

TAPPET RATTLE

January - February 2014 Edition



Official Journal of the British Motorcycle Owners Association Incorporated of Mackay



The Formalities



This Journal is produced six times per year, and distributed at the 'even numbered' meetings. Contributions for the journal should reach the Editor no later than the 25th of the month prior to the distribution Meeting.

The opinions contained in this journal are those of the Editor and / or Contributors and do not necessarily reflect the opinions of the Association or its Members

REGALIA

Club Belt Buckle	\$25.00	Club Caps (Folding Pocket Type)	\$20.00
Club Machine Badge	\$25.00	Club Singlets "Black"	\$18.00
Club Lapel Badge	\$ 5.00	Club T Shirts "Black"	\$20.00
Club Badges (Sew On)	\$ 8.00	Club Polo Shirts (S/Sleeve)	\$30.00
Club Stubby Coolers	\$ 7.50	Club Polo Shirts "Grey/Black" (L/Sleeve)	\$35.00

N.B. Polo Shirts & T Shirts dependant on sizes in Stock

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THE EDITORS RAVINGS

Lawrie Kapitzke - Editor



Welcome to the first issue of the Tappet Rattle for 2014 and again we have a bumper issue for your reading pleasure. I'd like to thank Andy & Bernie for their contributions to this issue as it certainly made it easier for me to fill the pages and resulted in a reduced workload. You will notice the introduction of a Member Profile section in this issue which I hope to continue as space allows and which will be further refined as time progresses. Please remember that I am always interested to hear suggestions for inclusion in your newsletter so if you have an idea don't hesitate to bounce it off me, if it is a workable and worthwhile suggestion I will give it my best shot. Any and all contributions to your newsletter are always welcomed however I am particularly interested in stories directly related to club activities, or club members and their motorcycle related activities, past or present. I'm sure there are dozens of stories out there just waiting to be told and I could certainly use them so let's make it happen.

Our Christmas party was again a huge success this year and was very well attended. I would like to thank all of those "invisible helpers" that made the party the success it was and encourage other members to assist with these events wherever they can. It seems to me to be a little unfair that we are relying pretty much on the same faces every year to do the chores necessary to make these events happen and I'm sure those guys (& girls) would very much like to come along one year and just sit back and enjoy the party for once - they've earned it after all. It's not going to happen, of course, unless we a sudden change of conscience from the bulk of members, which is something I'd very much like to see and why I keep harping on about it. Executive Committee aside I've got enough fingers to count the "core group" of workers and contributors in the club and, considering the strength of our membership, I think we should be able to do better than that. 'Nuff said.

This issue we would like to extend birthday wishes to the following members:-

Jeff Burt, Colin Jones, Keith Pearce, Alf Smith, Graham Townson, Lex Watson & Steve Whykes.

Best wishes guys, I hope you have a good one.

Ride Safe and I'll see you next issue.



WORLD CHAMPION

JIM REDMAN says
You really can see in the rain with

TURBO VISOR

SPINS THE RAIN AWAY

100% VISION AT ANY SPEED!

Crystal-clear vision—even in a downpour! No more stopping to wipe goggles . . . no squinting through half-closed eyes in teeming rain. Here's a sensational new visor invented by Lance Macklin, the world-famous racing motorist, hailed by experts as a boon to motorcyclists and scooterists.

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**FROM
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**CLEAVER-HUME
INTERNATIONAL**

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Member Profile

Name: Andy Mann

Partner: Jewel Schmidt

Birth Place: Melbourne, Victoria

Currently live: East Mackay

1st Bike: Legally, Suzuki GSX250, brand new, when I was about 20 years old. Illegally, asked my dad when I was about 15 if I could buy a motor bike and he said no. I never listened to him much anyway, so I went ahead and bought it, a Yamaha Ag100, and I kept it at a mate's house. Probably the worst bike I ever owned.

Short riding history: Have been riding continuously for about 31 years, use to ride to work in the city daily, that was the reason for buying a bike, it was easy and cheap to park. Rode all over Victoria with mates, used to go away Saturday arvo's, camp by a river out of town, have a few beers, ride home sometime Sunday. Used to attend a few rallies around the state, some in reasonably good weather, and some in freezing cold conditions, ie snow. Had a couple of trips to Bathurst in the 80's, rode the GSX up to the Gold Coast, a mate rode a CB200, which died at the Gold Coast, he had to catch the bus home. Had a few trips across to Adelaide, used to attend the Broadford concert, until it got too commercialised.

Bikes Owned: Yammy Ag100, Suzuki GSX250, Suzuki 125 for a very short time, Honda CB 750K ex Mike Hone Castrol 6hr bike, Harley 79 Roadster, Harley 84 FXRS, Triumph Thunderbird Sport, Triumph 04 T100 Bonny, BSA M20, and Triumph 08 T100 Bonny. Looking at a cruiser in the near future.

I have attached a picture from Bathurst, not sure of the year. It was the year a news crew's car got burnt when they tried to drive in amongst the riot action outside the police compound on top of the mountain. It is hard to see me, I am behind the lad in the check shirt, Geoff, next to the guy carrying the box, Chris, and the box was probably full of booze.



Club Ride 19 January 2014

There was a very healthy turn out of riders for our monthly club ride in January and this was no doubt aided by the unusually suitable riding conditions (for January). With the sun shining brightly, a slightly later start to the ride and lunch included in the itinerary greater numbers of participants were attracted I'm sure. With such a diversity of bikes participating it was decided that the ride would be split into "fast" and "slow" groups with the "slow" group taking a more direct highway route and the "fast" group taking a slightly longer and more tortuous back road route to the same destination. Naturally I opted for the "fast" group and once again my back road knowledge found me being "elected" leader of that group.



At the designated departure time of 10am riders started their machines and headed off aligning themselves with their selected group. The ride through the valley countryside was most enjoyable and, for the most part, I held a moderate pace as ride leader in an effort to maintain group cohesion, pausing momentarily at each deviation point to give the "stragglers" a chance to catch



As usual some light hearted shenanigans ensued as one industrious participant, on locating a discarded Styrofoam fast food container, proceeded to divide it into two "trays" and then strategically place these trays under a couple of randomly selected bikes as "oil catchers" thus arousing the "ire" of said bikes owners. There's one in every crowd but overall this comedy act was accepted in the manner in which it was intended and a good laugh was enjoyed by all.



up. Once we hit the "twisty" section from Dows Creek to Mt. Charlton though I did let the Bonnie "have its head" a little, as this is a most enjoyable piece of "motorcycling road" which is somewhat of a rarity in these parts. On stopping at the next deviation point I found that there were a couple of other riders that shared my enthusiasm for this section as they were virtually right behind me however, as the rest of the group was still making their way, I decided to await their arrival before proceeding. That was my first mistake. On lifting my visor for a breath of fresh air one of the hinges popped off thus necessitating the removal of helmet & gloves to cor-



rect the problem. During this process the balance of the group arrived and the bulk continued on past me, thus I found myself no longer "ride leader".

I did manage to overtake quite a few riders before we hit the highway turnoff but on arrival at the turnoff I found no corner marker so I decided to do the "right thing" and mark the corner. This was probably my second mistake. After marking the corner until no more riders appeared for some time I then proceeded to attempt to catch up to the

group ahead - definitely my third mistake. After crossing Murray Creek and cresting a small hill I was greeted with an oncoming red vehicle displaying flashing red & blue lights - Bugger!!! I found myself "accused" of exceeding the "arbitrarily nominated maximum rate of forward motion" for that particular road section by some 13Kph and, as such, would be required to make a donation of some \$220 to government coffers and suffer the indignity of the loss of a further 3 points. This had, all of a sudden, become a very



expensive lunch indeed. See what happens when you become split from the group?

So I took one for the team and suffered the inevitable ribbing about it (and some condolences) once word spread on my arrival at the Calen Hotel, our designated lunch stop. I decided that, under the circumstances and considering our planned return route, even a light beer was probably not advisable and ordered a cold Bundaberg Ginger Beer instead - it was a most enjoyable thirst quencher. Later I ordered roast pork and vegetables (the cheapest meal on the menu

giving consideration to the accumulating costs for the day) which turned out to be quite good value and was thoroughly enjoyable especially when washed down with yet another ginger beer. After some time chatting with other participants riders proceeded to head off singularly or in smaller groups and make their way back to town. Overall I'm sure this ride was enjoyed by all participants and I'd like to thank our ride coordinator for his efforts.



Contributed by Lawrie Kapitzke

Christmas Lights Ride

On a nice Saturday evening in Dec British Club members gathered at the Aero Club for a Christmas lights ride. I believe there were 16 people, 1 dog (Winston), 8 bikes, and 1 car at the beginning of the ride, although the car was a late arrival. After a very detailed discussion of the ride route of which I tried to memorise the key points, and not every turn we were going to make, we were on our way.

A nice ride around the eastern side of the river saw some very impressive light displays, and then it was across the river to the north east area. This is where we lost a few participants, one I know was having trouble with his bike, the others, car load, I'm not sure what happened to them. Down to Slade point for our half way stop at a very impressive display on Slade point road, were we took a walk through these peoples yard. It was at this point our ride leader informed us he was low on fuel, recons he forgot to fill up, so we put a plan together for him to get fuel and we would meet up on Maple Drive.

When we arrived at the meeting point our leader was still not there so we pulled up outside a house to wait. After a short time we discussed how the poor people in the house were feeling with 10 or so bad arse bikers hanging around outside their house in the dark. Eventually we were on our way, up around the top end of Andergrove, this is where we nearly lost a couple more riders, it sounded simple in the briefing, head around Apsley Way, but somehow we went in two different directions, but all finished at the same corner.

Now it was off to Glenella area, some very impressive displays there, in fact just about a whole street full of lights, people, cars, ice cream van, and who knows what else I couldn't spot due to trying to dodge cars and people. Eventually we finished up at the Mt Pleasant Tavern for a refreshment, after doing a lap of honour around the pub, but we were down to 12 people, 1 dog (Winston), and 7 bikes.

A cool drink was had by all, and eventually people started heading home. It was at this stage I noticed, only because we were the last couple to leave, that the last 2 people there were the solo riders, I guess you could say we were under the thumb. Haha

All in all, a good ride was had by all, thanks Bernie.

Contributed by Andy Mann



Christmas Lights Ride (2)

A small group of riders and partners turned up for our inaugural “Christmas Lights Ride” and were not disappointed by what the night had in store for us. Balmy temperature, near full moon and clear skies with little or no insects. Unfortunately one rider had to head for home early due to engine trouble but the rest enjoyed some fantastic sights and about a 40 Km steady ride with no traffic problems. We finished up at the refurbished Mt. Pleasant Tavern for a quick beer then home. This ride will definitely be on the agenda next year weather permitting as it is relaxing, a perfect excuse to run the older bikes and your partners get to enjoy some great scenery at low speed. Catch Ya, Bernie.

Contributed by Bernie Cannon



Chief Wild Eagle

The Tappet Rattle’s roving cameraman captured this image of a certain heavily disguised BMOA member at a recent corporate Christmas function. So how good is his disguise? Can you tell who it is?



Take your pick

The Tappet Rattle Editor received this photo of a BMOA member from an anonymous reader. Unfortunately he disguised the identity of the subject before providing it to me and as there are several BMOA members that are known to wear fingerless gloves it begs the question—“Just who is this?”

Take your pick from our 80 odd members and see if you can come up with the right answer.

2013 Christmas Party

So it was that time of the year again when we have our Christmas Party, Sunday 8th Dec. After a few phone calls, and visits, amongst the organisers during the preceding week, or two, all was in place for the party. On the morning Bob was going to give me a call when he needed access to the club, so I just relaxed at home reading the Sunday paper, that was until I was interrupted by some dude on a Harley stopped in the street near my back gate. On further investigation I discovered it was Bruce, not his bike, just did it up for a mate, explains why he couldn't find neutral, anyone who has owned a Harley knows they have tempera-



mental gearboxes. Anyway, Bruce eventually comes in and spots our coffee machine, and I could tell by the look in his eyes he wanted one of those coffees, so being the gentleman I am, I offer to make him one. No sooner had I started and the phone rings, Bob is ready to roll, bad luck Bruce, no coffee for you.

After picking up some gear we are at the Aero Club, and all is going well. Now, most members know, and it is mentioned at the November meeting that we don't have a meeting on the Christ-

mas Party day, but inevitably we get a few still show up, and this day we only had one, pretty good I thought. By 11 o'clock all is in place and everyone is kicking back enjoying the day, while a few members are busy cooking on the BBQ. Great job guys, and girls, didn't hear any complaints about the cooking. Eventually the food is ready and everyone hooks in for a feed, something to soak up the drink. This year we had the usual



raffle, with a very good prize package, and we also had the complimentary raffle for the ladies, with some nice prizes up for grabs there, thanks to the people who put the prizes together. I can't remember all the winners of the prizes, but I'm sure some will remind me after reading this.

With President Bob on the microphone, he makes the usual Christmas party speech, etc, and then it's time for the yearly awards. As per



usual I ask around a few weeks before hand for some likely suspects. Well this year I thought I would try something a little different, so put a couple of awards together, and I had a nice little scenario/speech arranged, but unfortunately I had no chance of getting the microphone from Bob, maybe because it was wrapped around his feet half the time, and I can assure you all that is not the way I had it planned. It was going to start off with the serious stuff and lead in to a bit of a joke/laugh. Anyway, I think that might be the first time I have seen dale stuck for words.

In all seriousness though, the committee would like to thank Bakers Delight for the bread, Harold for supplying the BBQ's, and gas, not just for the Christmas Party, but bike show as well, and all who helped cook, all who helped set up, wash up, and pack up, oh, and Bruce for the lollies, and anyone else I missed, you know who you are. Now a small point of interest, those there know a couple of the Emerald gang were in attendance and I was sure we would top the bar tab, not saying they have a drinking problem, but unfortunately we were, I think, something like \$3.60 short of the limit, just one more beer would have done it.



And one last thing, all good journo's have contacts around the area to help gather info, and on this occasion my snitches didn't let me down. I am lead to believe that a certain Emerald member was spotted at Harrup Park after our party finished, then, not happy after leaving there, was spotted at a residence in Bannister Street, which was not his parent's residence, at the opposite end of the street. I guess he could put that down

to Christmas drinks with the sister, and **brother in law**, and then was spotted at South's, presumably for a family dinner.

Enough said, thank you to all who attended, and helped out, I think everyone enjoyed themselves, well I hope you all did.

Contributed by Andy Mann



The Kneeslider - What Recession? Just Do It!

by Paul Crowe - "The Kneeslider" on 3/2/2009

Suppose they gave a recession and no one came? Suppose everyone was too busy trying new things, learning new skills, asking new questions, solving new problems, just concentrating on doing the best they could every day and how to do better the next day, ... pretty soon the recession all of the politicians and talking heads on the news are dwelling on would be over and everyone would be wondering what all of the fuss was about. While many are waiting for someone to solve all of their problems, some people solve their own problems, they take action, they do things, ... they're the doers.

Have You Noticed the Doers?

If you've been here more than once, you may have noticed a similarity in many stories, a large percentage are about someone taking action, they get an idea and rather than debate the issue endlessly, they try doing it. Drawing a new design, building a new motorcycle or modifying an existing bike, if it works for them, they accomplish their goal. They answer the "What if" questions with action. They are doers, the folks who think and do, the ones who accomplish something.

I like doers, I have a lot of respect for anyone who puts in the time and effort to create something and then puts it out there for the world to see, especially since there are so many talkers and critics. Talk is cheap and criticism is free so there tends to be a lot of it. Talkers outnumber doers about 1000 to 1, or more, it's why I have to work so hard to find the doers, they're spread a little thin but finding them is worth the time and effort.

Doers don't always get it right, they often make mistakes but rarely make excuses. What is done may be imperfect, but that's how progress comes about, each attempt reveals where improvement is called for, but, like a magnet, each attempt attracts talkers and critics who are already perfect, because mistakes only happen when you do something, critics never risk it, they're unwilling to test themselves in the world of action.

A doer takes action, building a motorcycle in his shop to test and improve his ideas, a talker imagines a perfect motorcycle in his mind and stops there.

Doers are more positive, if something doesn't work, something else might. Talkers and critics are negative, they always knew it wouldn't work and will be sure to tell you so.

Doers see the progress they made and feel good about it, critics point out how far from perfection the project is and point out every shortcoming.



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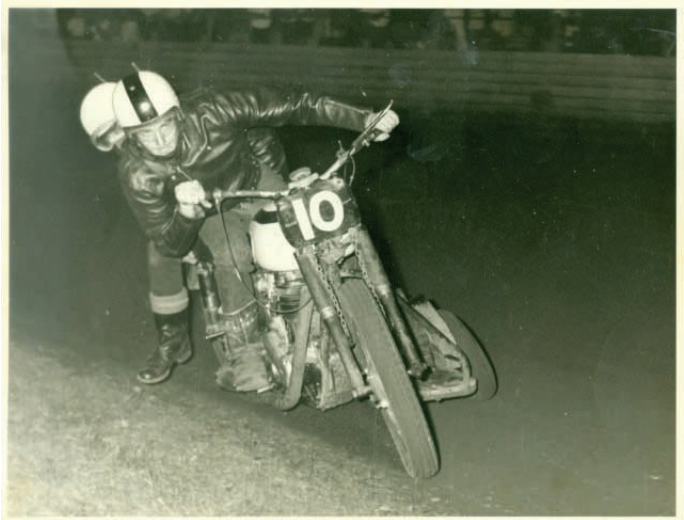
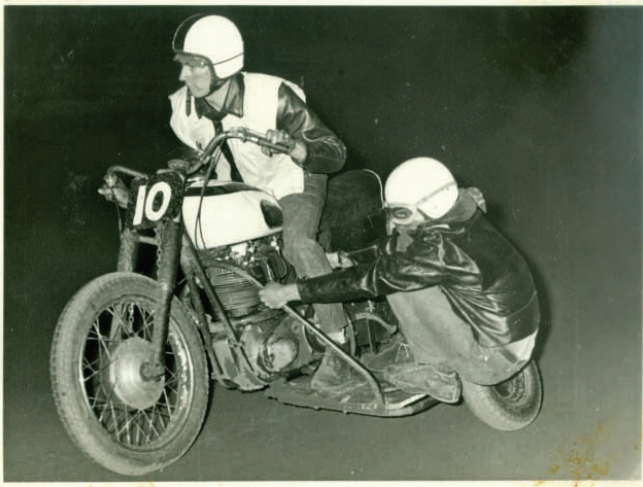
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Photos of Ian Atkinson from his speedway days in the 1960's

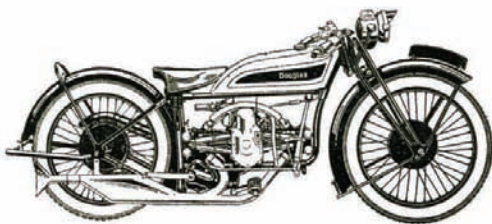


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Douglas

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P. FLOOK
12hrs. 45mins. 47secs.

1920

1st
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23hrs. 18mins. 20secs.

1923

1st
P. FLOOK
10hrs. 9mins. 55secs.

1925

1st
C. W. BOWER
10hrs. 34mins. 13secs.

1927

1st S. S. FLOOK 9hrs 34mins. 40secs. 3rd C. W. BOWER 9hrs. 22mins. 59secs.

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For more info contact
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BMOA Presents CQ Rescue 412 Club Annual Membership

Pictured are Gerry Dempsey (Treasurer) & Bob Inkson (President) of the British Motorcycle Owners Association of Mackay presenting their annual CQ Rescue412 Club membership payment to Mark Shield CEO of CQ Rescue. The BMOA is extremely proud of its association with CQ Rescue and we strongly recommend all other motorcycling clubs in the Mackay and surrounding districts seriously consider joining the Rescue 412 Club.

Since joining with CQ Rescue the BMOA have followed their recommendations and purchased a PLB that is taken on all club rides regardless of the distance. On our recent "Week Away Ride" to SE QLD, where we had up to 20 riders, there were actually 3 PLB's spread throughout the riding group. Hopefully we will never have to use the service but it is great to know they are there and ready should we ever need to call on them.

The BMOA recommends that all motorcyclists, or in fact anyone travelling in remote areas or roads, should also seriously consider carrying a PLB (Personal Locator Beacon) as the cost is relatively cheap and they are physically the size of a mobile phone. For just a few hundred dollars in the case of emergency it is very comforting to know that Emergency Rescue Aid will be able to identify who it is and your exact location within a couple of minutes. The PLB may very well save your own or someone else's life.

Calcott Motorcycles

Calcott Brothers of XL Works, Gosford Street, Coventry.

1896 The company was registered on 29 August, to acquire the business of cycle manufacturers.

1896/7 Directory: Listed under cycles.

Calcott were motorcycles and cars produced from 1910 to 1915.

1910 The first well-designed model reached the market. It was fitted with a 3.5hp White and Poppe engine, belt drive and Druid forks.

1911 They added a 1.5hp model with an inclined engine mounted in a loop frame, with belt drive and sprung forks.

1912 The range comprised a 2.25hp, 237cc lightweight; later joined by a stretched 2.5hp, 292cc model.

1913 Both those models continued. Some used their own 249 / 292cc engine.

1914 The 2.25hp model was still listed together with a 2hp model fitted with a 170cc Precision engine that had ohv set horizontal to the cylinder, a two-speed gearbox built in-unit with the crankcase, belt final-drive and Druid forks.

1915 Only the 2.25hp model was listed. It was the last year of production.

1919 January. Advert for the Classic Light Car by Calcott Brothers of Coventry.

1925 Acquired by Singer.



1914 Calcott



the Rust Bin

For Sale - Replica Manx Norton Featherbed Frame locally made and to original dimensions. **Phone Lucky 0419 787 620**

For Sale - Johnny Reb Boots. New, Size 10. **\$100 ONO. Phone Lucky 0419 787 620**

For Sale - 1x Pair Of Size 10.5 Thomas Cook Johnny Reb Boots (Minus Buckles). Excellent condition. **\$75 Phone Gerry 0407 171 898**

For Sale - 1968 Triumph TR6 Trophy. Ex Tasmanian Police bike. Excellent condition. **\$5,500. Phone Rob 0423 170 096**

Wanted BSA WM 20 cast Iron head in Good Condition **Phone Micah 07 49 595 597 micahbutt@bigpond.com**

Wanted - AJS parts {1950 / 18 Model}, Tin chain case, Mudguards, Wheels, Chain guard, Fork covers & Head light. Any parts would help. **Phone Norm 0412 223 496**



For Sale - Ikon Progressive fork springs. Suit Hinckley Bonneville. **\$100. Phone Lawrie 0407 639 884**



1964 EH Holden Special Sedan - unfinished project. Requires re-paint, some re-chroming & some assembly to complete. All required parts included. Stock EH Special Sedan Auto body with Premier interior. Modified 202 engine with 12 port head, Celica 5 speed trans, HR disc brake front-end, All mechanicals totally re-built. **\$8,000 ONO. Phone Lawrie 0407 639 884**



For Sale - TEC 2 into 2 full stainless steel exhaust system suit Hinckley Bonneville. Less than 1,000K's use - as new. **\$350 Firm. Phone Lawrie 0407 639 884**

For Sale - Honda VT520 \$500. Phone Allan 49551045

Wanted - 1960's Ex Australian Military BSA B40 Motorcycle, Phone Micah Butt **07 49 595 597** or e-mail **micahbutt@bigpond.com**



For Sale - EBC Brake Pads suit Hinckley Bonneville. FA214/2 organic rears **\$35 set.** FA196HH Sintered fronts **\$40 set. Phone Lawrie 0407 639 884**



For Sale - Pair Triumph TOR Silencers. Suit all wire wheeled Hinckley Bonneville's. Very good condition. **\$250.00 ONO. Phone Max 49 422 834.**



For Sale 2012 Speed Triple R. 5,600Klm's \$4000.00 worth of extras (pipes, mirror, cowl etc) one owner **\$18500.00, Ph Brian 0420 978 136.**

For sale - 30hp mercury outboard motor, good condition and very reliable. **\$1200 ono phone Gil 0432862619**

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