of the Show: 1972 Kawasaki 750 H2 - Ash](#)**

Raffle Results of 2 x \$100 Fuel Vouchers, Lloyd Dornbusch & Dennis Gregor.

## Kenny's - First Contact

My first British bike started life as a basket case. I swapped a BSA M20 motor that I found in a shed on a cattle property near Quirindi and an enormous amount of hard earned cash for the 1963 BSA Thunderbolt. I was promised that it would not take too much work to put together. (How gullible can you get!) I started work building the bike in 1976, "where ignorance is bliss"

It took me years to get it going, but was a joy when I finally got it on the road. I then moved to Coffs Harbour where the photo below was taken in about 1979—Below Right.



In 1982 Genevieve and I got married and moved to Townsville in our yellow Bedford van with the my K1 Honda and the Thunderbolt in tow. We left Coffs Harbour the day that Australia 2 won the Americas Cup.

In 1983 I bought my 1952 BSA Gold Flash as another basket case, at least all the parts were there this time. I wanted a sidecar, so I decided to build one. I drew the design then made the frame out of Mountain Ash and Qld Walnut, then covered it in sheet metal.



The first contact I had with the BMOA was in 1984 at the Townsville Bike Show. I'd just completed restoring the Gold Flash sidecar and was pushing it into the display area when I looked up to see an immaculate Bonneville sidecar with a black & red bread box tank and polished crankcases. My heart dropped as up till then, I thought I was a shoe-in for a prize. The Bonneville was owned by Mark Botefur who apparently was also taken aback when seeing my outfit.

Over the bike show weekend I got to meet Mark and a few other BMOA members over numerous cold beverages, we had deep meaningful conversations about British bikes, beer, dogs and women. (maybe not in that order) At presentation time Mark won Best British and I won Best Three Wheeler, so we both went home happy. I remember selling all my Mag-dyno's and parts to Alan Petersen just before the boys went back to Mackay, something I lived to regret when I acquired my JAP V twin motors, neither of which had a Mag-dyno. In 1993 I transferred down to Mackay with the Railway, before leaving Townsville I sold my old Thunderbolt and my Honda K1 750 Four (everyone knew that Hondas would never be worth anything)



My Gold Flash sidecar and brand new 1993 Triumph Daytona 900, (my latest pride and joy) both came with me to Mackay.

On arriving in Mackay I joined the BMOA and one of the first bikes I saw was my old A65 Thunderbolt that I had sold in Townsville. Bruce Hurren was the new owner and he was busy adjusting the rear chain with a lump hammer.



In the next few years did a fair bit of long distance touring, Phillip Island six times, including the 1996 Superbikes when Troy Corser won the title and the 2002 Triumph 100<sup>th</sup> birthday run from Phillip Island to the Gold Coast. A few trips to Bathurst when the bikes were still going around, 2000 being the most memorable, with Bruce Hurren, Ross Gordon and a host of other Mackay people.



As my kids got older the touring had to stop, in fact almost everything came to a halt. I was really impressed by the Norton that Keith Wood built and decided that I wanted an old café racer too.



I acquired an old basket case A10 and decided to build my Café Racer, it was finally complete just before last year's All Bike Show where I was lucky enough to pick up the prize for Best Custom. A great way to christen a new bike. It is now registered and is getting around town whenever the opportunity presents.

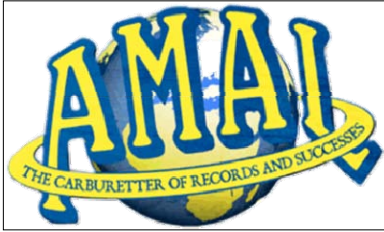
I still have one project on the back-burner, my 750 JAP which has now been in my shed for 30 years and has progressed very little. I hope to get stuck into it when I retire.  
Cheers and BSA forever

*Ken Ussher*



**NOT  
BRITISH**





AMAL was a British engineering company servicing the motorcycle and other light-engineering motor industries between 1927 and 1993 based in Birmingham, England. AMAL is a British carburettor trademark. Amal was the supplier of carburetors to many marques within the British motorcycle industry including the largest of British manufacturers, such as BSA and AMC and to producers of small industrial engines.

The main carburetor types commonly associated with Amal are slide carbs for motorcycles, these were historically distinguishable as two types: the Monobloc with integral, offset float chamber and Concentric, a later development with repositioned float chamber directly under the body and air-slide. Less-common types, known as GP and TT, were mainly for road-racing and other competition use, and were used on high-performance road machines such as BSA Gold Star, BSA Spitfire and Velocette Thruxton.

Amal also produced handlebars and control levers for the motorcycle industry, via a subsidiary business, Lozells Engineering, twist grips, cables and wire, plus silicone grease. All AMAL chromium plated components were stated to be finished in "Nickel Chromium Plating, British Standard Approved." Amal's light-alloy levers with click-stop adjusters 509/001 brake and 509/002 clutch were taken-over by BSA and marketed under their 'Motoplas' accessories branding from 1967, with Doherty taking-over production of the traditional chromed-steel levers. With the decline of the British motorcycle industry, the use of the Amal carburetor declined, but they are still produced under different ownership as spares for the classic market



## History of the 1954 SCH 197cc - DOT



The DOT was purchased second hand from High Rd, Chiswick London in 1957. Mackay men Barry Thorpe and Dale Murray were on a working holiday in London in 1957. In June of that year Barry and Dale took a week off and two up on the DOT rode to Liverpool. Here they caught the ferry to the Isle of Man where the 50th Anniversary of the TT took place. Bob McIntyre on a 500cc 4cyl Gilera recorded a lap record of 102mph, the first to break the 100mph lap in this event. In September 1957 Dale did a week's trip down to Lands End in Cornwall and the following week rode up to John O'Groat's in Scotland on the DOT. Dale and Barry took off on a tour of the Continent intending to go to Istanbul. They were two up on the DOT, Barry pillion with all their supplies for a camping trip aboard. Two canvas type saddle bags contained among other things, plates, cups, metho stove and saucepan. The two of them sat on sleeping bags laid along the seat; the tent was contained in a bag slid crossway under the seat. Barry as pillion placed his knees under it and Dale was far enough forward to be in front of the bundle.

There were two overnight bags for their clothes strapped to the rear. The whole thing was to high for Barry to get on so Dale had to find a gutter somewhere each time they started off. Dale also had strapped to his shoulders a respiration bag which contained all the necessary papers needed at passport control. Needless to say there was so much on the bike that the stand wouldn't hold it up, so each time they stopped it would tip over unless stood against something. They took the ferry from Dover to France through to Spain where the passport check consisted of a passport being stamped then way across to another check, then way over no-man's land to the next country only to go through the same procedure.

Riding into Yugoslavia they came to the border to find they were too late and the control was closed for the day. Although there were lots of army maneuvers taking place, they spotted a clump of trees nearby and set up camp for the night.

Next morning they were arrested and taken to a police station for questioning and had their papers removed. No one spoke English. They were suspected of being spies and were questioned by various men all trying to interpret through phrase books, which sort of helped.



After many hours a 'Gestapo' looking officer, high boots, cap etc walked in and they thought "this was it". But he handed them their papers and sent them on their way. Apparently they had camped unbeknown to them near an army camp and the officials thought they were spies. The trip took them through Spain across to Barcelona around the coast via the Riviera. A tyre burst right in front of a bus. all the goods, including them ended up spread across the road. Barry went back to a nearby town and purchased a new tyre, a Pirelli no less. Finding petrol proved to be difficult in most of these places. No service stations as we know today. One day they spotted a shop with 'CAFÉ' on the sign, had difficulty in getting proprietor to understand, finally they were served with a plate of scrambled egg. Unbeknown to them the 'CAFÉ' sign meant coffee. Bread also hard to find and one day they spotted some people in France coming out of a building, they were able to buy bread we know as bread sticks. A long one was purchased and poked into the saddlebag. A lot of bread and cheese was consumed, not very much cooking done. Youth Hostels provided most of the accommodation. They headed to Venice skipping Rome as money was short. Onto Graz in Austria, then Salzburg up the Autobahn to Utrecht in Holland, Dieppe in Belgium then the ferry to Dover, England, the top speed of the bike was 40 mph. When they came back to Australia it was on the maiden voyage of the M.V. Fairsky. The cost to transport the DOT was an extra 20 pounds. Dale rode the bike from Sydney to Mackay on return from England in 1958. He returned to England the second time and his father sent the DOT back to Sydney by train for Dale to ride home in 1961. After seeing scrambles in England Dale and Barry organised the first in Mackay at Rockleigh. It had been ridden intermittently, until 2017 then placed into the custodianship of Keith Pearce, along with 2 x boxes of parts.

*Contributed by Valerie Pearce*

## Club Rides

### August

19th / Monthly Club Ride

25th / 26th Lake Elphinstone

O/night Ride

### September

16th / Monthly Club Ride

22nd / 23rd Keith Sander O/night Ride

### October

20th / 28th Week away Ride

21st / Monthly Club Ride



## British motorcycles introduced in 1948

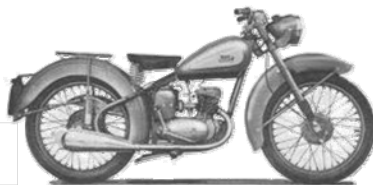


Matchless G9

Velocette LE



BSA Bantam



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