

Tappet Rattle



Official Newsletter:

**British Motorcycle
Association Inc.
Mackay**

Issue 3: 2025



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From the President

Welcome to another edition of the Tappet Rattle. Thanks to Joslyn for her efforts in getting this issue to print.



On a sad note, we pass on our condolences to Morina in the passing of her husband and our fellow Life Member Mark Botefuhr and also to Bob in the passing of his wife, our much loved member Jenny Dummer.

Our club is predominantly

mature aged members and health issues are being faced by several of our fellow members, so we wish them well going forward.



The Long Distance Ride has come and gone and was not without mishap, but the good news is that all members returned to base safe and well. Bike parts can be replaced but body parts are a different story. See Gerrys story in this edition covering the LDR in detail.

The trip to Raglan was a well-attended event by club members and a very entertaining weekend. Thanks to Andy for a report on that weekend in this edition as well.

There are other weekends on the horizon such as Lake Elphinstone and St. Lawrence, so keep your eye out for those events.

As usual the year is flying past and the All Bike Show is coming up in August. It's now time to start promoting the show and putting final details into place so all hands on deck for that.

Please consider contributing material for the Tappet Rattle as there can never be too much and we want to have as many members stories in print as possible.

Cheers Bernie.

Old Station Air Show 2025

On a tremendous Wednesday morning 7 forward scouts met at McColl Street barracks, of course there is always one GAS scout who pushes time to the limit when attending roll call. After another decided to change the route straight away, the platoon was sent off by Major General Lloydie. The trek was uneventful through to Funnell Creek, where all stopped for lunch. During the lunch break a couple of slow thinking chaps worked out how the water level sensor worked, kept them busy, and out of our faces, for a while. After lunch it was on to Lotus Creek Homestead for the night, what a tremendous job they have done with the place, well worth a visit, and an early night by all. One member got stalked while he was trying to get to sleep.



Day 2 was an early start, 7am, for the tractor, as we had a fair bit of ground to cover that day, not an LDR just a BDIT, (big day in tractor).

After 117km on the bumpy pot hole ridden black stuff, we turned off into the bush. Leisurely stop for smoko for all but one, then on to the Fitzroy River crossing for lunch. The Fitzroy was a lot more accommodating this time, unable to cross 3 years ago.



After lunch on to Alton Downs for another leg stretch, the tractor doing good time through the dirt section. Back on the black top and zig zagged our way across to the Capricorn Highway, then past the Kabra Pub and turn into Kabra township. Meander through to Bouldercombe for another leg stretch, then back onto the dirt to get through to Raglan Tavern. At the last turnoff some went straight through to the Air Show, others stuck with the plan and went through to Raglan Tavern to meet up with a couple more. I think it was around 350km, BDFT.

Day 3 was a leisurely start, then off to the Air Show for the rest of us, where we had breakfast and settled in for the day. I think we had a total of 7 bikes entered in the bike show section by various members with one taking a trophy home to Emerald, and 1 tractor in that section. There was already a brilliant selection of planes that had flown in for the weekend, and you were more than welcome to walk around in amongst them and have a look. A few lies and beverages around the campfire, then people slowly disappeared off to bed.

Day 4, this is it, the main Air Show Day, except for one fella, not really cut out for camping, even though he had the best camp set up possible. He had some problems with his bike, so decided to head off before the crowds started leaving too. The rest of the crew had a gander around the various parts of the show area, very big area to cover, then back to base camp for some tucker. After lunch most headed up to the main area to watch the Grand Parade and Air Show. Couple of members were in the Grand Parade, one even got to take his bike for a ride along the runway, kept everyone amused. Once again, the aerial display was tremendous, it started with a parachute jumper displaying a massive Australian flag circled by a stunt plane, brilliant effort. The show went for around 2.5 or so hours, with some very nice manoeuvres from a few planes, I believe some got sore necks from looking up for so long, or maybe it was from tipping back a few cans.



There was also a tremendous fireworks display on the Saturday night. I think the majority had pizza for dinner washed down with a few refreshments, followed by some discussions on various topics which didn't really lead anywhere.



Day 5 saw everyone packing up to head home, some went straight home, some back tracked with the tractor through to Lotus Creek homestead for the night, once again the tractor made good time to get through to Lotus Creek. After a good feed it was a reasonable early night for all.

Day 6 saw everyone head off home, some went straight home, some followed the tractor as per #1 plan, except the tractor detoured at the last minute too, all good plans are made to be altered.

For a bloke who said he was only having a few, Wixy did ok.



Thanks to all who attended, I think everyone enjoyed the trip, and some possibly came home a little bit wiser.

Cheers

Andy

Member Profile.

Mr Jim Gourlay.



How did you become involved in motorcycles:

I used to go to a friend's place after school, behind Chermshire shopping town. Owen had an old Matchless Single, we used to push start it and have turns at riding it. Owen had a buster and finished up in hospital. They removed his spleen that was the end of that.

What was your first machine:

When I did my apprenticeship, I brought an old Speed Twin. Never had a licence but I was sick of riding my push bike to work after 2 years.

How long did you have this machine, maybe you still have it:

Sold it to a friend and brought a MK2 Ford Zephyr the girls were my priority then.

List of other bikes you have owned, borrowed, or stolen:

Yamaha DT 175, Triton 63, Bonny Motor, B.S.A. Rocket 3, Montessa Cota 250, Matchless G7, 54 Speed Twin, 69 Bonny, 69 Trident, 74 Trident, 95 Thunderbird, T100 Scrambler, T100 Bonny, Moto Guzzi V7 Special, Honda CB 750 K3.



Which was your favourite:

B.S.A. Rocket 3 because of your young age, and most weekend riding with friends from Brisbane. Lots of destinations within 200KM radius. This bike was competitive and would beat early CB 750 Hondas but when Z 900's came along that was the end of that.

Which was the worst:

95 Thunderbird it was top heavy and hated slow corners and manoeuvring.

Which motorcycle would you most like to own, maybe you own it:



I love my Moto Guzzi as it is so comfortable and economical due to being E.F.I.

Are you just into British bikes, or do you enjoy all:

Always liked old British Bikes. So easy to work on. Now, playing with a Honda CB 750 K3.



The most memorable experience on, or with a motorcycle:

Riding to Townsville in 1972 (Had a job on Yabulu Nickel Refinery Construction). Got to Rockhampton first night, left Rocky, good to Malbrough but next leg was a nightmare. The inland road had narrow bitumen around Apis Creek area no fences cattle wandering across the road dodging cattle ' Shit Mounds" moving off onto dirt when traffic coming other way then bumpy road all the rest of the way, not a good experience on Triton.

What is the best part of being a motorcyclist:



Trying to make old bikes reliable. Love going to triples rallies when you get to hear over 50 tridents and rocket 3's singing along N.S.W and South East Qld Hinterland Roads. Talking to likeminded people about their thoughts and experiences on old triples.

Other:

When my kids were ready for high school I kept hearing my mother's voice in my head. The next morning if I had been out on the bike the night before she would say (I couldn't get to sleep until I heard the bike come in). I decided I didn't want my kids growing up with motorcycles (Easier for Lori). I sold the bikes, bought a boat and took them fishing instead. Only got back into bikes after they had grown and gone their own way. Now grandkids are showing an interest, who's going to get the blame.



The Muffler



Designed and painted by Lori Gourlay this muffler is unique to 1969 Triumph Tridents and B.S.A. Rocket 3's, so the muffler is unique to our motorcycle. It's also the symbol of the Worldwide Association called the Trident Rocket 3 Owners Club (TR3OC). Lori and I travelled to Evans Head N.S.W. every year to attend The Aussie Triples Rally. Many individuals are members of this club all over the world.



Lori painted this muffler signifying our trips from Mackay to Evans Head. There is a symbol on the muffler, a smoke haze, which represents 'Nimbin'. The rally is held every year, and they ask members to donate motorcycle related items. These donations go towards a charity of some sorts; the charities change from year to year. On Saturday's we attend sporting clubs that are doing it hard, and schools and the P&C provide food for us. Saturday night they do a big raffle from the donations. That muffler Lori painted raised \$300.00 which was the top seller for the night. It's all about helping community charities, I feel our club should go that way too.



In Memory of Lori



Mackay Outlaw Biekie Gang Shootout

On 31st August 1997, Mackay had an incident involved an armed confrontation between two bikie gangs, Odin's Warriors and the Outlaws whose members rented the Roundhouse at Cremorne. Over the preceding week police detected gang troubles. On the Thursday night there was an altercation at the Blue Moose Nite-club, involving baseball bats and spanners as weapons. Outlaws were planning a big party for the Sunday. Police cautioned them that there could be trouble.



Just after lunch a group of Odin's Warriors heaved bottles into the Roundhouse on their way to the Kooyong for a beer. When returning in double-file, reminiscent of a John Wayne cavalry troop in western movies but on petrol steeds, a truck was driven through their convoy and up to five rifleman ran out of the Roundhouse onto the adjoining spare allotment, discharging firearms. The encounter lasted 20 minutes and more than 60 spent cartridges were later collected by police. Six bikies were shot, one across the eye, another in the chest.

The Daily Mercury headlined : "Bike war erupts in city". Police were in a flap and ambulance-bearers were bravely treating the wounded. A rescue helicopter was used to monitor the retreat; motorbikes littered Barnes Creek Road which was closed off until the following mid-day. Emergency Response Teams were flown into Mackay. High powered rifles, Molotov Cocktails and other weapons were confiscated, and over 50 bikies were charged with "causing affray". No person was ever convicted, possibly because trial costs were projected at \$1.5 million.



Police officers wearing protective gear respond to the shootout. (ABC News Archives)



The Outlaws claimed the Roundhouse as their clubhouse. (ABC News Archives)

Days of Real Sport.

MACKAY'S FIRST MOTOR-BIKE.

"DID NOT KNOW HOW TO STOP."

Whether in their enamelled glory they dash along the highway with a sharp staccato, purr contentedly as they cruise about, or in sullen spasms bark defiance to angry owners, motor-bikes nowadays attract but passing interest.

That it was not always so is revealed in the story told by Mr. P. T. Dunworth, of South Milton-street, who "enjoyed" the first motor-bike ride in Mackay.

"The bike arrived one Saturday morning," he recalls. "There were no mechanics in those days—only the instruction book. All that afternoon and night we studied the book, and next morning we got the bike out.

"It was one of those models that you pushed along and jumped aboard as it started. We knocked up pushing it. At last they put me on and pushed off. Again we knocked up.

"We eventually managed to get it started, and I jumped on. It was the carrier—not the seat—that I landed on, and the bike fell over. Another spill ensued before we got going properly.

"Once I had started I did not know how to stop. The more I turned the gadgets on the handles the faster the bike went. I started off in North-street, but it was at the end of George-street at the Town Beach that I ended up. I struck the sand and came off.

"But I did not have to walk home; for the boys had come after me in a sulky fearing the worst!"

This article was in the Daily Mercury Mackay on the 22nd of February 1938.



World Tavern TRIVIA

Eat • Drink • Think

DATE:
TIME:



ROUND 3 - Unscramble

Directions: The first two rounds were easy, but this one will see how bad to the bone you really are. Unscramble these biker terms and your team will get 10 brain cells for each correct answer. GOOD LUCK!

1. ophCpre
2. wKaaskia
3. soBssHos
4. nrBuout
5. orpHsowere
6. aeldaSgdb
7. aRRdshoa
8. uberbR
9. romAr
10. iheWeel

ANSWER KEY

AT THE BACK

Second of the most popular motorbikes in Australia

Honda CB650R



This bike is designed for versatility, making it perfect for daily commuting as well as spirited weekend rides. The CB650R has a comfortable seating position, and a reputation as a well-rounded machine.

Weighing approximately 202kg fully fuelled, it handles easily through traffic and round tight corners.

The CB650R is powered by a 649cc inline four cylinder engine producing around 95 horsepower and 64Nm of torque.

Daily Mercury Mackay Classified Advertisements

Here's the motor-cycle that
gives you everything



TRIUMPH

These Triumph Twins are SMART—in appearance AND performance—and almost in operation. All models are powered by the famous Triumph Twin O.H.V. engine, giving smoother petrol-saving performance at all speeds! All models carry hydraulic front-wheel springing . . . and ALL models will take the exclusive Triumph rear spring hub. For Everything that's new in Motor-cycling—choose Triumph.

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Ensure Earliest Delivery.

•
FIELDS PTY. LTD.
142-144 VICTORIA STREET.

Sat 8th January 1949

B.S.A. Motorcycles, just arrived.

Another shipment of B.S.A.
500 c.c. Twins, 350 and 500 c.c. O.H.V.
Singles. Immediate delivery, at Fields
Pty. Ltd., 142-144 Victoria Street,

Mon 28th February 1949

MOTOR CYCLES AND BICYCLES

FIRST in Mackay, the new
Model 88 Featherbed Nor-
ton. This machine has been pro-
duced after several years of re-
search and development, and it
embodies the well known du-
plex type frame, similar to that
used so successfully by Norton
Racing Machines. The unap-
proachable Norton, the World's
Best Road Holder, winner of 28
T.T. races. See it at River
Motors, Victoria St.

Tue 29th September 1953

MOTOR CYCLES AND BICYCLES

1953 E.S.2 and Dominator
Nortons include a
number of new features and if
you want reliability road hold-
ing that no other machine pos-
sesses, then you want the U-
approachable Norton, the
World's Best Road Holder. Easy
terms and we'll trade in your
old machine. **River Motors, Vic-
toria St. Phone 256.**

Wed 21st October 1953

Blast from the Past

Tablelands 2012



Northern Tour Rally

I was the organiser of the Mackay leg of the “Northern Tour” rally for the Veteran Car Club of QLD.

The rally started in Mackay and ran for three days from the Andergrove Van Park, it also had 3 days in AYR, then progressed to Atherton and Herberton and finished in Ravenswood.



Each time there was 2 days off before the next 3 days driving started. This gave participants time to look around each area and relax with only 300 km or so till the next town.

29 Entrants started, mostly 1 and 2 cylinder cars , but also 4,6 and one V8. With all vehicles being made before dec 1918 as the veteran requirement.

BMOA Members and former members participating.



Keith Pearce, was riding my 1915
Indian motorcycle



Engine detail of
2cy Renault.

Les Allan, 1914 Renault 2cyl (former
founding member and treasurer of BMOA)

Arthur and Denise Scott, 1915
Royal Enfield outfit (former
members of BMOA)



Participants came from all over, Queensland, NSW, VIC, SA and Tasmania.

Monday 19th May 60km day, and we visited Shoal point with Bucasia smoko stop continued past Eimeo and then to Lamberts Beach Tavern for Lunch followed by a trip to the Harbour.

Tuesday 20th 100 km day, headed out to General Gordon pub via Homebush Rd. for smoko, then through Eton and down Victoria plains Rd, Pleystowe School Rd. to Walkerston for lunch at West Tigers, coming home over Pleystowe bridge and followed the river along past the Weir back to the van park.

Wed 21st 100km day, headed out down the river past the Weir and had smoko at Melba house, going through Deveraux Creek to Mirani for lunch at the pub, and then home from there.

Each day was trying to be back at the van park before 2.30 / 3 pm to avoid school traffic.



Not all, but some of the people dressed in period costume for the event.

Contributed by Andrew & Christine Gauld



Several BMOA members attended the River of Life Festival on Saturday the 7th of June to promote the club and the All Bike Show.

Thanks to those that attended. A great day was had by all



We caught up with Gary Leeson at the All British Day in Townsville recently. Gary has supported our All Bike Show for several years and will be doing so again this year.



BMOA 2025 LDR to “Darwin for a Look”

This year's Long Distance Ride (LDR) is and was a pretty big challenge due to time and distance and at the same time it would create another milestone for the BMOA LDR's, in that this ride would cement in our LDR commitment and actually confirm that in conjunction with Other/Previous LDR's that the BMOA LDR's had actually covered the Eastern Half of Australia.

The ride would cover some of our previous ride destinations and at the same time unearth many new adventure destinations and experiences. It was to be over 13 days and cover just over 6000kms. See the below Ride Plan for details of Distances and Destinations along the way.

[illegible]

Day1. Mackay to Pentland 541Klms with Overnight accommodation at the Pentland Pub. We have stopped there before and not much has changed apart from that they were renovating the kitchen and for dinner they put on a BBQ for us which was really appreciated.



Day 2. Pentland to Mt Isa 664Klms via the Legendary Holden's Bakery in Hughenden " Just for Dale"



Day 3, Mt Isa to the Three-ways 637Klms with the customary stop at the Queensland /Northern Territory Border, via The Barkley Homestead Roadhouse which was recently been rebuilt due to a fire. And OMG what a Magnificent Roadhouse. This place and the service is beyond any expectation for a Roadside stop out in the middle of Australia. It is really magnificent.



Day 4 Three-ways to Katherine, another reasonably big day of 658klms

A reasonably uneventful day apart from the Katherine Motels Security having to move on one of the "Locals" that thought he might wander in and partake in our evening Drinks & Nibbles session. In all these locations in the NT we took the extra precautions to ensure that all the bikes and our support vehicle were arranged so no one could help themselves.



Wagon Train Circle for Security



No such thing as too much Horsepower.

Day5 Katherine to Darwin 317Klms, however as usual it again took us most of the day arriving in Darwin around lunch time to our Accommodation at the Argus Hotel in the CBD of Darwin. Great accommodation with underground secured parking which was a relief going on the reputation of the NT. Dennis & Dave took the opportunity to get their bike serviced by the BMW dealer in Darwin. They were both very happy with their results.

Day 6 & 7 were rest days in Darwin and we were extremely appreciative of Paul Gallants knowledge of the Darwin area and the contribution made by Pauls Daughter Kate and Son in law Adam that provided us with transportation to get around and see more than just the Darwin CBD.

During our 2 days off we undertook Leisure Time activities well known to the Darwin Area in that on the Friday Night we undertook a "Sea Darwin Fish & Chip (Local Barra & Chips) Sunset Cruise" of the Darwin Harbour this cost about \$104 each and was absolutely worth it. Note 1200 HP hanging off the back of the boat





Day 7 Saturday was an early start as we went on the Jumping Croc Tour on the Daly River.

This was a ½ day tour with a Bus Pick up and after a return visit to the Humpty Doo Hotel for Drinks, we got back to our Motel about midafternoon.

The Tour was Ok, all of us were a little bit let down on our expectations.





That Infamous Pic

Day8. Departure day for home as we left Darwin for Daly Waters, 597km. This was a pretty uneventful day as we arrived in Daly Waters about 4pm. The stay at Daly Waters was really great and it had tremendous accommodation and a very enjoyable Pub with lots of interesting characters and stuff to look at and great meals and entertainment well into the night.

Day9. A Big-Big Day. Daly Waters to the Barkley Homestead via Heartbreak Roadhouse 657Klms, I spent quite an amount of time chatting with numerous local Truckies etc about the road conditions on this section of the road as it had a SUSPECT reputation.



The first stretch of this leg from Daly Waters to Heartbreak 278Klms was reasonably uneventful apart from the massive amounts of road reconstruction that was going on. We had a refuel and lunch at the Heartbreak Roadhouse and headed out for the Barkley Homestead which was 380klms away and was going to be a bit of a stretch for everyone fuel wise, but everyone had extra fuel for this leg. About ½ hour south of heartbreak is where things turned into a difficult situation as I had reason to run off the road and down onto the table drain and in doing so, I believe I hit an ant mound and destroyed the rear rim on my bike. This was the Arr Shit time what do we do now event? Luckily, we had the support vehicle so without hesitation it was "lets reorganise the back of the ute and get the bike on board and get out of here ". A Huge thanks to those that helped pull this off.



With this out of the way it was onto the Barkley Homestead and that in itself became a real effort and there was about 80klms of road at the Barkley Homestead End that should have been closed, and it was an absolute disgrace. Unlike our usual riding habits we all arrived after sunset, and everyone was running on fumes.

Day10.Barkley Homestead to Cloncurry 571Klms. This was a pretty easy run across the remaining part of the Territory and back into Queensland. Once We hit Mount Isa we decide to see if we could hire a trailer to get the bike out of the back of the Ute. This task became impossible as there was nowhere in Mt. Isa that would hire a trailer to go out of town, so after wasting a couple of hours on this we headed to our overnight at the Wagon Wheel Motel in Cloncurry.

After our afternoon Debrief (Drinks & Nibbles) it was decided by the group that we would cut the Western Sector of the ride short and head for the Coast, so Dave and I went about cancelling and reorganising the accommodation.

Day11 Our next stop being Charters Towers 648Klms where we would overnight and strip my bike of any "Bells & Whistles in readiness for leaving it in Townsville.

Day12 Charters Towers to Townsville then to Mackay, 517Klms. The next morning, we would split the ride with Dylan and Myself heading into Townsville to Rising Sun Motorcycles to drop the bike off for Insurance Evaluation and rest of the ride would part at Woodstock and continue home to Mackay with everyone arriving back in Mackay just after lunch.

All in apart from My Misadventure in the Middle of the Northern Territory and very long and sometime testing LDR, I would probably predict that this would be the last BMOA LDR of this distance and duration as we are running out of destinations.

Thanks to all those that participated. Paul Gallant, Dave Catchpole, Dennis Gregor, John large and Mike Newman, and My Grandson Dylan McCubben for providing the backup vehicle and keeping us Ol Blokes on track.

A special thanks to the Barkley Roadhouse Maintenance Supervisor Mike who went out of his way to help us more securely retain the bike in the back of Dylans ute for the long journey, 1350kms back to Townsville.

Submitted By



P.S. The Triumph Tiger 1200 is not coming back home to Mackay as it has now been deemed by the Insurance Company as unrepairable, this being due to some parts not being able to be sourced and the cost of replacement parts due to possible sub sequential damage. So for this guy it looks like the end of the British Motorcycle Ownership.



Ant Hill? – What Ant Hill?



"We'd like to eat standing at the bar.
It's been a long motorcycle ride."

Answer Key

ANSWER

1. Chopper
2. Kawasaki
3. Boss Hoss
4. Burnout
5. Horsepower
6. Saddlebag
7. Road Rash
8. Rubber
9. Armor
10. Wheelie

Hot Chocolate

Perfect on a cold days and nights you can add a pinch of chilli, cinnamon or slug of rum.

Ingredients

250ml of milk your choice

1 tbsp cocoa

1-2 tbsp brown sugar of your choice

25g dark or plain chocolate finely chopped, plus some grated to serve

1 tbsp whipped cream or squirty whipped cream

Method

1. Heat the milk, cocoa, sugar and chocolate in a small saucepan over medium heat until steaming and the chocolate has melted. Whisk to dissolve the cocoa.
2. Pour into a mug, then add the whipped cream to float on top. Grate over a little more chocolate to serve.





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Open Fridays 4.00Pm.

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Sleeve \$25.00, Polo's Long Sleeve \$30.00,
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