TAPPET Rattle

March / April
2021

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Dating Officer — Lloyd Dornbusch * 0427 561 577

GENERAL COMMITTEE

Ride Coordinator — 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 Archivists— Maurice and Joyce * 0438 843 587

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‘The Big Gun’

Bernie Cannon - President

Welcome to the March edition of the Tappet Rattle. Thanks to Stu for putting the mag together and for constantly having to chase me up and not abusing me yet. As usual the year is rushing past at a great rate of knots so get in as many rides as you can. Speaking of rides the ride to St. Lawrence via Collaroy Station was well attended considering dirt roads were involved. There was the inland group organized by Tim and any helpers that were involved and the Coastal run organized by Matt Williams which was well attended also. I will leave all the details to others, but I must say the hospitality shown to us by John and Stevie at Collaroy and Kristy at the St. Lawrence Pub was exceptional. We have been welcomed back by both and will be planning another inland run as soon as possible. The ride through the countryside at a reduced speed, due to the concentration required, was fantastic and it’s amazing how much enjoyment you can get by riding slow and taking it all in. A big thanks to Mick for bringing the Tractor along. It was fun and people loved it. Thanks to Glen and Bruce for the backup vehicles as well. Good to see those that for one reason or another could not ride still got to attend and have a great time.

Can anyone identify the Orange Bike?

I congratulate and thank everybody who planned, rode safely, cooked, cleaned, camped, swam, broke down, fixed up, ~~snored~~, drank and generally entertained throughout the whole weekend. A special thanks to Honest Tim. Well done chief.
I hope to see some more of you on the next one.
On now to more events. The Black Dog Ride is coming up on Sunday the 21st and once again we will provide corner markers so thanks to those assisting there. Due to Covid we will not be catering this year. Thanks Lawrie and Stu for putting together a program.
Following the BDR we have a visit coming up to Al’s Garage at Dingo Beach on Sunday the 28th and I urge you to try to attend as it will be a real eye opener. Numbers will be required at the meeting in March to allow for catering as we will be cooking a BBQ lunch up there. We will require a back up vehicle so come forward if you can assist here. Once we get through this lot then we can look towards hopefully presenting a Bike Show. Time and Covid will once again dictate where we go with that, so fingers crossed. It’s all happening and its all good fun so get involved and get riding.

Lawrie Kapitzke
Vice President

A new "Toy" for my Workshop

Those that know me well are probably aware that I have somewhat of a tool "fetish". This has probably come about from my experiences in the mechanical trade and elsewhere where it has been demonstrated to me many times that having the right tool for the job makes things so much easier, quicker and usually results in a superior outcome. Like most of us I have on more than one occasion been confronted with a mechanical conundrum that could easily be resolved by the use of some special tool or other that is not in my arsenal. In many of these cases the conundrum presented is a "one off" that is unlikely to be encountered again so the purchase of a, usually expensive, special tool cannot be warranted. Aussie ingenuity usually conjures up some makeshift device constructed of materials available to hand that enables you to "bodgy" your way through the problem however, for those like myself that possess a tool fetish, sometimes these conundrums offer an excuse to justify the purchase of some tool or other that you've always desired. Such an opportunity recently presented itself to me.

Two sets of carburettors required a thorough cleaning and for some 50 years I've always just scrubbed, soaked, scrubbed again and used compressed air to get carburettor parts clean while secretly harbouring a desire to one day possess an ultrasonic cleaner that would do the job for me. Two sets of carburettors requiring cleaning was sufficient excuse I reasoned and so a purchase was soon committed to.

For the princely sum of $225 one 15 litre ultrasonic cleaner was promptly delivered to my door courtesy of our Chinese friends enabled by eBay. At 15 litres this cleaner is large enough to accept a set of twin carburettors without the need to separate the two bodies thus minimising the need to resynchronise the carbs after cleaning, at least for modern butterfly type carbs. This particular cleaner also has a heating element which is of limited practicality but still useful – more on this later. A quick read of the "destructions" informs that the machine must not be operated while empty and parts must not be allowed to contact the sides or bottom of the tank, hence the basket.

Some internet research provided clues on the type of solvents best used for the purpose of cleaning carburettors and also some handy hints on methods of minimising the amount of solvent required. Part filling the tank with water and placing the parts to be cleaned in containers filled with solvent which are then placed into the tank both minimises the amount of solvent used and saves the tank itself from coming into contact with the solvent. Glass or rigid plastic containers with screw lids are said to be best although, depending on solvent used, resealable plastic "jiffy" bags also work. In my case I used a 4 litre plastic ice-cream container for the carb bodies which I part filled with solvent and floated in the tank and which worked quite well despite not being rigid plastic. For cleaning carbs the use of both an organic and an inorganic solvent in a two stage process was recommended as these cleaners each have different cleaning capabilities. I used kerosene for the first stage of cleaning followed by a diluted water based degreaser containing sodium hydroxide for the second stage. The water based degreaser appeared to be the most effective of the two.
The heater element in the machine has insufficient power to heat the contents of the tank from cold however if hot water is used to fill the tank the element has sufficient power to maintain temperature even with the addition of some solvent at room temperature. Two 10 minute sessions @ 40 degrees with a 10 minute soak in between for each solvent were used because the machine has a 50% duty cycle. Parts were thoroughly rinsed and inspected after each session in the cleaner and only some minor scrubbing with carburettor cleaner and a toothbrush was required to remove some of the more stubborn exterior gunk. The carbs were certainly very well cleaned after the last session in the cleaner however the water based degreaser left a dull slightly oxidised finish on the alloy components which I removed with a brass wire brush. The result was a set of perfectly clean semi polished carburettors that were then fully overhauled with new jets, needles, diaphragms, slides and seals fitted throughout. With all settings dutifully recorded on dismantling and scrupulously reapplied on assembly I am happy to report that after refitting to the bike and checking float levels the carbs performed perfectly requiring no further adjustment. I just hope that I haven't used up all of my "mojo" and that the second set of carbs gives the same results. All up I think this is a very useful tool now added to my arsenal.

Lawrie Kapitzke

Carry over from the Christmas Party .

Chris and Matt or Matt and Chris not sure
receiving their Facial Recognition Certificate
from the 'Big Gun'
Bernie?

‘The Scribe’

Dennis Gregor-Secretary

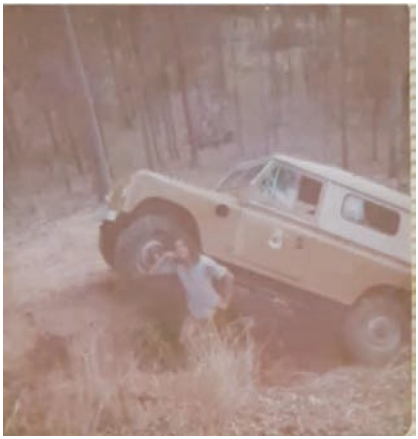
‘This has nothing to do with Motor Bikes’

In 1981, the State Government decided to tighten up its Control Network for the Mapping of the State. I was involved in a part of this, which was the remeasure of the primary network from Inkerman, just south of Home Hill to Westmoreland on the Northern Territory border near the Gulf and from Mt Isa to Ayrshire Hills, North of Winton. The remeasure involved, physically measuring the distance between survey (Control) marks between those vastly separated places. The distances were from approximately 10km to 60km apart and were measured with state of the art LASER instruments (Geodimeter 8). Carrying out the measurements, involved having the instrument at one end of the line and a set of reflective prisms at the other. The instrument emitted a very focused beam of light in the direction of the prisms and measured the phase difference in the wave of the returned beam. Atmospherics (Temperature and pressure) were measured at each end of the line to cater for differences in the air along the line. Theodolites were also used to measure the vertical angle between each pair of points to determine a correction for the slope of the line.

This project lasted for 5 months and we had about 8 days off in that time. The adventure was in the peripheral activities not the mundane act of measuring. Because all of the marks were existing, first they had to be found (some had not been visited for 40 years) and then lines of sight cleared to the mark behind and in front. Some of the marks, because they were so remote from where we might be staying, could take 5 hours to get to and the measurements were taken an hour before and after sunset. Also out west the land was so flat, we erected towers to make the observations from.

The above is typical of the towers we erected. It is 8 stages of about 1.8 metres each, so about 16 metres high. The next picture is of me all set for a nights camping. I wasn’t alone, someone took the picture. In the center of the tower in both pictures you can see an aluminum tube. This was erected separately from the tower and was guyed independently from the tower and this is what the instruments sat on. It meant that you could shake the tower, but the instrument stayed still and plumbed over the mark. We all learned a huge amount on this project, not least of all to work as a team. It was nothing to drive for 2 days to take supplies, fresh batteries or equipment to another team (of 2) who could not leave their hill or tower.

One fellow had to walk 6 kilometers off his hill out to a road where he hitched a ride into Hughenden with a wringer in a clapped out Toyota. They shared a carton of hot beer for the 5 hour drive into town.



The photos to the left show just an example of piss poor parking. The problem was a track with the center washed out. Lucky we had winches.
One incident that will stay with me, is the death of one of our team at a railway crossing near Julia Creek. We had been asking the powers that be for safety gear on the vehicles for years (Spotlights, winches, bull bars, roll bars etc). We were immediately issued with the gear, but the cost was extreme.

The above photo (Right) shows the prisms set up over a mark where there was no need for a tower. The instruments could measure several kilometers to 3 prisms, but we have 112 prisms set up here and measured 65 kilometers. It took 4 hours to get the prisms over the mark, vertical and perpendicular to the line we were measuring.

This is a birds eye view of the top of a tower. You can see the instrument column and the guys attached to it and the platform you stood on to do the observations. The fellow sitting there is doing the recording of my observations. Every Surveyor had a Chainman and mine was a champion. There was nothing he could not or would not do to keep the project moving.
One of the things about hills, and we had to climb many as not all were vehicle accessible, is that they usually only had one peak. So going up was a piece of cake, you just keep going uphill. Going down required that you pay more attention. Because every direction will take you down. We spent quite a lot of time looking for fellows who didn't follow the crumbs that we left on the way up.

The following year we were required to carry out the same exercise on the Great Barrier Reef. But this time we measured from existing marks along the Coastline and established our own control marks on various Reefs from Mourilyan to Lockhart River Mission, 1000km north of Cooktown. Some of the towers we erected started 5 metres underwater and finished up 5 metres above water. Erecting those towers was a real adventure as was the whole project, which went for 4 months every year for 3 years.

The ship is the TRIGLA which was at the time 1 of 2 Harbours and Marine survey vessels and we used this for the first year. Curiously, it ended its days in Mackay as a derelict vessel and is probably sunk somewhere around the place.

Some of the survey instruments which we used.

The experience of erecting those towers out of sight of land was quite eerie. We loaded the tower sections onto a dingy, located a high spot on the nominated reef and just tipped the materials into the water. We got our kit on went down and started building the tower. The guying was done by driving star pickets into the coral and using steel cable to connect them to the tower. Driving a star picket under water is very difficult as you are essentially weightless. It was also a bloody sight harder getting the tower down and into the boat and removing the star pickets than it was erecting it.

After the control was established and measured, distance measuring equipment was placed on each tower and depth soundings done over several reefs. The position of the sounder boat was established by the distance from 2 of the towers and height was established by a series of tide gauges we had established.

The projects I only briefly outline above were only 2 of many great adventures I had while employed as a Surveyor and I was very privileged to be involved in them. The people that worked on them with me were also a great bunch of blokes who I still count as friends. Dennis Gregor

Dennis is still heavily involved in the Survey field mapping out the clubs annual Long Distance Ride with his chainman Gerry on left.

David ‘The Carer’ Catchpole

Treasurer

What does being a Club Member mean to me!

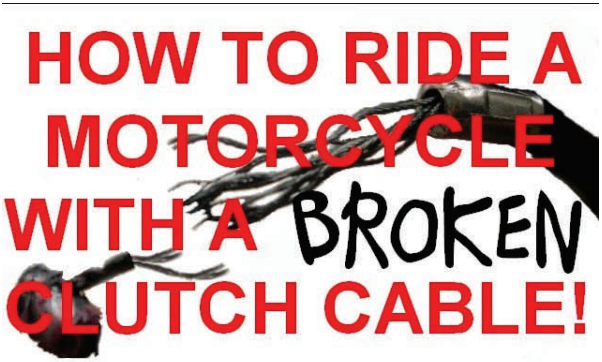
Simply put being there to lend a hand when someone needs it. I was lucky enough to be out on a club ride a couple of weekends ago om my little Daytona. Unfortunately I had a mechanical failure of a brand new clutch cable (Don’t judge me I bought two, they were cheap) With no clutch the Daytona is still rideable, it just gets interesting when you have to stop. This is where our club (I believe) differs.
The Daytona needed a push to get into first after having to stop at an intersection. Without any hesitation up steps two BMOA, Mackay Life Members to assist with getting me moving. This was the first part of the adventure. After getting to our second stop of the trip another of our Life Members had a stationary moment, I believe some call it an Autumn moment, when the leaves hit the ground. This required the assistance of others to get him up and back on the road again, the carer in me attended to the fallen while others attended to the motorbike. One of the best things about riding a British bike is that every ride is an adventure. Sometimes you come home under your own power, sometimes you come home with the bike in the back of a trailer.

BUT YOU ALWAYS COME HOME WITH A SMILE.

David—The Carer

David has asked me to mention his new book.

The book will be available in just a few weeks and in limited numbers. So if anyone is interested just let him know to arrange a copy.



Tim Lucy ‘Honest Tim’
Ride Coordinator

Ride Report

After a successful two night with bush camp Collaroy Station and St Lawrence Pub camp Started off with total of 15 Al had to drop out soon after with a Russian oil leak a couple of battery fails Bernie and Paul both sorted all good. On to Funnel Ck lunch stop then over dirt 40 km to Collaroy camp on a creek, arrived about 4pm. Most sat in the creek and had an ale, then John and Stevie who look after the station came down and had a BBQ with us. A very pleasant young couple and great company. John had mowed the area for the camp. Breakfast and another 40 km mountains and dirt to Schneiders Inn lookout. Bob, Andy, Paul and Keith had to split and head home the rest headed to the pub camp down a very steep range Micks tractor was very fast with this section testing stoppers all arriving safely. Short rest period then a few ales Matt and crew arrived on coast ride later in the afternoon. Had about 15 troops by then, meal at pub, band on, then off to bed at different times Glenn cut a lot of timber with his chainsaw all night. Ride home went well Ian had a flat tyre at Sarina picked up then on to home. All went well hopefully can do a similar ride again. I had plans for Yeppoon three nights in April but looking at the calendar I think it will be too much. With the LDR in May, C / View June, Al’s Garage 28th this month and other events Week Away etc. Will get thoughts at meeting. That’s it from me Tim.

Lucky Keizer

How did you become interested in motorcycles? - When I was 5 years old a bunch of Italian Bikers took me for a ride on a 500cc AJS.

Your first machine? - 600cc VB Ariel.

Why did you buy this particular bike and how long did you have it? - It was cheap and it was big. Had for 5 years.

List of other bikes. - Not enough space on the questionaire, BSA, Norton, Areil, AJS, Matchless, Harley, Indian, Excelsior, Rudge, Triumph, Triton, Norbsa, Norvin, BMW.

Favourite and the worst? - Norton Model 7 got it for free. Areil 600 Side Valve. Had to pay for it.

Motorcycle you would like to own? - Vincent Mod C Rapide in a Featherbed frame.

Are you just a British bike person? - Yes, any free ones.

Most memorabile experience on bikes? - Getting booked for speeding with a Villiers engine in a baby pram.

Best part of being a motorcyclist? - The Freedom

Jean Foster and the Continental Circus

Jean Foster's uncle told her "nice girls don't go overseas with their boyfriends", so off she went to distant Europe to live in the back of a van with a bunch of feisty young Australian adventurers. In the swinging sixties, she was a queen!

ManxNorton.com

Being the daredevil passenger, leaning out of a motorcycle sidecar outfit at 160km/h, was not how dress-cutter Jean Kilpatrick saw her future when she left Melbourne with her racer boyfriend Ray Foster late in 1958.

She became part of the free-wheeling professional motorcycle racing scene known colloquially as the Continental Circus. This loose collection of riders, partners and helpers roamed Europe for five months each year, living out of vans and racing in different town every week.

"Ray went to England in 1958 to passenger for Lindsay Urquhart and I went too," she said. "We couldn't really afford to go to England, but when you're young you do things anyway, if you want it badly enough.

"At the end of 1959, Lindsay came home and Ray decided he'd get a sidecar; it was cheaper and more convenient for me to be the passenger," Jean said. "There was no need to pay, transport and feed a third person. He bought a Manx Norton, stuck a chair on it and we set off on the Continent."

2017 Classic TT: Linsdell achieves 140mph Royal Enfield dream

The Classic TT is a place where you can realise your maddest mechanical dreams. Royal Enfield fanatic Steve Linsdell has already achieved one, only halfway through practice week, by building a 500cc single-cylinder bike based on a pushrod 1950s ride-to-work machine, that's cracked 140mph through the Sulby Straight speed trap. Steve believes that that's quicker than any of them upmarket overhead-camshaft Manx Norton and Matchless G50s have ever gone on the blast down towards Sulby Bridge. And this with a Royal Enfield, a make with almost zero TT course pedigree. "I wanted to build a bike that was all Enfield," says Steve, who used to bob about on a 350cc Enfield Bullet single when he was a lad. "I've used an Enfield frame, forks, and swinging arm, and all the castings are original. The cylinder head, timing case, crankcases, gearbox casing - it's all original old stuff." The gearbox shell is packed with a Nova six-speed cluster, the carburettor is a 41mm Dell'Orto, and there's a Seeley front hub and a single disc brake. A sort of double-panel fairing guides air around the cylinder head and barrel. But to continue the Enfield theme, the rear seat moulding is based on that of the 250cc Royal Enfield GP5 250cc two-stroke single racer of the 1960s, and the fuel tank shape comes from the 250cc Continental GT cafe racer. Steve's treated his motor to a well over-square bore and stroke ratio of 90 x 78mm, and reckons he's got more than 50bhp in there. More surprisingly, his son Olie is told that it'll rev safely to 8400rpm - that's getting on for short-stroke G50 territory.

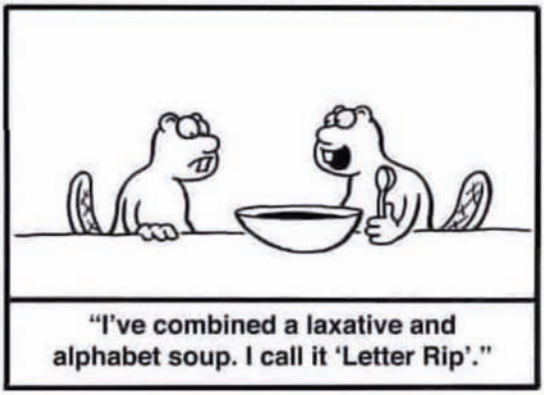
Steve and Olie, who've been punting Enfields round the Mountain Circuit for a few years now, had another dream coming into this Classic TT - to beat the overhead-cam jobs to be the first 500cc classic single to set a 110mph lap. But Olie dislocated a shoulder a couple of weeks ago and isn't yet fully sharp. The ton-ten fantasy might have to wait for another year.

NOT BRITISH

1976 KAWASAKI
KT250 TRIALS

'Don Smith's many years experience in European trials competition and Kawasaki's engineering capability assure you the KT250 represents the highest standard of trials machine development.' – Kawasaki Heavy Industries.

Development of the trials motorcycle has been marked by a series of high-profile collaborations between star riders and the sport's major manufacturers, most notably Sammy Miller's association with Bultaco (and later Honda). Miller's successful transformation of the Sherpa into a world-beater prompted rivals Montesa to recruit Don Smith and later Malcolm Rathmell to develop the Cota, while Mick Andrews was signed up by Ossa, giving his name to the 'Mick Andrews Replica'. Andrews would move on to Yamaha while Smith too was wooed successfully by a Japanese firm, transferring his allegiance to Kawasaki in 1972. Formerly with Greeves, Smith certainly had the CV to justify his appointment, having won the European Trials Championship on three occasions (1964, 1967, and 1969). Don built a prototype using a Kawasaki 450cc moto-cross engine, which led in 1975 to the launch of the production KT250, undeniably one of the best-looking trials bikes ever to come out of Japan.



"What do you do in your free time?"

"I stalk."

"Really? I enjoy walks in the park or go to the movies with friends."

"I know."

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Bonneville (Les Harris)

Production Years:1983 to1988

Leslie Frederick Harris was a Torquay businessman and motorcycle enthusiast who resurrected the Triumph Bonneville in the 1980s.
He was described as the "Saviour of the British motorcycle industry.
Born 1939 / Died 2009

Les Harris bought all the old tooling, parts and supplies left over after the old Triumph's collapse and obtained a license from Bloor to produce T140 Bonneville's under the Triumph name. It took some time to establish a supply network for the needed components, mostly outside England in Europe. Finally, on June 25, 1985, the first L.F. Harris Triumph Bonneville rolled off the assembly line in Newton Abbot, Devon, England. A total of 1,255 motorcycles were produced before his license expired in March 1988. Considering the minuscule size of his operation and no doubt his budget, building 1,255 motorcycles was a monumental undertaking and a great achievement. Pictured above Club Life Member, Gerry Dempsey with his Harris Bonneville.

'THE RUNWAY BAR'

Mackay Aero Club

Casey Ave—Mackay

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This journal is produced six times per year and distributed at the even numbered meetings.
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