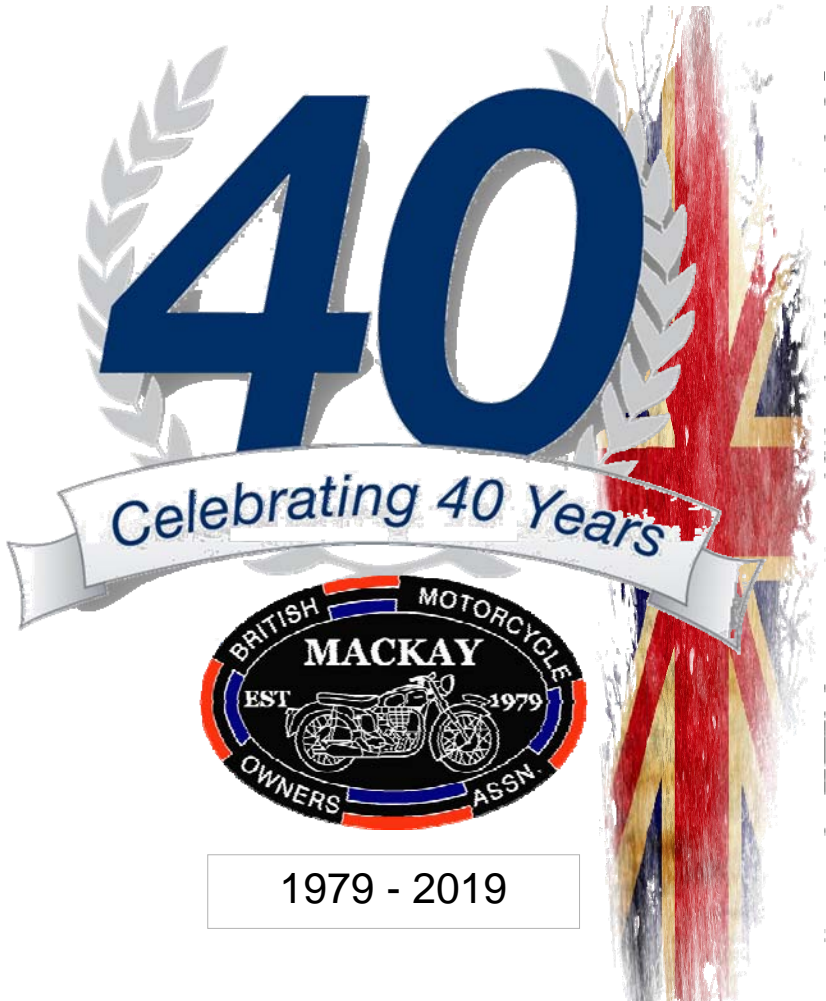


# TAPPET Rattle



July-August 2019  
'Commemorative Edition'



1979 - 2019



Annual Membership  
\$30.00



### BMOA MACKAY - LIFE MEMBERS

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

### **BMOA EXECUTIVE**

President — Bernard Cannon \* 0419 795 816  
Vice President — Lawrie Kapitzke \* 0407 639 884  
Secretary — Dennis Gregor \* 0409 648 016  
Treasurer — Andy Mann \* 0402 213 972  
Dating Officer — Lloyd Dornbusch \* 0427 561 577

### **GENERAL COMMITTEE**

Ride Co-ordinators — Dale Swindells \* 0405 471 400  
Tim Lucy \* 0438 788 739  
Spiritual Guidance Officer — Ian Skuse \* 0437 448 590  
Editor — Ian Stuart \* 0456 674 009  
T / Rattle contributions — istua55@bigpond.com  
Club Archivist — Maurice and Joyce \* 0438 843 587

### **CLUB MERCHANDISE**

Caps / Bucket Hats	\$15.00
Singlets (Black)	\$22.00
T Shirts (Black)	\$20.00
Polo Shirts (S/Sleeve)	\$25.00
Polo Shirts (Gray/Black)	\$35.00

Badge ( Sew On )	\$8.00
Badge ( Lapel )	\$5.00
Badge ( Machine )	\$25.00
Belt Buckle	\$25.00
Stubby Coolers	\$8.00

**Official Address** — British Motorcycle Owners Assn Inc of Mackay  
PO Box 591, Mackay, Qld, 4740, Australia  
**Web Address** — [www.bmoa.org.au](http://www.bmoa.org.au)

## Inks on Anything

Bob Inkson—President



Without a word of a lie.

### Recollection's by Bob Inkson.

My first recollection of the British Motorcycle Owners Club occurred when I started work with a local plumbing company about 1979 / 80 where I met and worked with Shelley Field and Chris Percy. Having to listen to all the bike club gossip and what was going on from them. I never had a bike at that stage, but I attended all the bike shows.

In 1998 I decided to get back into motorcycles and bought a 1948 G80 Matchless from W.A. One day while fueling up at a local service station, Erik Scheeres approached me to see if I would enter the bike in the yearly bike show. This I did and joined the club on the 11.3.99. Over the next couple of months I met the majority of the members and as history shows, not one of the members filled me in on the “ don't go to the A.G.M. as you will get a job”. Twenty years on and I am still on the executive committee and what a great bunch of blokes I've had the privilege to work with.

The club's shift from the hangar to the Aero Club in 2001 was an absolute must. I think all who attended meetings in the hangar realised we had outgrown that space. Now we can have 50 plus members and guests at meetings and still have chairs spare. A bit different to the 6 or 8 chairs at the hangar. Over twenty years of outstanding club activities, makes it hard to choose the best. Two tours of Tassie, Four Wheels West, Qld 35 Year Rally, S.A. Rally, Bay to Birdwood Ride, Noccundra Ride with the Belyando River crossing [we all survived]. The trips to the Mad Russian Rallies in Weabonga N.S.W. with Mark Botefuhr. Rides with Lucky Keizer and Lloyd Harmsworth when we near froze to death in the Wattalog Cabins. Then almost starving to death, between the three of us we couldn't shoot a rabbit.

The annual overnight rides to Lake Elphinstone, Bowen, St Lawrence and Clairview have always been great club rides. The long distance rides have grown over the last 10 years and the day rides have all been well attended.

Because of the characters in the club, they all have a story to tell and will never let a fellow member down. The same applies with building a bike or doing repairs. Just ask and someone will help out if they can. [Thanks Lloyd] To all the past members and present that I have met through the club, thanks for your help over the last twenty years from Bike Shows, Xmas parties and the rides all over Australia. I would not have stayed if I didn't enjoy being a member of the club. The 40th Birthday Celebration of the B.M.O.A. is a great achievement. So let's all stick together and keep the Black Rubber rolling.

Regards to you all from Bob Inkson - President

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2019 marked the 36th year of the BMOA Mackay "All Bike Show." It is believed to be the longest continuously running bike show outside of the capital cities.

This year saw another very successful show with 600 patrons through the door and in excess of 100 machines on display. This year's theme was the celebration of 50yrs of the Honda CB750 Four

The "All Bike Show" has been held at various locations over the years. POW Hotel, Seabreeze Tavern, Milton St High, Oriental Hotel, 500 Pavilion, the Reception Hall behind Moss Marine and Paxton's Warehouse.

BMOA - Mackay  
'Life Members'



L/R—Bruce Hurren, Lloyd Dornbusch, Mark Botefuhr, Chris Percy, Ian Skuse, Dale Kennedy and Bob Inkson



Gerry Dempsey



Andy Mann

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## 100 + Current Members

Had a go at getting joining dates for early members.

Jim Schibrowski 1980, Lloyd Dornbush 1985, Bruce Hurren 1990, Eric Scheeres & Dale Kennedy 1992, Ken Ussher 1994, Greg Ryke 1995, Tim Lucy 1998, Bob Inkson 1999, Mark Botefuhr ?

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BMOA very old members or should it be very early members?

Fred Field, Arab, Mary (Allan) Millington, Derek?, Kiwi, Dave Samuels (Pretty Boy), Jim Schibrowski, Keith Wood, Chris Percy, Brian Payne, Paul Mackenzie, Alan Peterson, Ian Franetovich, Brian Cooper?, Terry Butterworth?, Tom Mullins, Panther, Swampy?, Little Guy? (His wife was named 'Flower')

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In the early years meetings were held on Friday nights at Fred's house (garage) Keeleys Road, Andergrove.

Fred was President and Shelly was Secretary / Treasurer. Money collected at meetings and via the Swear Jar went to buying a carton of XXXX.

Lawrie Kapitzke  
Vice President



## The Future

Having only been a member of the club for nine years it would be a little disingenuous of me to write about the history of a club that's been in existence for 40 years and the more recent history has been covered by Gerry anyway so I thought that I would write about the future instead. At the risk of sounding a little negative I will concentrate on what I consider to be potential obstacles to the continuing growth and wellbeing of the club and, while in some cases I will be suggesting possible solutions, it is up to the membership as a whole to come up with any necessary solutions to the theoretical obstacles I am envisaging here.

Difficulty in maintaining membership numbers is something I can foresee as a potential obstacle for the club in the future. There are probably three reasons for this and the first is the current demographic of the club. A large percentage of members, myself included, are of retirement age or older and there is no guarantee that we will be here to see the club's 50<sup>th</sup> Anniversary. This suggests that, if we are to maintain a strong club membership, we need to start thinking about how to attract new younger members and how to make the club attractive to such members. The second reason could be that very few younger people are interested or actively involved in restoring or owning older classic motorcycles so the pool of available potential members from that perspective is minimal. Thirdly, new motorcycle sales are falling by 8 to 10% P.A. so our sport is in decline and we only have one remaining British manufacturer mass producing motorcycles so again we have a shrinking pool of potential members. Having said that I consider that the revival of Triumph as a manufacturer is the principal reason the club has grown so much in the last 20 years and that could be a clue to our future.

Lack of perceived direction or purpose is another potential obstacle for growth of the club. Many members, particularly longer term members, in observing our growing bank balance, ask why? What is the purpose of doing this, what is the club's aim? There is nothing wrong with being in a strong financial position at all however many feel that we have gone past that point and do not see any valid reason being provided for continuing on this path. A path forward needs to be decided upon; any future goals need to be set and the membership needs to be included in this decision making process. Members need to see and understand where we are going as a club in the longer term and why we are doing what we are doing. Nothing wrong with growing a bank balance if there's a purpose for it.

While we are consistently seeing meeting attendances of 40 to 50% of membership it might appear to be nonsensical to consider lack of participation a potential obstacle for the club in the future however the deathly silence we endure when nominations for executive positions are called for at an AGM is an indicator of the potential of this problem. The club has been blessed with a strong and effective executive for many years now however, as current long serving members of the executive seek to step down; the club is going to need to fill these positions as they are vacated. If the club is to continue to prosper then equally effective replacements will be required to take on these roles. Unless the best capable members nominate for these positions as they are vacated the club is at risk of losing the benefit of strong leadership that it has enjoyed in recent times.

Some factionalism does exist within the club with some longer term members struggling to cope with the changes brought about by increases in membership, the influx of modern bikes and changes in direction for the club. It is my personal opinion that we need to acknowledge, value and appreciate the clubs history and actively encourage the restoration and use of older "classic" motorcycles. At the same time we need to acknowledge that times have changed and with the "rebirth" of Triumph an increasing number of members own "modern" bikes. We should be thankful for this as it is the principal reason that the club has such a bright future. Attitudes of "them and us" need to be actively discouraged and solutions to how older machines are accommodated in our riding activities need to be found.

Looking back at photos of early club activities it strikes me that most members back in those days were riding machines that were less than 10 years old at the time, that is bikes that would have been considered "modern" in those times, so claims that we have always been an "old bike" club are disingenuous. Most owners of "modern" motorcycles very much appreciate older machines, even if they don't own one themselves, and many owners of older "classic" motorcycles own a modern bike as well so there is plenty of common ground to be capitalised upon if we are mature enough to accept that, even if we have different preferences, we all have the love motorcycles and motorcycling in common.

Tradition is something to be valued but that shouldn't mean that we can't move with the times and do things a little differently if there is a benefit to the club from doing so. While everybody's opinion has value what the club needs is people that can not only come up with sensible and workable ideas but are also prepared to step up and actively help to bring those ideas to fruition. Whispered criticisms of others efforts are not beneficial and are especially valueless if the person doing the whispering is not prepared to get up and have a go themselves. If you have a criticism, or a positive suggestion or comment, at least have the balls to stand up at a meeting and voice it otherwise nothing will change.

Contributed by Lawrie Kapitzke

**Loose Cannon**  
Bernie Cannon—Secretary



## More than a Bike Club

This is a significant milestone for the British Motorcycle Owners Association of Mackay Incorporated and I am both extremely pleased and proud to be part of the club as a sitting committee member and able to take part in the celebrations. Forty years is a long time to keep a club going and not just maintain the numbers but grow the membership and keep the interest alive. We must first thank those members past and present who have kept at it and particularly the members here today that are either founding members or close to it. That is a fantastic achievement. Congratulations to you all and thank you for what you have achieved.



Our two great loves Pubs and Bikes.

I title my address to you "More than a Bike Club" because getting together and talking motorcycles, riding motorcycles and telling lies about motorcycles is only the tip of the iceberg. Proudly we have over 100 members in our club and we all come from different backgrounds with varying interests with motorcycling being the main. The friends I

have made and the trips that I have been on with fellow members has been a great experience and since befriending other members I have had the opportunity to get involved in other interests other than motorcycling.

This is a club for all of us and as we get older, we cannot always be riders, but the next best thing is to stay in contact with and share experiences with those that still do ride. There are many activities within the club to give each one of us, rider or not, something to do. From helping to organise events, support vehicle driver or passenger, firewood cutter, bottle opener or chief liar there will always be a spot.

I have been a member for a little over a quarter of the clubs life but have got a lot out of my involvement by putting something in and during our 40<sup>th</sup> year celebrations I urge you to do the same so that in 40 years' time someone else can look back and thank you for handing over to them what someone handed over to us.





No matter the Weather.

I enjoy the comradery of our club, I have formed great friendships, the rides speak for themselves especially the overnights and longer trips and I am looking forward to being a member for many years to come.

Enjoy your special night and enjoy your club. Regards Bernie

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### The Presidents Run - 2006



The first cricket match Coppabella



Sunday Ride

**Handymann**  
Andy Mann—Treasurer  
“The Old Daze”



I knew Honest Tim from a previous club, which had combined events with the British club I joined the British club in 2004, at the time it was a lot smaller than it is these days. One of my first overnight trips was Lake Elphinstone, totally different bunch of people out at the lake back then, plenty of shenanigans used to happen, one particular member still recalls his night light that moved around by itself.

Back then the club didn't have much money in the bank account, leading up to the bike show there were several years where I would buy booze on special, store it at my place until the show, then get reimbursed after the club banked the takings. On one particular occasion I sent a member around to collect some supplies, while my mother was staying with us, I think that particular member is still having nightmares about what my mother said to him, some have probably heard the story.

I notice these days a lot of the members are much more placid, in many ways, compared to what they used to be. Maybe just an age thing, although, this year's bike show was an exception for a well known member on Saturday night / Sunday morning, probably lead astray by one of the newer members, I reckon that could have been close to a record for late night early morning finish. Speaking of records, sometimes there were a few members who don't leave the Aero Club until reasonably late on a Sunday afternoon following the monthly meeting. Another great experience I have had the pleasure of attending is the weekends down at the Barry Sheene Meeting at Eastern Creek, great watching Woodsie race. Activities held at the Blacktown Workers Club after the race meeting and sometimes before. When we attended these weekends we tried to cram as much as possible in, Parramatta Speedway, Bankstown Bike Show even dropped into Hooters Bar for an expensive drink. Shenanigans can occur at Panthers Leagues Club which is bloody huge, security have a great sense of humor there too. If you are winning on the electric runlet at Blacktown, keep it quiet, they get very sensitive when you take money off them. Also don't talk about that fat Kennedy bloke while out having a smoke, couple of ways to finish your night early. Also just stay on the toll roads, it's heaps quicker and the Sydney Harbour Bridge looks great, after crossing back and forth several times. Don't let a security guard stop you from getting to your hotel, just grab your suitcase and start walking. St Lawrence has some great memories too, in the early days we would meet the Rocky guys there, wasn't unusual to get 15 or 20 from each club attend. Some memorable nights were spent talking BS in the bar, then sometimes out under the carport.

Was always a good ride down, starting at the Boomerang, sometimes not getting there until nearly dark, because someone has lost the load out of the back of the ute. Couple of us spent a few hours, traveling almost back to Sarina, looking for Sao's swag and esky. Meanwhile the "backup driver" was oblivious to what was going on, great times.

The bike shows have always been a great weekend, in the early days it seemed to be an opportunity for members to put their bikes on display with a few outsiders displaying too. Thanks to the formation of the bike show committee, it has evolved into a true, All Bike Show, with a variety of old and new these days. Which I believe has had a fantastic effect on the attendance numbers and the age range of people coming through the door. Always is great staying the nights at the show for security purposes. The trips to Bowen are always well patronised, in the early days we stayed at a pub then moved to the bay this year was back to the pub. While the dongas at the bay were memorable some of the things were not so memorable. Like blokes sleeping in their car then walking to the shower block half naked, while there roommate had left the door unlocked so they could get in. Nearly having fisticuffs over room bookings and sitting in the cafe by the beach sipping on a few bottles of red wine. The resort across the road has some good memories too, sharing a room with a relatively new member and going halves in a box of beer. I didn't know he wasn't a big drinker, certainly got my share. Then with the same bloke at the Chinese restaurant, they call your meal number out, I got his meal. No 36 but I didn't take a bite of his food, honest. It's always good to see most members at the Christmas Party, another memorable event, once again shenanigans can happen. I remember one member complained he never won a raffle at the Aero Club on a Friday night or club raffles. He won a meat / seafood tray at the Boomerang and wasn't impressed he was very excited when his ticket number was called out though. Moving to the Aero Club was a blessing, the Boomerang was good, but got mighty hot there, especially the pool. I think from memory the first or maybe second year at the Aero Club it pissed down rain, many were happy to be inside in the air conditioning, great idea to move. I never got to attend a Christmas party at Lloydie's, the year I joined they were moved to the Boomerang, but I believe good times were had there too. The club has changed dramatically over the 15 years I have been a member, moved into computerisation of the minutes / treasurer's reports, emailing, the web page, joining face book, all these help to promote the club, even the old dinosaur can work this out. There were probably only about 25 members when I joined, today the membership sits around the 100 mark. In fact, it was only at this year's bike show that I had some country members wanting to pay their membership. They had joined at last year's show after consuming several beverages and being talked into it, most hadn't seen them since last year's bike show. When I questioned the reason for wanting to rejoin, answer was, we reckon it's a great club and we want to be members of it. We'll that's enough from me.

Andy Mann



## Lloyd Dornbusch BMOA - Mackay member since 1985 and Life Member

I restored and showed a 1958 BSA Gold Star at the clubs bike show held in 1986 winning 4 top trophies. At that time I was living at Moranbah. I recall

there was an o/night run to a mine the other side of Dysart. On the way the police were pulling up all bikes as there was a ride to the weir. I was a bit worried at the time as I had just restored the bike I was on which had a single that I had put into a twin frame, luckily they did not pick it up. Got to the camp site and it started to rain, we had a meal then went to bed. I only had a small tarp to sleep under, biting ants, rain and a D9 pushing coal no one got much sleep that night. Another ride was to the Rodeo grounds at Moranbah this turned out to be quite eventful. A nice fire was made and Chris Percy went to sleep near the fire but his swag was too close to the fire and caught alight. We heard a yell from Chris saying I have carried this swag around much of the world only for it to catch fire in a little town like this. I contacted the Isis Shire Council asking for permission to camp overnight at Lake Elphinstone, this now is a yearly event on the clubs ride calendar. I have also been on many short and long trips with the club over the years. We have had laughs, beers, mishaps, breakdowns and whatever else came our way. I must say we were all there for each other. Thirty Four years a member of the club and proud of it. During this period I have met and formed friendships with a lot of great people.

Lloyd D

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Arthur Ives doing  
the pre delivery on  
(Romeos)

Ramon Dennis's  
Ducati 750 SS  
Round case,  
Green frame  
in 1974



# FLASHBACK



The first cricket match Gargett 1981



Blokes, Bikes, Babes and Beer



Oriental Hotel Bike Show



Blokes, Buggies and Beer



Happy campers, Australia Day Eungella 1981



The Motely Crew  
"Elphinstone" 2006



Malanda 2007



BMOA - Sunday morning at  
Shoal Pt. 1981

Jimmy  
"Spitfire"  
Schibrowski  
or the  
"Borough Boy"



I became interested in motorcycles when I was about 12yrs old. I used to jump the fence into the now gone "Copenhagen Bend " short circuit track in Maryborough, Qld. I used to go into the pits and began helping push start the single cylinder bikes as a go for. No body paid any attention to me, it was great. My first adventure was a Vespa motor scooter riding it around and around the house until mum stepped in to rescue her gardens. When I started working I used to ride it to work it would come to a loud screeching stop at 50mph. There was probably no oil in the motor. I bought the Vespa because it was cheap and available, I had for around 6mths and traded it in on a Honda 90S. Triumphs are at the top of my list, 1963 Bonneville (1), 1959 Thunderbird, 1963 Bonneville (2), 1960 Bonneville, 1961 350cc 3TN. The Japanese connection were a 2005 Suzuki V Strom 650cc plus a 250cc / 350cc Yamahas, Enduro Racing. My favourite machine for Touring would have to be the Thunderbird and for exhilaration it is the 1960 Bonneville.

The worst machine that I have owned would have to be the Vespa !!  
The motorcycle hat I would like to own well I am happy with my lot, I enjoy not only British motorcycles all are good. My most memorable experience on a motorcycle apart from my near death accidents were my days of racing. Riding my 250 and 350 Yamahas in Short Circuit, Enduro and MX. The best part of being a motorcyclist, well, we are all different but I have not yet met a bad true motorcyclist. To conclude motorcycle riding is like a drug, it gets into your life and is hard to give it up. When is that ??????

Jim Schibrowski



## Best of British bikers help Meals on Wheels



BMOA Mackay members L/R Secretary - Greg Ryke  
President - Ross Gordon - Dale Kennedy  
Bike Show Coordinator - Dennis Layden and Treasurer - Bruce Hurren  
help out at Meals on Wheels after donating \$3,000 to the charity.  
The Daily Mercury, Mackay, Wednesday February 10, 1999.

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BMOA & Thunderbird 1600.com "Around the World Relay"  
Photo taken 14th December 2014

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## BMOA - Mackay -1979 / 2019 - 40 Years

The club was formed in 1979 when I was overseas, after I came back I went to a few shows. I met some of the members that I already knew through bikes and ended up joining the club after talking to Chris Percy. The club at that time was a bunch of mates who had bikes and wanted to enjoy them in the company of people who were of the same persuasion, not much has changed except the average age now is a lot higher. The meetings were held at people's homes with the next meeting place being decided at that meeting. This led to utter confusion for those who didn't attend that meeting and those that were interested in joining the club. Luckily we had a member at the time who was renting a hanger at the Mackay Airport and with a bit of persuasion Barry Frederickson let us have our meetings there. Barry sold his business so we had to leave, but in a conversation with Greg Christianson who is now a member of the BMOA club he suggested having a talk to the Mackay Aero Club about using their club house for meeting and the rest is history. In the early days of the club when the average age was a lot younger, our club in conjunction with the Central Coast Touring Club started the first Retreat Rally. The BMOA was also represented at Classic Road Racing and on the social side interclub cricket matches. Members have shown the colours at rallies as far away as Tasmania ,Western Australia ,South Australia and been to road racing in New Zealand and New South Wales. Also in recent years we had club Week Away Rides and Long Distance Rides as well as the yearly overnight rides that the club organise, this has kept everybody busy. The "All Bike Shows" have always been the main form of revenue raising for the club, there have been great shows and some pretty ordinary ones but as a social get together they have all been brilliant. Even though I attended some of the early shows I really didn't get the whole social side until some of the last shows at the Seabreeze Tavern. After the tavern the show moved to several different locations the Mackay Showgrounds, Oriental Hotel, Prince of Wales Hotel and then to the present location the "Old Paxton's Warehouse". Unfortunately there are way to many stories that can't be told about the nights at the "All Bike Show" if you want to hear about them you have to be there after the doors are shut and be prepared to try and sort fact from fiction.



Dale Kennedy—Life Member





**“Rockhampton”**



Circa 1985—First trip to Bowen to meet up with the HMCC of Townsville  
Photo taken at the Merinda Rugby Ground where we all camped.

A great weekend was had by all.

L / R—Unknown Rick Alwood, Unknown, Keith Alwood, Chris Percy,  
Les Allen, Mick Sander and Lloyd Dornbusch.

Contributed by Chris Percy



Keith Sanders and Al Petersen at Lotus Creek.  
The first run to meet the Rockhampton mob.

## Jenny D

I have been trying to duck this but Lawrie and Stu have been annoying the cr\*p out of me to write something about my bike life. They said they wanted more input from the women members of the club and seeing as Joyce Sixsmith and I are the only fully paid up female members of BMOA, I drew the short straw! Apparently Joyce has done one too so here goes.

Rob and I joined the BMOA in 2005 after the Eurobrit bike club folded and we had no group to ride with. We knew about the BMOA because we had met members at the Eurobrit's annual WOGS in the Bush rallies before the club folded and the Redshirts took it over. We were also members of the Ducati Owner's Club of Qld at the time and still are but it is a bloody long way to go for a ride with them J Lloyd and Joan Dornbusch were already friends as Rob and Lloyd had worked together at Riverside Mine at Moranbah so we knew all about the beautiful British bike restorations that Lloyd was doing and when we were told all we needed was an interest in British bikes, we bit the Bullet (pardon the pun) and joined up. All we had at the time were Ducati's (and some unrestored Jap bikes) BUT, my dad used to ride an AJS when he started courting my mum in Brisbane so that has to count! It must be in the blood as she used to be a pillion on the AJS although she told me never to get on a motorbike as they were too dangerous. We have an AJS in the shed so I guess we are keeping it in the family.

I grew up in a family of rev head brothers but I always liked bikes better. Had a big poster of Greg Hansford on my wall along with heaps of other bike posters not like the other girls in my class with their posters of pop stars. I had my priorities right even then. Then Rob turned up on the scene as my softball coach and he rode a bike! He had long hair and a beard too which didn't go down to well with mum and dad but we are still together 40 years this year so that must say something.

Fast forward a few years and we got our first Ducati followed in quick succession by a couple more and joined DOCQ and the Eurobrit clubs. Rob and I have travelled the east coast of Australia on the Dukes to rallies and meetings and I have even been to Phillip Island to watch the Moto GP. I still stay up late at night to watch each Moto GP although it is not the same with Casey Stoner gone. Go Jack Miller! Rob and I are both members of the Whitsunday Moto Sports Club and I work as a flaggie for most race meetings when I can. Even have my own PINK Hi-Vis vest! When we joined the BMOA, we found that we knew quite a few people and over the years more people that we knew joined. When Rowan Bond joined, we didn't know him at all except that he was the boss of the Mackay QPS (Rob knew that being a QFES fire fighter) but that changed when Rowan got his Ducati Darmah and he was pointed in our direction as Ducati nuts and a source of information on the Darmah as we had a couple. We ended up becoming great friends of Rowan and Robyn as a result.

Dale Kennedy was another friend who joined the “Ducati Dark Side” and got Rob to help him out with his Darmah. Rob knew Dale from high school as well so a small world. I love the ride that the club does every month as well as the bigger rides too when I have been able to go. My favourite rides have been the Esk and the Malanda ones although the cold wasn't much fun. The stainless steel toilet seat in the Esk Caravan Park unit we were in froze my butt off at 3 am on the first morning we were there. My scream woke Rob up!!!! My favourite ride is always the Bowen Run which I call “Jenny's Ride” now. Due to my medical issues, it is a lot harder these days to go on rides but I still try to whenever I can. The best part of the club is all the friends we have made over the years and the places we have been which we may not have got to if it hadn't been for the BMOA. I have even reconnected with my best friend from primary school who I had lost touch with, “Bonny Kapitzke”. When Lawrie joined the club, it was only a matter of time before we managed to find each other again. Sorry to say the photos from way back then shall remain HIDDEN!!!!!! I spend a fair bit of time helping Rob on the bikes and I reckon I know more about bleeding brakes than most blokes out there! I even have my own tools, trust me!

I would like to wish the club a Happy 40<sup>th</sup> birthday and hope it is still around in another 40 years as there aren't many clubs out there where a quick phone call will get you all the help you need or coffee and a chin wag as well. Lloyd isn't that right?

Jenny Dumma.

Bonny Kapitzke and myself.



GT and me.



Jenny on the  
Honda Race Replica

DUCATI

## Bruce Hurren Recalls

I've been riding bikes since I was about 14 although I didn't get a licence until I was in my twenties, nobody seemed to worry about it so much back then, if you got caught you just got a kick up the backside and told to go and get a licence. My first bike was a BSA 250 and then in about 1960 when I was about 16 or 17 I got a Royal Enfield Flying Flea which was an ex army bike, I think the paratroopers used them. They had a rubber band front suspension. I also had a couple of outfits, a Jawa and WLA Harley. I remember going to Oran Park Raceway one time, there were three of us on the bike, one in the sidecar and two on the bike, plus a dozen "tallies". Anyway we went down there and watched the bike races and on the way home we were fairly drunk and everybody started swinging off the bike playing boy racers. We ended up putting the bike through a fence and smashed it up pretty bad.

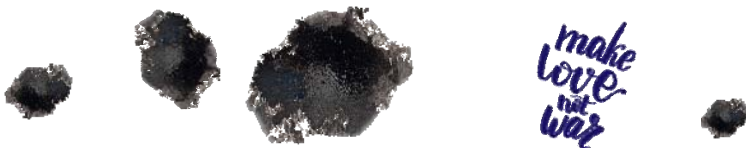
I rode around Sydney for a while with a couple of bikie gangs but they weren't like they are now, there were no drugs involved or anything. I remember that there was a big Dunlop sign beside the road and the local copper used to hide behind it and try and catch people running a red light. I had a Royal Enfield Constellation which would do a hundred miles an hour and we used to purposely get this cop to chase us. He had a Matchless 650 and blokes would watch him to see how many kicks it took him to start it so then we'd roar through the red light and he'd be after us but he couldn't catch us and he would just give up after 2 or 3 miles. He had no radio back in those days so we'd get away with it. I used to go down to the Centennial Hotel every Saturday night with the bikies and we'd roar off down to Wollongong or somewhere and get a hamburger. On Sunday's, this was in the Vietnam days, the hippies would be protesting so we'd dress up as hippies, kaftans and flowers in the hair and everything and go and join the protest just for fun.

I came to Mackay in 1988 from Sydney and I think the first club members I met were Chris Percy and Dale Kennedy. I had an old Norton Model 7 Dominator 500 plunger frame that I used to roar around on and Dale actually pulled me up in the street to say hello and see who this stranger was on a Norton. That's how I started off in the club and that was probably in 1989. I didn't have many other interests other than a fishing boat and the club was a good outlet for me. In the early days the club consisted of probably 90% or more of English bikes with maybe a BMW or two or Ducati's. I remember Allan Petersen had an Indian and on one Bowen ride he came off it and hurt himself. I was driving the backup vehicle so Allan asked me if I would ride the Indian and he'd drive the backup vehicle. I readily agreed seeing it was a chance to ride an Indian. Well it was the biggest pile of shit I've ever ridden in my life, you needed four arms and six legs to ride it with all the controls it had. I was afraid that if anyone came out in front of me I couldn't stop it.

The bike had a sprung saddle and that's what spat Allan off, he hit a big hole and the seat just bounced him off the bike. The rides to Bowen were pretty regular and they were great fun, all of the bikes were old oil burning British bikes, mostly Triumph's. We used to go up to Merinda just the other side of Bowen where there was a hall, I think the football club owned it, and we used to get the hall for the weekend. Of course back in those days nobody stayed in a hotel, everybody carried a swag, either on their bike or in the backup vehicle, and camped. I remember on one trip Chris Percy and Allan Petersen were on the booze all night and no one could get any sleep. About 4 o'clock in the morning they finally fell over and went to sleep so we all got up and woke them up. We were banging things and throwing things at them to get them up but that's what it was like back then, it was all in good fun. I can remember Keith Allwood doing doughnuts in the dirt outside the Merinda Hotel one time.

The other major run we did was to St. Lawrence which was a big run every year. Keith Sanders used to make a stew every year and bring it down, he'd count how many were coming down and if there were 16 there'd be 16 spuds so if somebody took 2 spuds some other poor bugger missed out. We never stayed in accommodation we always camped. I remember there was a tennis court next to where we were camped and one night a fella went into the tennis court and he was so drunk he couldn't find his way out so he had to sleep in there till the morning. I was only in my forties then so I was still young enough to camp out and have a good time.

I remember seeing my first modern Triumph which was Kenny Ussher's Daytona, I think it was a 1993 model, and were sorta looking at it saying "well they're not a real Triumph" but slowly attitudes changed I mean how good is this – you could start it with a button and it's British! There were a lot of other runs, I remember we went up to Eungella and stayed at Chris Percy's house, which was a big night. We rode out to Moranbah when Lloyd Dornbusch lived there. These were always overnight rides and we usually had a backup vehicle. I remember on one St. Lawrence ride we had about 10 or 12 bikes maybe more, mostly old British bikes, but the only bike that broke down was a BMW so everybody gave him a hard time about that. I had a little Matchless and I used to fuel it up and ride the whole return trip from St. Lawrence in one go without stopping. Bikes back then weren't as strong as the modern bikes of today, if you bought a new Matchless the handbook stated that at 5,000 miles you should pull the head off and do a valve grind and decoke. These days 5,000 miles is not even run in on a new bike and they are a lot more powerful and more reliable



The meeting places back then were always at member's houses, mostly at Keith Sanders place, and then we moved to Barry Fredrickson's hanger and eventually into where we are now at the Aero Club. I think in about 1990 there were about 20 members in the club, maybe 25 but there wouldn't have been any more and about 12 or 15 of those were active members. Ross Gordon was President for a while and I was Treasurer for about 5 or 6 years or so. We never had much money back then, if we went up to a couple of grand in the account it was a big deal. If we had money we'd spend it. We didn't need much money back then, we weren't carrying insurance or anything so the club running costs were low. Of course that's changed now with so many members in the club. I remember one incident when Robby Owens had organised a publicity stunt with the local TV called the Empire Strikes Back. The TV crew came out to his business and they wanted to film all these bikes starting up and roaring off down the road but when it came time for action half the bloody bikes wouldn't start. There must have been a bit of editing done but I think it was actually shown on TV.

The earliest bike shows I remember were held at Milton Street high school hall I think, I recall having to get a permit to sell alcohol on the premises. I don't remember if we sold food at the shows back then but the shows were basically just a big row of Triumphs, you rarely saw a Harley maybe just a Ducati or two but mostly British stuff. I recall that Greg Ryke had a nice Ducati back then. When the Euro Club closed down a few of those guys joined our club so there were a few Ducati's in the club after that. If I could have any bike I wanted today I'd love to have another Royal Enfield Constellation but that's probably just me wanting to relive the sins of my youth. I love those bikes; they were 700cc & 63 horsepower, if you could keep them together. The barrels & heads were separate and I had a single carby on mine and I think it was mostly the manifold that kept mine together. They vibrated badly, mostly only at certain revs, but I think that with the use of Loctite and the better sealants available today you could do a better job of keeping them together. The story that Chris Percy told about the barrel and head nearly coming off one of my bikes on a ride up Eungella Range is a true story. It was a Matchless 350 and with them the barrels bolted onto the crankcase and then the head bolted on to the barrels, they don't have long through studs that pass through the barrels and head like a lot of other bikes. Anyway as I was climbing the range the engine started to rattle really badly and I thought that I had done a big end or something. When we got to the top of the range I said to Chris I don't think I'll make it home she's bugged, listen to her. Chris looked at the bike and said your bloody barrels and head are bouncing up and down. On closer inspection we realised that the bolts holding the barrels on had come loose and a couple had actually fallen off so the barrels and head were actually moving up and down with each stroke of the piston that is what was causing all the knocking and rattling. We bolted the barrels back down with the remaining and I rode the bike home

I remember going to Lake Elphinstone one year on my Matchless and I had her all loaded up, I even had a chainsaw strapped on the back. I used to wind that little bike up to sixty miles an hour and keep it there as long as nobody got in my way. Those little 350's used to rev a lot higher than the 500's and they were geared differently as well so as long as you kept them wound up they'd go alright. There were two or three old fella's in the club, Keith Sanders and Les Allen that really knew their stuff when it came to fixing the older bikes, they were brilliant. I think Les is down on the Sunshine Coast these days but he must be up around 85 or 90 now. Les actually helped me put my Matchless together. Les was the treasurer before me, when he moved to the Sunshine Coast I took over.

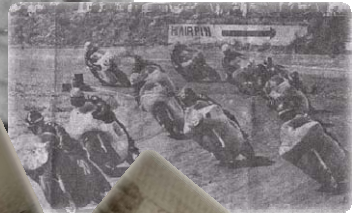
I had a business out at the harbour, I called it HMAS, Hurren's Marine Aluminium and Stainless I used to do a lot of work on the fishing boats and Les worked at the harbour as a crane driver. He used to help me out with a few "bits & pieces" and offer me "guidance" so to speak. This was back in the days when the club was just a "British" club, it still is a British club but it's everybody's club now and it's for the better. I remember back about 20 years or so ago now there was a big push on to change the name of the club to something that encompassed all bikes but in the end it was squashed.

Times have changed and I can't ride so much anymore with this damn lung condition that I've got but the club has been good for me over the years. Most of us back then didn't have a clue how to run a club and I think one of the best things that ever happened to the club was Bob Inkson coming in because the whole thing picked up and the running of the club became more professional after that. We've seen more bike brands come into the club and now the modern Triumphs and the whole scenario has changed and it's for the better. It's not a bad club and I'm disappointed that I can't participate more but you can't go on forever. It'd be good to see a few younger people joining the club so I think we need to work at providing something to attract those younger members into the club.

Contributed by Bruce Hurren



**BRUCE  
and the  
lad**



## **'PRICELESS'**

Member—Maurice Price

Brief racing history, I had help from an established racing sidecar rider who needed a passenger I also began solo racing on a 350 DB32 Goldstar in 1959. After one season on it I bought a 350 Manx Norton which was later joined by a 500 Manx Norton, for the next three seasons. I changed to a 250 Greeves Silverstone then I was sponsored on another 250 Greeves Silverstone and a Bultaco TSS 125, then a 250 Royal Enfield GP5 also a 650 Manx Norton/Triumph Westlake. Some meetings I was entered for 125cc, 250cc and open class 650cc plus sidecar passenger until the end of 1971. For 12 years I held a F.I.M. International Competition License Over the years I was sidecar passenger for three different sidecar racers. I rode at circuits in England, Ireland, Scotland, Wales plus the Isle of Man and a few times in Belgium. Joyce will explain our involvement with BMOA Mackay in her article.

Maurice Price



## Joyce Sixsmith's history with BMOA-Mackay

It was in 1999 that Maurice and I started going to the BMOA monthly meetings at the (old airport hanger). We had been there three times with no view of joining as we did not have a British bike at that time. "You have been here now three times so you are eligible to join are you going to ?" said Ross Gordon the president at that time. Maurice said with some embarrassment "well yes but we have no British bike" Then I chimed in "I would like to join too but as an individual not just an attachment". There was silence then someone piped up "Of course you can!" so that was it. I was enrolled in my own right and have been an interested member for twenty years. At present there are only three female members at present Jenny Dumba, Robyn Patton and myself., though we have been supported by wives and partners at outings, trips and of course the parties. I have always taken photographs of our activities and now have six albums of which I am very proud. These have been donated to the clubs archives. The first trip I took part in was the 2002 Tassie Tour as Maurice now had a 1958 Royal Enfield Meteor Minor which he had bought of his friend Keith Sander. He rode that 2,000km around Tassie while I followed in our camper van. There were about six other members mostly accompanied by their wives . It was a great trip and there is a whole album covering it. It was often cold, raining and even snowing at times, but most of the old bikes did very well. I have also been on many of the slightly shorter o/ night and week long trips around Queensland. It was all great. A few years on I secretly ( didn't tell Maurice) went on a Q Ride course and learnt to ride on my own. I got my license and went on a number of trips to Airlie Beach, Eungella and St Lawrence. I loved it but unfortunately I had an accident in the van and was advised to sell my bike. Maurice purchased a Spyder so I continued to enjoy the BMOA rides. Now neither of us are riding, but we still really enjoy meeting up with friends once a month at the Aero Club.

Joyce Sixsmith

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### The Intrepids



Two Chamberlain tractors a BSA and Matchless and a few club members made their way to the tip this year. Mick Bugeja, Ian Skuse, Keith Pearce and friends.

## The Modernisation of the Club

As the Club has aged and with many of the older members either leaving or passing on, times were changing. We identified that modernisation of the club was needed but at the same time retain it's original principals and move into the Electronic / Technology age. Identified first were the changes that needed to be made, knowing this was going to be fairly difficult due to the members age and computer literacy. Firstly what had to be bought up to date was our Constitution and this was due to State Government rule changes for Incorporated Bodies. Not being Lawyers or knowing anything about this, Bob Inkson, Andy Mann and myself sat down at Andy's place one weekend and with the aid of the "Queensland Government Draft Constitution" we went about bas-tardising it to suit the BMOA's needs. Once this was communicated and accepted by the membership it was submitted to the regulatory authority. It was subsequently accepted and approved and is how our Club is legally governed at present. Electronic changes and tasks that were needed, e.g. Ride Calendar and Membership List and Cards. The "Tappet Rattle" our bimonthly newsletter was made electronic for distribution purposes. Bob Inkson had the idea "We need a World Wide Web site", this was subsequently developed on the cheap and served us for years and has recently been upgraded.. There was a raft of management activities that likewise had to be modernised, and with the Club being an Incorporated Body there was a number of legislative requirements that had to be met so we changed over to Electronic Banking which greatly simplified the financial system. Strict auditing process's had to be adhered to by the club ensuring it was being financially transparent. We have developed and implemented our 'Financial Operating Guidelines" which regulate how our funds are controlled.

With the popularity of motorcycling and many members having modern as well as older bikes it was identified that we did not cater for Long Distance Rides. The birth of LDR's came about from discussions between Bob Inkson and myself.



The first LDR organised was called the Western Ride in Sept 2008, on its conclusion we met up with the clubs St Lawrence Overnighter a distance of 2,470km. Since then I have organised LDR's yearly and they are either standalone rides or part of travelling and joining up with the "Week away Rides". The LDR's vary in time away, distance and can be 3 days and about 1,100 km to 15 days with a distance of 6,000 + km. A detailed ride plan is developed and distributed to all participants for all rides, it covers distances between service stations, overnight destinations /accommodation, contact details plus projected costs. The number of attendees on these rides vary from 5 to 12, this is when the "Herding Cats" syndrome takes over. This can be very frustrating and trying when asked over and over again "How far to the next servo". Accommodation costs are minimised by sharing or averaging the costs, On some rides we have had a support vehicle, but by and large our support has been in the form of Lloyd Dornbusch's Spyda and trailer. The trailer is where we carry food supplies for midday meals, afternoon drinks and nibbles for the debrief sessions. We carry first aid supplies, PLB and generally nominate a First Aider, a number of members have completed the "First Aid for Motorcyclists" course. Numerous travelers have commented 'Gees you really are living the dream' when they hear what we are doing and how we are doing it. Bob and I have searched his motorcycling atlas for hours looking for new destinations, due to our location we do cover some territory. We believed we had ridden every major arterial road (Except 2) in this state. We have been out to the far S/W, Birdsville / Noccundra 3 times, Boulia twice, the North West to Mt Isa and the Gulf Country, Karumba twice, Cooktown on three occasions. Central West Longreach, Winton, Quilpie, Toompine, Roma, Surat, Moonie and Nindigully, We have ventured into NSW down to Lightning Ridge and in 2016 to Tamworth and Kootingal the New England H/Way to Tenterfield, Casino and also the Lions Road to Rathdowney, Esk and Toowoomba.

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The LDR's culminated this year when we pulled off the longest and most arduous ride of 6,952km over 15 days. Riding from Mackay to Mt Isa, Alice Springs, Ayres Rock and the Olga's. Then south to Cobber Pedy and Port Augusta in South Australia, from there via the Flinders Ranges, Peterborough and Broken Hill, Home was via Western NSW and Central Western Queensland. On this ride we did tick the boxes of the "2 non ridden roads" of Julia Creek to Cloncurry and Charleville to Augathella. BMOA Mackay has been changing and evolving since its inception, this process must continue for it to survive. We must be doing something right, with the growth of the club over the past 40yrs confirms that. 1979—2019

Contributed by Gerry Dempsey



This journal is produced six times per year and distributed at the even numbered meetings.  
Contributions to the Editor by the 25th of the month prior to the distribution meeting.  
Opinions contained in this magazine are those of the contributors and do not necessarily reflect the opinions of the BMOA of Mackay.