

# TAPPET *Rattle*



Nov / Dec  
2023



NEW TRIUMPH 400 SCRAMBLER



## LIFE MEMBERS

Mark Botefuhr — Gerry Dempsey — Lloyd Dornbusch — Bruce Hurren  
Bob Inkson — Dale Kennedy — Tim Lucy — Andy Mann — Chris Percy  
Keith Sanders — Joyce Sixsmith—Ian Skuse

## BMOA EXECUTIVE

President — Dale Swindells \* 0405 471 400  
Vice President — Andy Mann \* 0402 213 972  
Secretary — Dennis Gregor \* 0409 648 016  
Treasurer — David Catchpole \* 0409 585 286  
Dating Officer — Lloyd Dornbusch \* 0427 561 577

## GENERAL COMMITTEE

Ride Coordinator — Glen Lennox \* 0419 668 632  
Spiritual Guidance Officer — Les Martin \* 0455 194 794  
T/Rattle Editor—Ian Stuart \* 0456 674 009  
istua55@bigpond.com

Club Archivists— Maurice and Joyce \* 0438 843 587

## HONORARY MEMBER

Alan Gascoyne

## CLUB MERCHANDISE

Bucket Hats / Caps-\$15.00 T/Shirts-\$20.00. Singlets-\$22.00  
Polo Shirts / Short Sleeve-\$25.00. Polo Shirts L/S Gray or Black-\$30.00  
Machine Badge-\$25.00. Lapel Badge-\$5.00. Badge Sew On-\$8.00  
Stubby Coolers-\$8.00. Belt Buckle-\$25.00

## ANNUAL MEMBERSHIP - \$40.00

**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)

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## 'The Swindeller'

Dale Swindells - President.

Welcome members to our first Tappet Rattle for 2024. I would like to wish you and your Families a Happy Healthy and Safe New Year. To all members and their families with health issues, you are all in our thoughts.

Well with 2023 over and gone, it was fantastic to see members and their partners at the Christmas Party and by all accounts it was enjoyable.

The year 2024 brings a couple of events that are high on the BMOA agenda. Our 40 Years of the All Bike show and 45 years of the club's formation. The 40<sup>th</sup> all bike show looks like it will have a new venue wherever that is, we will be looking for members to form a subcommittee to handle the grind of this event. The show has been done 39 times before, there is a lot of knowledge in the heads of our members so put your hands up.

One topic that is causing concern is our club ride days on the 3<sup>rd</sup> Sunday of the month. We have spoken about the numbers being low at previous meetings and why, for example, wrong day, too hot, too wet, too far, too short, too busy, and the list goes on. Our Ride Coordinator has put in a lot of effort to vary the Destinations and Locations to cater for all motorcycles, so please give him the support, otherwise these rides will slowly but surely be less and less, as President I cannot make you go riding or do anything you don't want to do, so it's up to you, our BMOA members to do something about it.

Well, that's about all for now. Cheers Dale



"ALL BIKE SHOW"  
2024

19/20/21 July

This show will mark the  
40th "All Bike Show" as well as  
the 45 years since the Clubs  
formation in 1979.

**'The Mann'**  
Andy Mann -Vice President



## Dale Kennedy 25 Years.

It came to light recently during the presentation to Honest Tim Lucy of a 25 Year BMOA Belt Buckle (congratulations Tim), that some members were not aware that the BMOA issued a 25 Year Buckle. Dale Kennedy was one such member that joined the club in 1992 and had not received a buckle at the 25year mark. The BMOA committee approached Dale and bestowed the honour upon him. Dale did not ask for nor want the award, but he got it anyway so no point in arguing.



Dale is seen here with the 25 Year Buckle and his trophy from the 1992 All Bike Show which he was awarded for "Best Post War Motorcycle". Also shown is past President Trump with current President Biden. What a team! As it has been difficult to determine all the members' exact joining dates, there could be others out there entitled to the 25year BMOA Belt Buckle so if you believe you are one of them, please come forward and see the President BMOA me.

Congratulations Dale and Cheers Dale Swindells.

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## Lawrie Kapitzke

Just FYI, my missus has been admitted to hospital and is being flown to Townsville as I type. A perforated bowel is the issue. I will be heading off to Townsville myself tomorrow to support her, not sure of the duration of our stay at this point.

Also some club members may have known a chap by the nickname of Harpo, surname Harrip, don't recall his Christian name. Harpo passed away peacefully in his sleep Wednesday morning, totally unexpected and cause unknown at this point. Harpo was heavily involved with the speedway when it was being held at the show-grounds many years ago. Harpo was my wife's brother-in-law and a good friend of mine.

Lawrie

‘The Scribe’  
Dennis Gregor-Secretary



## 6 Vintage Motorcycle Restoration Tips

Ready to restore a vintage motorcycle? You can ride down the open road with a one-of-a-kind bike that you restored bolt by bolt. Or, you can also try to make some extra money on a motorcycle restoration. Research suggests that more people are willing to pay top dollar for classic motorcycles. A 1951 Vincent Black Lightning, for example, sold at a UK auction for \$929,000. Whether you're selling the bike or planning to ride it yourself, it helps to have a plan. Vintage motorcycle restoration takes time, patience and money, but it's a highly rewarding project. To help you get started, here are six tips to help you make sure your motorcycle restoration project goes smoothly.

**1. Find a service manual** you need a variety of tools to fix up an old bike, but many experts say their most valuable tool is the bike model's service manual. A service manual gives you all of the need-to-know information about your motorcycle, including step-by-step instructions to maintain it. There are different kinds of service manuals, but the most detailed manual is called an OEM factory repair manual. It's not typically given to buyers; it's usually something that service techs use. These guides provide in-depth information about how your motorcycle is assembled, which can help you learn how to rebuild the bike. To get your hands on one, you can look online.

**2. Disassemble and organize as you go** you might be itching to take apart your bike and start rebuilding, but take your time. If you get too excited, you might end up with a garage full of pieces and no idea how to put everything back together. Take the bike apart in sections and rebuild it as you go. Get a cheap digital camera, something you don't mind getting a little dirty, and take pictures as you remove pieces. Place small parts in bags and label them. Taking these small steps makes the rebuilding process much easier.

**3 Make a plan** a classic motorcycle restoration benefits from forethought. You need a detailed plan with steps to follow to help you keep the project organized. Write down which sections you plan to fix and in what order. Tack the plan to your garage wall. Use it as a guide.

Your bike's condition can fully guide your plan, but here's a basic outline to get you started:

- Battery check
- Carburetor
- Gas tank
- Spark plugs
- Electrical
- Lights
- Oil change
- Chain and sprockets
- Brakes
- Tires
- Exhaust

**4. Be patient when ordering parts** Finding parts for a motorbike restoration can take some time, especially if your bike is older. Use local and digital resources to track down what you need. Online forums, motorcycle dealers, scrap yards and local mechanics are all great sources. Keep in mind that finding parts takes time, especially if you want original parts. If you're willing to use alternative parts, your wait time could be considerably less. A bike rebuilt with alternative parts is often called a "rider restoration" where the sole purpose of the project is to get the rider on the bike and cruising the roads. It's up to you which route you're okay with.

**5. Add a personal touch** as you rebuild the bike, you can make it your own. You might decide to add custom handlebars, a cool paint job or unique rims. There are so many ways to turn an ordinary bike into a head-turner that expresses your personality. You aren't sure what you want to do? Do some online research. Search for bikes with a similar build and check out some pictures. Jot down a few things you like. You may need some help with custom work. Ask around for references to make sure your bike is in good hands. Talk with a restoration mechanic about what you want. Consider showing them pictures or making a sketch of what you're looking for if it's art related.

**6. Don't be afraid to ask for help** the motorcycle restoration community is a helpful one. If you have a question, ask. You can start with your local motorcycle mechanic. Talk with them about their previous projects and ask about any resources they have. Once you've bought a bike, take it to the mechanic for a once-over. The mechanic can help you assess what needs attention and help you create a plan to rebuild. You can also visit online forums or vintage motorcycle shows to chat with restoration enthusiasts and get advice.

With these six tips, you're well on your way to restoring a little piece of automotive history.

## 'The Carer'

David Catchpole-Treasurer



INVISIBLE





## Paxton's

The club has been notified by Paxton's booking personal that the venue will not be available for our 2024 'All Bike Show'. The Mackay Regional Council has deemed the building to be unsafe. This means a new venue will have to be sourced for our show, to date a few venues have been investigated. The suitability of these venues will have to be appraised.

The 'All Bike Show' will be held this year and the aim is to keep up the great reputation of this iconic event. This will be the 40th consecutive show and also the 45th Anniversary of the founding of this club.

At this stage all Supporters of the show are locked in and also a few more likely supporters ready to jump in.

The public is supporting the show and especially over the past few years the clientele has become more diverse. All reports have been positive.

The feeling is that a new venue and a change in the way we promote etc can only ensure its future. This will by no means take away the social side of the event. The aim is to make it a show that the public, exhibitors can come and enjoy.

What is needed is a concerted effort by members to pull their weight and do their bit to make this years and future shows memorable.

So members and all involved please give some positive thoughts and feedback.  
Constructive criticism is accepted.

Away from the 'All Bike Show' numerous comments are being made about the future of BMOA Mackay. The majority of comments are of the downhill spiral of the club which has been happening over a number of years. Persons with these thoughts or any other matters related to the club please speak to the Executive.

As mentioned above a concerted effort in all aspects of the club is required from all to keep BMOA Mackay happening.

## Ride Coordinator

Hello ride coordinator chat Welcome to 2024. In October 2023 I took on the ride coordinator role and what a ride.

Since October 2023, we have travelled 880km (average 160km) taking in the sights of Bowen, Sarina Beach, Mirani, Kuttatubul, Seaforth, Cape Hillsborough and enjoyed the delights of the Botanic Gardens breakfast, Coffee at Sarina at Bella's Cafe and yummy Pizza in the paddock at Kuttatubul. Especially our last ride of December 2023 took us to Cape Hillsborough for a cold drink cause it was a bloody hot day!! Followed by a ride to Farleigh Pub for a couple of cold beers and a counter lunch and a bit of bullshit chats.

I hope you have been enjoying the posts on our Facebook page where I have also included a map of the rides.

It's amazing to see the places we go and the people we ride and meet up with along the way. Enjoying the comradery and bullshit chats. In 2024, I'm looking for feedback on what/where people would like to see and go. It would be great to see many more of you join us on a Sunday. With the rides, I am trying to include coffee/cold drink stops along the way before venturing on to a place for lunch. Maybe you might be interested in a quarterly breakfast we're everyone can join us, even if you don't want to go on the bike ride. It's up to you. Looking forward to another great year. Signing off for now the 'Ride Coordinator'

Cheers Glen



Me out and about checking road conditions  
for future BMOA rides.



# Glen Brooks

Motorbikes were something I grew up with as my father raced, owned and built bikes in the 40 / 50s. Living on Shakespeare Street opposite the Mackay Showgrounds we regularly attended Speedway meetings, to think Ivan Mauger rode there then. Moving to Mogford Street the spare allotments were a place to make a track and learn to ride on a BSA Bantam Major ( powerhouse ) Starting work I bought an old Honda CT 90 Ag bike, gave it a tidy up and was my transport. After work a mate and I would do laps around the Showgrounds till one day Owen Wallace told us to F### off and get a License and learn to race. I bought a second hand Bultaco Sherpa S 125 from Wally's Motorcycles and later the latest model Bultaco Pursang Mk 5 250. At this time I was a member of the Eimeo Trail Blazers as was Dale Kennedy who had a Honda powered Stock Bike and JAP Speedway bikes. Before a Speedway meet a few would gather behind Taylors Hotel where Dale lived as was tuning the bikes. (Dave Symonds area) The Eimeo Trail Blazers track on Bucasia Road had Scrambles and Flat Track. Amalgamation with the other bike club in Mackay saw Mackay Motor Cycle Club formed. I raced most tracks in North Qld, flat ,scrambles and observed trials with flat track my favourite. Married and moving to Moranbah saw the end of racing however Speedway still held an interest so I became involved with Moranbah Speedway where I met Gerry Dempsey and reconnected with Owen Wallace and Col Allwood ex Mackay boys. I became the Machinery Inspector to Formula 500 and pit crew for the Allwood's. When Goonyella and Riverside Mines joined I met Llyod Dornbusch who was a Storeman at Riverside and found we had a common interest in motorbikes. Returning to Mackay after some 12yrs at the mines I reconnected with Lloyd and met Mick Bugeja and was introduced to the British Motorcycle Owners Club. Strange to think my cousin Fred Field and mates started a British Bike Club all those years ago. Probably started when we went shares in an old BSA Twin we flogged around down at Rockleigh by the river. Early road bike days with Honda's and Norton's in Mackay saw me ride with people like Steve (Sledge) Hammer, Phil Bonaventura, Ron Stayte and Terry Butterworth. Terrys house on Milton Street was a gathering place. Changing times in life has allowed for the purchase of my Suzuki Boulevard C50 T (Not British) and become a Club Member. BIKES OWNED. Honda CB450, SL125. TL125. CT90/65. Yamaha DT 175. Suzuki Boulevard C50T, T550. 2 x Hustler 250's, TS125, TC100. Bultaco Sherpa S 125, Pursang 250, Metralla 250, Raced a 350 El Bandito. Bike I would like to own is a Moto Guzzi V85 TT Travel .

Regards Glen



# Number 919

## Bruce Crowther's T214



"The Limited Edition Bonneville T214 celebrates the achievements of Texas-born racer Johnny Allen, and his record-breaking Triumph-powered Cee-Gar streamliner which, in 1956, set the first of many land speed records at the Bonneville Salt Flats by recording a two-way average of 214.4mph." ----- Total Motorcycle "The T214 Land Speed Limited Edition pays homage to Johnny Allen's record-setting run at the Bonneville Salt Flats in 1956. That year, Allen teamed with J.H. Mangham and Jack Wilson to create and run a Triumph Thunderbird 650-powered streamliner they dubbed the Texas Cee-Gar. Officials clocked his average speed at 214.4 mph, an absolute motorcycle speed record which was unbeaten until another Triumph, the Dudek Streamliner, bested the effort in 1962. The paint scheme utilizes the same colours as Texas Cee-Gar, hand painted Caspian Blue and Pure White with red and white checker detail. The blue mudguard at the front features a white star reminiscent of the one adorning the front of Allen's machine. The wheels, handlebars and rear suspension springs have been blacked-out to add to the T214's sleek aspect. There will only be 1000 T214 units produced worldwide." ----- Motorcycle USA "For those of us living in the upper Midwest's snowbelt, we will use any excuse to say spring is just around the corner. And we say that a lot. For a motorcyclist, the arrival of a new bike is just one such excuse. For me, it's even more emphatic this winter considering I just purchased my first brand motorcycle since 1976 – a zero-mile, full-factory warrantied 2015 Triumph Bonneville T214. I first fell for the T214 when we covered the series of limited-edition Triumphs rolling out of Hinckley for the 2015 model year.

After writing the T214's First Look, I was hooked. There will be only 1,000 of these bikes built, and even though mechanically they are basically the same as the Bonneville T100 Black, the aesthetics and special touches are something special." ----- Ultimate Motorcycling

*Triumph*  
**Bonneville**



## Johnny Allen and his Triumph Streamliner

The last time a U.S. rider held the record was November 5, 1923! On that date in the Roaring Twenties, Claude Temple rode a British Anzani to a speed of 108.75 mph. Temple beat Gene Walker's speed of 103.77 mph, set aboard an Indian, which had stood since 1920. The month before Allen's 1956 run, Wilhelm Herz was the motorcycle world land-speed record holder; he posted a 211 mph aboard a supercharged German NSU called the Delphin III. Allen had set a new record in 1955—over 192 mph—but it was not recognised by the Federation Internationale Motorcycliste (FIM) because the event was run under the American Motorcyclist Association (AMA) rules, which the (FIM) refused to recognize.

The tiff over Allen's record went so far as to lead Triumph to take legal action against the FIM in 1957 in order to force it to recognize Allen's achievement—but they lost. Things got so bad that in 1960 the FIM banned Triumph from FIM sanctioned competition for two years. Ironically, Bill Johnson's 1962 speed of 224.57 mph was recognized by the FIM even though that record was set while the Triumph competition ban was still in place, and Johnson's Dudek/Colman nitro burning streamliner was powered by a Triumph engine.

Johnson's record stood until 1975, according to the FIM, even though another Triumph powered machine, the Gyronaut X-1, ridden by Bob Leppan, pushed the record to 245.67 mph in 1966 under AMA rules. By today's world speed record standards (376.363 mph), Allen's record average two-way speed of 214.400mph through a measured mile (214.17 through the measured kilometre might seem fairly tame, until you look at the amazing technical achievement it actually was, even by today's standards.

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**Rush Hour**





## 1965 PEEL TRIDENT

For any Petrolhead, “Isle of Man” evokes heroic (perhaps even utopian) images of a speed-loving island in the Irish Sea, where racing motorcycles sear through the countryside, blistering past ale-swigging onlookers. For four-wheeled enthusiasts, crowds line the narrow tarmac lanes as local boys like Mark Higgins or legends like Jimmy McRae feverishly chuck their flame-spewing rally cars around by the scruff. One would be forgiven to conclude that the Isle of Man’s only car manufacturer might want to tap into that deep-rooted tradition.

Instead, we get the Trident, and its sibling, the P50, produced by Manx-based Peel Engineering Company. While Peel made aerodynamic fairings for racing motorcycles, their cars were somewhat less racy. The single-seat P50 first appeared in 1962, followed by the two-seat, bubble-top Trident in 1965. When launched, the P50 was the smallest production car in the world, boasting one seat, room for a bag of groceries, and not much else. Power came from a 49-cc Zweirad Union (DKW)-supplied two-stroke, rated at a whopping 4.2 horsepower. At £299 and apparently capable of 100 mpg, it was advertised as “almost cheaper than walking.” It could propel its solitary occupant to 28 mph – Although a period road tester suggested the top speed was relative to the size of the steak the driver had for dinner.

The Trident that followed featured a slightly revised chassis, moving the 49-cc engine from the side to the rear, opening up space for a second seat. The body was a fiberglass monocoque placed atop a rudimentary metal frame, with a scooter-type engine and single drive wheel. The Trident was easily identified by its Jetsons-style Perspex bubble top fixed to the top half of the body, hinged at the front like a clamshell. Estimates vary on how many Tridents were built, ranging from 45 to 80, while 47 P50s left the works.



## Go Bike Grima



Andy Mann had posted on Facebook a video of John Grima riding his Go Bike. As Kenny Cullen and I are in the process of putting one together I thought I should go and have a look. Contacted John who I had never met before asking if I could have a look and that wasn't a problem. The bike is stored under his house along with other interesting bits and pieces. The bike had been put together on the family farm at Homebush when he was a lad. John told a few yarns about the Go Bike and growing up in Mackay.

In one conversation John said his Go Bike and his mates were entered in the last of the BMOA "All Bike Shows" held at the Oriental Hotel. It was a \$5 Entry Fee at the time, his mate said entry is more than what his bike was worth.

John is happy for the club to display the bike at this year's Celebration of 40 years off the 'All Bike Show'. We will take him up on his offer. Thanks John

Stu

# Not British

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For riders aged 8 to 12 years who are ready to take their skills to the next level, CFMOTO presents the CX-5E.

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CFMOTO stands for **Zhejiang Chunfeng Power Co., Ltd.**, which is a Chinese manufacturer of engines, motorcycles, all-terrain vehicles, quadricycles, quads, and yachts headquartered in Hangzhou, Zhejiang, China. The company was established in 1989 by Lai Guoqiang and has since expanded its product line to include high-end yachts in 2011, CFMoto and KTM entered into a commercial partnership, and in 2017, the two companies started a joint venture that allows the production and sale of KTM motorcycles in China under the name of "KTMR2R". CFMoto also assembles the small displacement models on behalf of KTM in its Chinese factories and also produces the large displacement KTM engines <sup>1</sup> CFMoto has an annual production capacity of 800,000 engines and more than 600,000 vehicles distributed in more than 100 countries and distributed by more than 2,000 partners <sup>1</sup>.



Police arrested two kids yesterday, one was drinking battery acid, the other was eating fireworks. They charged one – and let the other one off.



'A young blonde woman is distraught because she fears her husband is having an affair, so she goes to a gun shop and buys a handgun. The next day she comes home to find her husband in bed with a beautiful redhead. She grabs the gun and holds it to her own head. The husband jumps out of bed, begging and pleading with her not to shoot herself. Hysterically the blonde responds to the husband, "Shut up...you're next!" '.

My therapist says I have a preoccupation with vengeance. We'll see about that.

Doc, I can't stop singing the 'Green Green Grass of Home'. He said: "That sounds like Tom Jones syndrome." "Is it common?" I asked. "It's not unusual" he replied.

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## ANY IDEAS OR DESIGNS FOR THE 2024 ALL BIKE SHOW T/SIRT / VEST?





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Email

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Is an ALL Bike Club



The Club is open to a wide range of Motorcycling Enthusiasts.  
 Motorcyclists of all ages are invited to join us, whether you ride or have an  
 interest in Motorcycling. If you would like more information please contact

President — Dale Swindells \* 0405 471 400 \* Vice President — Andy Mann \* 0402 213 972  
 Secretary — Dennis Gregor \* 0409 648 016 \* Treasurer — David Catchpole \* 0409 585 286



It's an "All Bike Club"

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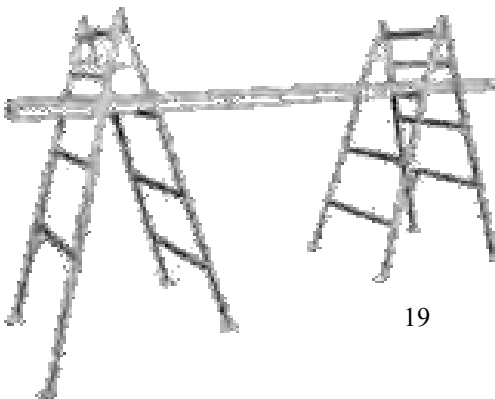
\*PRESIDENT—DALE SWINDELLS - 0405 471 400 or the \*SECRETARY—DENNIS GREGOR - 0409 648 016



Hi BMOA Members. Do any of you own Aluminium Trestles and Planks that you may not be using for a while and would be happy to hire to me for cash or beer. Do not have to be real high ones.

Any help appreciated.

Call Bernie on 0419 795816 if you can help.





Meets here 2nd Sunday of Every Month at 9am

Enquiries to PO Box 591 Mackay 4740 • [bmoa.org.au](http://bmoa.org.au)

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