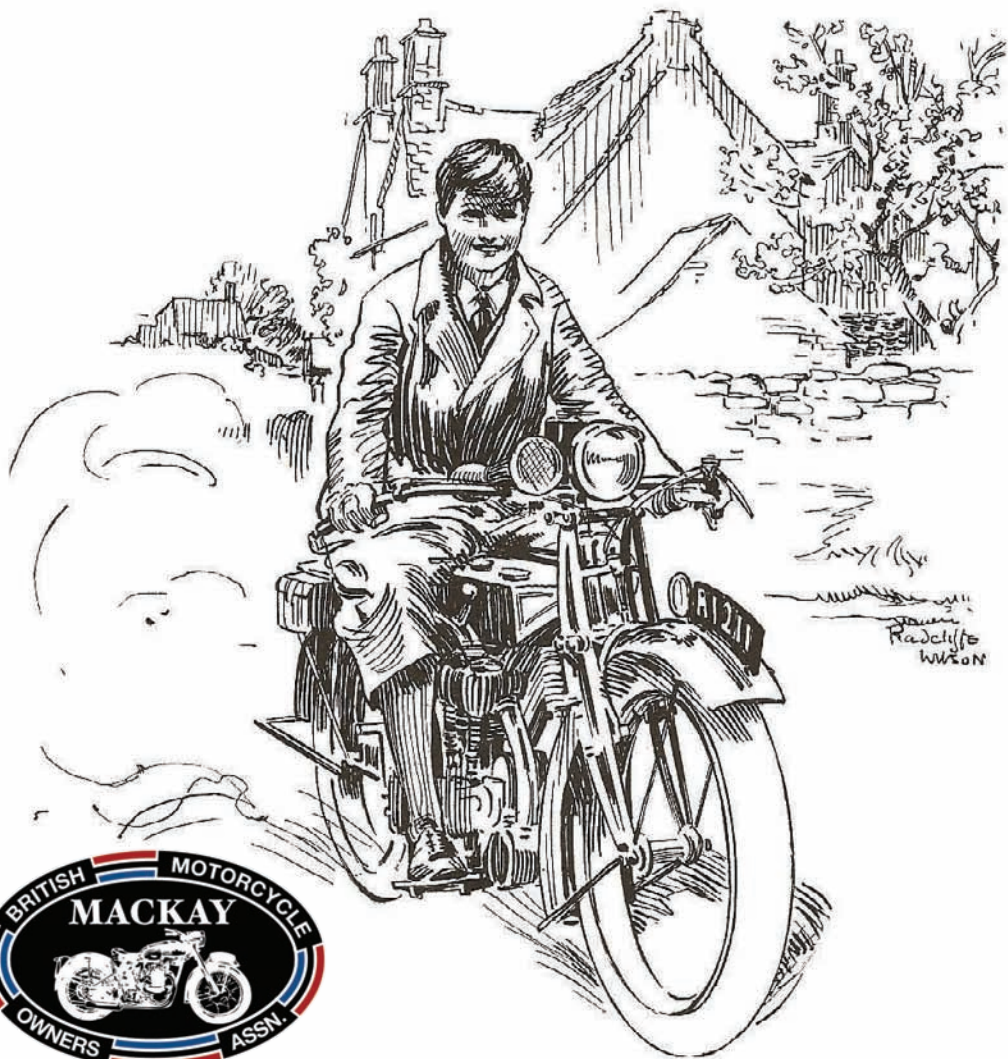


TAPPET RATTLE

March - April 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



Well here we are again with a fresh issue of the Tappet Rattle newsletter for you and what a bumper issue it is too. The first issue I produced back in December 2010 was a mere eight pages and the newsletter has grown since then to encompass 16 to 20 pages typically, however this issue is a massive 24 pages. This has been made possible primarily by the number of member contributions to this issue and this has not only made my job a lot easier but has resulted in what I think is a superior product. Despite concerns about the increased printing costs of such a large issue, especially considering the huge number of colour graphics involved, it would be extremely pleasing if issues of this size and standard were to become the norm rather than the exception. With this in mind I would like to extend a warm thankyou to all who contributed to this issue and only hope that your efforts serve to encourage other members to overcome their fear and put pen to paper. I know there are stories out there waiting to be told and I know that there is a willing audience waiting to read them. All it takes is a little time and courage.

A couple of weeks ago I had the pleasure of attending a CQ Rescue breakfast as a BMOA representative. Usually the only thing that will get me out of bed at the ungodly hour of 5:00am these days is the promise of a days riding in new territory however, despite this, I made the effort and the hearty breakfast alone probably made it worthwhile. Despite my "accomplice" being a "no show" and finding myself moving within circles that I am most unaccustomed to the experience wasn't a total loss. Those that I did get to speak to were quite surprised at the size of our club and were genuinely interested in hearing about our activities. If you get the opportunity to attend one of these functions and you don't mind mixing with the "high flyers" (pun intended) maybe you should go for it. We are probably not likely to grow our membership by attending these functions but they do serve to raise public awareness of our existence and our activities and for that purpose alone are worthwhile. Besides what's not to like about a free feed?

For this issue we would like to extend birthday wishes to Rob Cotter, Alan Crane, Col Furphy, Steve Ruffle and Jim Schri-browski. Happy Birthday guys, hope you have a good one.

Ride Safe and I'll see you next issue.

Boyle's Laws

Success can be insured only by devising a defense against failure of the contingency plan.

Vanishing Point Technique

1. Observe where the centre of the road appears to meet the left edge of the road. A long way away on a long, flat straight road, but a constantly changing point on most curves.
2. Never ride faster than you can stop in that distance.
3. Never ride faster than you can see, identify and avoid all obstacles within that area.

That's it.

Examples:

1) Constant radius corner - As you approach the corner from the long straight you are on, the Vanishing Point (VP) is essentially at the corner entrance (since you can't see around it), you slow down as you get closer to it, and it doesn't move. As you get close, you can start to see around the corner, and the VP starts to move away from you. Adjust your speed so you are neither gaining on it, nor losing on it. As you go through the corner, the VP will be the same distance from you. As you start to straighten out at the end, the VP will accelerate away from you, allowing you to do the same. The VP picks the point of acceleration, so you don't end up accelerating too early.

2) Increasing radius corner - As you approach the corner from the long straight you are on, the Vanishing Point (VP) is essentially at the corner entrance, you slow down as you get closer to it, and it doesn't move. As you get close, you can start to see around the corner, and the VP moves away from you. You adjust your speed accordingly. As you are in the corner, and the corner widens up, the VP starts to accelerate away from you. In the absence of road hazards, you can accelerate after it. As you start to straighten out at the end, the VP will further accelerate away from you, allowing you to do the same.

3) Decreasing radius corner - As you approach the corner from the long straight you are on, the Vanishing Point (VP) is essentially at the corner entrance, you slow down as you get closer to it, and it doesn't move. As you get close, you can start to see around the corner, and the VP moves away from you. You adjust your speed accordingly. As you are in the corner, and the corner tightens up, the VP starts to decelerate towards from you. You slow down too. Remember, if you can't stop within what you see, you're asking for trouble. As the corner finishes, and you start to straighten out at the end, the VP will accelerate away from you, allowing you to do the same.

This method allows you to deal with unknown varying radius corners with a minimal amount of fuss and hassle. A decreasing radius corner will never sneak up on you, since you've been continually adjusting your speed through it. The beauty of it is that it automatically adjusts for hedges, parked cars, and other vision blockers. If you can't see the curb because a car is there, the VP will slow down, and so will you. It also dictates a different line through some corners. In order to go the fastest SAFELY through the corner you need to stay within your VP. So, the fastest way through the corner then, is to maximise the VP. This often means a different line than a traditional "racing line". You DO need the skill of braking and accelerating while leaned over though. You need to at LEAST be able to brake as fast as the corner decreases. Practise this on a controlled area before riding to 100% of the VP on unfamiliar roads.

Make sense? --- Cam Penner

It is sometimes argued that available traction is reduced in a turn, and that slowing in a turn may cause a front-wheel slide as the wheel loading changes. Keep in mind that at all times, using this technique, you are travelling slowly enough that you can stop in a space you can see. If your braking technique in turns is such that a skid is likely, you need to reduce speed earlier, to eliminate this hazard. This is not the technique for maintaining the highest speed, this is the technique for maintaining the highest safe speed. This method will protect you against visible stationary hazards in the road, by assuring that you always have the ability to stop before you reach the hazard.

If you choose to ride at a speed so high that you can't stop between where you are and the point at which you can no longer identify a hazard, you have only yourself to blame if you suddenly find yourself trying to ride your bike through a pile of boulders or off a cliff or over an oil spill. Obviously if there is some fine loose gravel visually indistinguishable from the pavement, this approach will give you no additional protection. Oncoming vehicles may intrude into your path at higher speeds than you can respond to, and, of course, risks from hazards overtaking you from behind are not addressed. Be careful out there.

Al Moore DoD 734

Article copied from here:- <https://home.comcast.net/~alan.s.moore/vp/vanish.htm>

Vanishing Point Examples

For your further edification regarding Vanishing Points, here are a few examples.



The road is straight, climbing, with clean pavement. The vanishing point is a good ways off. We can keep plenty of speed at this point.



These are nice sweepers. The road is still climbing somewhat, so stopping distances are a bit shorter than they might be on level ground. If we were guaranteed a clear road beyond the vanishing point, we could carry lots of speed, but we aren't so we don't. We note that the vanishing point is beyond the apex of the turn, so we anticipate that only moderate slowing will be needed in the turn, even if we should discover a hazard just beyond the obstruction.



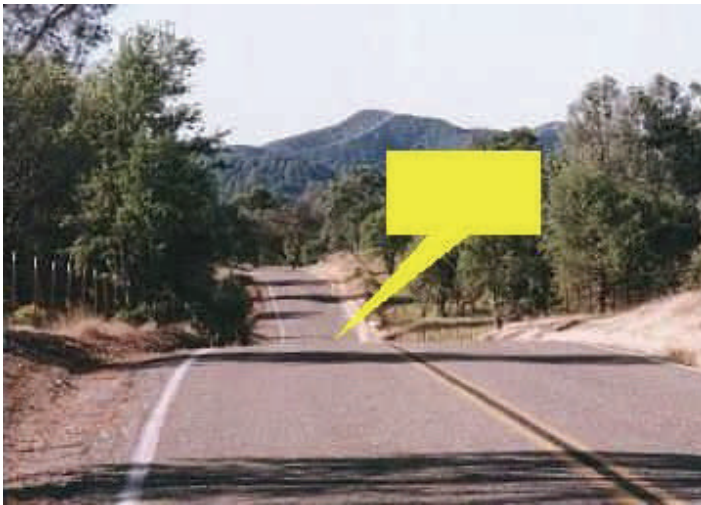
This is a steeply descending turn, and the apex of the turn is beyond the vanishing point. We want to give up some speed early going into this situation. Someone from Kansas failed to do so a couple of years back, and collected upwards of a million dollars from the state of California, but I think he'd rather be on his motorcycle than confined to a wheelchair.



This is more like our first example. The road is straight and ascending, and it doesn't look like we have much to worry about in the way of cross-traffic. Check your 6 for the highway patrol and go!



Don't be fooled because you can see the road beyond the vanishing point. That rocky hillside suggests to me a high probability of loose gravel on the road, and there could be almost anything behind that tree. You know you're going to have to slow down for that oily-looking hairpin, so why not do it now and reduce your risk?



Here's another tricky one. You can see that the road is straight, and there's no traffic, and the pavement's good, right? Well, a low spot is a likely place for a washout. In another second or two, we'll be able to see over the ridge into this dip. Hold off on the acceleration until you're sure, and you'll likely finish the ride where you originally intended. Ignore the vanishing point, and you'll have nowhere to go when you meet a situation like this: Too Bad .

Al Moore DoD 734

Article copied from here:- <https://home.comcast.net/~alan.s.moore/vp/vpexamples.htm>



Hinckley Triumph Sales Figures



Milestones

OCTOBER 1992 - 5,000th bike produced	NOVEMBER 1997 - 60,000th bike produced
JULY 1993 - 10,000th bike produced	JUNE 1998 - 70,000th bike produced
OCTOBER 1994 - 20,000th bike produced	JANUARY 1999 - 80,000th bike produced
AUGUST 1995 - 30,000th bike produced	JULY 1999 - 90,000th bike produced
APRIL 1996 - 40,000th bike produced	2000 - 100,000th bike produced
MARCH 1997 - 50,000th bike produced	2011 - 500,000th bike produced

Sales per annum 2004 to 2013

Interesting Facts

Worldwide	Australia
2004 - 24,500	2004 - 1,678
2005 - 31,600	2005 - 1,879
2006 - 37,400	2006 - 2,752
2007 - 41,125	2007 - 3,203
2008 - 48,929	2008 - 3,335
2009 - 46,225	2009 - 3,362
2010 - 45,501	2010 - 3,199
2011 - 48,684	2011 - 3,078
2012 - 48,957	2012 - 3,057
2013 - 52,089	2013 - 3,029

From a six-model range and 2,000 sales in 1991, the company's range has grown to encompass 24 models, with over 50,000 sales each year in 52 markets across the world.

In 2008 production reached 48,929 units, surpassing the 46,700 total that was the highest ever achieved by Meriden in 1967.

Over the four years from 2008 to 2012 the global market for larger motorcycles (500cc and over) fell dramatically from 1,250,000 units to just 690,000. Despite this fall of 45 per cent in global sales, Triumph achieved a remarkable feat by more than doubling its global market share from 2.3% in 2007 to 5.7% in 2012. As at 2013 Triumph has a 6% share of the 500cc and over market worldwide.

In 2013, for the third year in succession, Triumph sold more large capacity motorcycles (500cc and over) in the UK than any other manufacturer and now holds 20% of that market.

Member Profile

Name: Bob Inkson (**Life Member**)

Partner: Julie

Birth Place: Melbourne

Currently lives: Mackay

Joined British club in: About 16, maybe 17 years ago, or even 18 years ago, not 100% sure.

1st Bike: As a kid, BSA Bantam, a bit later in life, Suzuki trail bike

Short riding history: Well, typical Bob fashion, the interview wasn't that short, but I'll shorten it down a bit. If I leave something out, I'm sorry, I did my best.

Started out at about the age of 10, just up the road in Sandringham, Victoria, was an old shop that had x war supplies, amongst them some BSA Bantams. Used to flog the crap out of them, chop the crap out of them and anything else you could imagine, as you did back then.

During early high school Bob worked at a service station and the owner convinced him to come along and join a club, the Sandringham MCC. He used to ride there, but got into a bit of strife when he got home, as the servo owner used to use the track as a means to get rid of his old engine oil, and mum wasn't very happy with the mess it left on his clothes. Late high school his father bought him a Matchy to muck around on, but eventually Bob got rid of that, and stayed away from bikes for a few years.

At about the age of 20 he got back into bikes, dirt bikes, and bought a Suzuki trail bike. He mucked around with dirt bikes for a while, various types, and although Bob moved, and worked from one end, and one side, of the country, to the other end, and side, he managed to still keep an interest in bikes. Eventually he moved on from jap dirt bikes to another Matchy again, must have been something his father instilled into his head, and over time found himself working with a club member, Chris Percy. Some how he got tied up with the club and got very keen on a Tassie trip, but needed a different bike, one that could cater for both him, and Julie. On various club rides over time, a couple of years, Bob had been keeping a keen eye on a M21 in a shed at Eton, and thought that was the bike for the Tassie trip, so approached the property owner and, after some negotiations, finished up with the M21. Well, it didn't take long, and Bob discovered that the M21 was a heap of shit (his exact words), but with some tender work between Bob, and Lloyd Dornbusch, the M21 did the Tassie trip.

A couple of club members were interested in doing a trip to WA for a ride re enactment, so Bob, and 3 others bought the Douglas off Andrew Gauld, well that's what I think he said, and got it ready for the trip. After that trip Bob must have got the bike bug, and as we all know now, he has a shed full of bikes.

Journalist note: Bob reckons the WA trip was one of the best club trips, amongst others, that he has been on, so I will have to do a bit more research, and that will be another story.

Contributed by Andy Mann



Club Ride - Sunday 16th March

Considering the dicey weather lately our club ride for March turned out to be absolutely beautiful. There was not a cloud in the sky, not windy and temperature just right. About 32 bikes showed up at the usual starting place for a 9.30 departure to the "Old Railway Teahouse" on the Cape Hillsborough Road. The second man marker even seemed to work on this trip which is a good sign. Michelle and her crew served up great coffee and delicious home made scones, jam and cream for us tough bikies. Considering the number present we waited no time at all for coffee so please spread the word around that



it's a top place for a smoko. She had us line the bikes up in front of the old station to get some photos so she can utilise in her advertising and promotion of the Teahouse. It was good to see so many turn up for the ride so thanks to everyone that attended.

Contributed by Bernie Cannon



Black Dog Ride - Sunday 23rd March

Once again the weather Gods were on our side as it poured rain the day before and the day after the ride. I think Charles was happy with the way everything went and with 177 bikes turning up and the majority pre-registering. The Black Dog organisers thanked our club for planning the route and providing the markers for the day so I would also like to say thank you to all those that turned up and helped out to make a worthwhile cause successful. A few riders left ahead of the markers from Seaforth to Kinchant but what the heck I couldn't see



anyone getting lost. I was fortunate to be asked to give a interview to WIN TV so gave a brief on our club and involvement hoping to get a bit of promotion happening but as usual they put

my ugly mug on and cut out the whole lot bar the opening statement. I think we got our two bobs worth throughout the day anyway as quite a few people questioned me regarding the BMOA and our involvement.

Was a great day and, I believe, enjoyed by all who attended.

Contributed by Bernie Cannon



A Quick Lap of NZ

Like all good ideas, somebody has to think of the bleed'n obvious, then, those associated with it, think it's their idea and the whole lot gathers momentum. However somewhere in its embryonic state, a catalyst is required to morph idea into happen. For me, purchasing a bike in NZ got me over the feet shuffling in the sand stuff, I was committed and the idea was very alive.

Not to over use the Aussie vernacular "Ol' Mate", however in the true sense of the phrase, a handful of "Old Mates" from Kiwi got together to relive their glory days. It was time to flip the bird at the politically correct and celebrate our mad old days riding and racing two wheels, where if it didn't leak oil, it didn't have oil and body armour wasn't part of a riders ensemble, bodies were bullet proof back then. Just to mix it up with my Kiwi "Old Mates", the mere mention of a few weeks riding hard on endless twisties like all of the good stuff in Oz linked together was too much for Neil, a REAL Old Mate (bloody nearly 70) to resist. He NEEDED to head on over the "Ditch" with me and check out a few corners.

If rolling off the interisland ferry, taking a right hand turn at the roundabout and then its "on" for one and a half hours of full on twisties to Nelson via the Queen Charlotte Sound Road doesn't light your fire, park your bike, go straight to the end game and give the ol' bucket a swift kick. If on the other hand, you explode with enthusiasm, and howl like a lunatic under your helmet, while levitating through an endless video stream of hard left then hard right corners, shifting your body weight as your bike dances to the inputs of your fingers and toes, both body and motorcycle being the vehicle for your soul to soar, then welcome to Motorcycle Heaven in the shaky isles.

Tick that one off the bucket list Ol' Mate.



Motorcycle Heaven.....No matter which way you look at it.



Even when it rains.

The Bikes



South Island Team

L to R: Triumph Speed Triple 1050 (Steve), Triumph Street Triple 675 (Bryce), Cagiva Raptor 1000 (Phillip), Harley Sportster 1200 (Hughie), BMW F700GS 800 (Neil), Cagiva Navigator 1000 (John) .

My Bike

The Elf amongst Giants. Light and nimble. 2007 Triumph Street Triple, purchased second hand with 11,800 kms travelled. Accessories included: Heated grips, Scott chain oiler, low three into one arrow exhaust, shortie adjustable levers, aftermarket mirrors, tank protector, rear tail tidy, fly screen and visor. Accessories added: Tiger 800 hand guards, radiator guard, accessory power socket, custom made rear rack, tank bag, throw over soft bags, rear bag, fully adjustable rear shock, a roll of cloth tape to protect tank and side panels, light skins.



Living With A Street Triple Set Up As A Sports Tourer.

New Zealand roads are seriously bent. This bike loves bent roads. It embedded a serious smile into my being. It's light, agile, plenty of poke, comfortable....yes very comfortable, no vices and super easy to live with. Just couldn't wait to leap on it every morning and soar with the eagles for another day.

It's still in New Zealand and I'm not riding it.

The South Island

The Roads



Better described as corners....thousands of kilometres of them. Very well maintained and super grippy. Bring your used tyres back to Oz and use up the centre tread.

Hawks Crag, Buller Gorge



Just begging to be ridden like you stole it



Takaka Hill

37 klms divided by 365 corners = fun³. Then the six of us had to do it again to get out. Multiply the fun factor by 2!

This was the start of the first full day in the South Island and I knew my near new rear tyre would not survive the remaining 4000 kms before heading back to the North Island.



Plenty of single lane bridges in the South Island

The Weather: 19 consecutive days on the road, 6824 kms travelled, 10 hours riding in rain which included an hour of horizontal snow. Heated grips and hand guards kept my summer gloved hands toasty warm in these conditions.

Gateway to Milford Sound

Half a degree Celsius and gale force winds here at the Homer Tunnel.



Then again most of the days were like this



and this



Visibility was superb with air cleansed and cooled by the Antarctic Ocean. Clouds float in a 3D sky and detail of distant mountain relief has you believing you could throw away your glasses.

Scenery.....Stunning

If you want to catch it all, ride a bicycle or walk. Every corner reveals another beautiful scene. Better still, grab a dirt bike and tent, then venture into the wilderness.



Pupu Springs

Aoraki / Mount Cook

The weather was perfect.



Lake Wakatipu and the Remarkables

Crown Range

The “scenic route” between Wanaka and Queenstown.

The “scenic” was beautiful. The “route” was motorcycle phenomenal!

The deviation to Arrowtown on the way is a must.



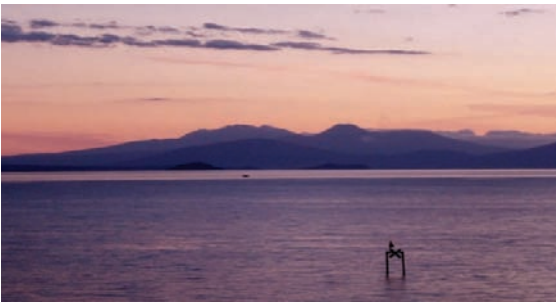
Arthurs Pass

Glacial Rivers



Milford Sound

Waterfalls cascading down granite mountains.



Sunset Lake Taupo

Even the North Island is beautiful.

North Island

A day at the Paeroa Motorcycle Street Races on the Coromandel Peninsular.

The racing is up close and personal with the Superbikes reaching speeds in excess of 250 km/hr, barely metres from the spectators. Very exciting and LOUD! If you need a break between races, just turn around and take a couple of paces and you are in a café or bar.

For the racers, get it wrong and it's a world of pain. That is unless you land in the bar at the end of the straight.



Some beautiful and rare classics racing as well.

Spotted at the races

A real head turner.



Following a day at the races, we spent the next riding the 230km loop of the Coromandel Peninsula. This is South Island quality riding. The whole day was spent with the horizon tipping from left to right, corners dropping into small seaside villages then winding their way out over the hills to peak at the summits and then plunge down to the next bay and village.



Whangamata

Just to wrap things up.....



We visited nearly every place name on this South Island Map. Traversed the Southern Alps four times. Missed Gore, Oamaru and Timaru. The alternative routes were far more bent, which translated to even more motorcycle fun.

In the North Island, we rode some of the good stuff from Coromandel, south to Taupo and Wellington, then back north from Wellington to Wanganui, the Forgotten World Highway, Whangamomona (Try pronouncing that. For those of you who are too literal, that, is that!), Taupo, Auckland, back to Taupo and many side trips.

Plenty of roads left for another trip the Street Triple is being cared for by my brother and ready for round two.

Motorcycle Road Trips just don't get any better, especially with truly great, easy going friends.

Thanks Old Mates.

Contributed by Bryce Bathe



CAPRICORN RALLY

Queens Birthday Weekend

7th, 8th & 9th June 2014
Held at Biloela

GLADSTONE AREA

FOR ALL CLUB ELIGIBLE MOTORCYCLES

The Gladstone area of HMCCQ invites you to participate in their "Queens Birthday" weekend rally. There will be a ride on Saturday afternoon. An average speed trial will be held on Sunday with a long and short route. This rally is V&V friendly.

The rally will be held at the Twin Valley Motor Cycle Club – Biloela. Camping on site is permitted, toilets, shower facilities and licenced bar is available.

Meals are PAYG. BBQ Saturday Night, breakfast Sunday, smoko on the rally and BBQ lunch on completion of the rally. Bottomless Tea & coffee available all weekend .

Accommodation is available at motels and tourists parks in the area close to the venue.

Contact No. 07 49785648(AH) Grant Munce(MUNCIE)
07 49723427(BH) Peter Harland

OK Supreme

OK motorcycles were manufactured by the firm of Humphries & Dawes in Birmingham from 1899 till 1939: from 1926, when one of the controlling partners left the firm, the company was renamed OK Supreme. The company had some success in racing in the twenties and was sufficiently well established to overcome the downturn in trade in the Depression years.

Prior to the First World War, OK motorcycles were fitted with De Dion, Minerva, Precision and Green engines. Subsequently the company fitted its own 292cc two-stroke and Blackburne 250 and 350 engines in both sv & ohv configurations. There were also 348cc machines with oil-cooled Bradshaw engines and JAP versions from 246cc to 496cc. The 248cc racing models were famous. Walter Handley completed the fastest lap in the 1922 IOM TT 250 class at 51.00 mph on a Blackburne-engined OK Supreme.



From the mid 1920s the racing bikes had JAP engines. OK Supreme fitted their own 248cc engines in the early 1930s, retaining JAP engines for the larger capacities. During this period they added a 348cc OHC engined machine. Among the last OK-Supreme models were ohv JAP engined high-camshaft versions with 248cc, 348cc and 498cc single-cylinder engines.

OK-Supreme Lighthouse 1932



Although production ceased in 1939, a limited number of JAP 350cc racing machines were available until the death of John Humphries, the son of Ernest Humphries who was one of the two founders of OK.





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 VT250 \$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 2012 Speed Triple R. 5,600Km'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**



For Sale - 2008 Mini Cooper S Clubman Chilli, excellent condition, all the extras you would expect from a BMW. **\$25,900 ono. Phone Gil 0432862619.**



For Sale - 2007 Honda CTX200 Bushlander, 2200 ks near new, perfect condition, registered with RWC. \$2,600 Phone Lex 0429966850.



For Sale - 1975 Triumph Trident T150. Rebuilt engine including crank grind, new bearings, New conrods, pistons and rings. Head was totally rebuilt a few years ago. Has been run but not been on road, heaps of new parts included but not fitted. Bike is rideable but unregistered & unfinished. **\$7500 Phone Lex 0429966850.**



For Sale - 1937 Triumph 600S. Local bike, 600cc single. Engine has been run, 90% overhauled mag and dynamo included (not shown in photo). No forks, only frame, rear wheel & oil tank. Engine has broken sidecase. **\$400 Phone Lex 0429966850.**



For Sale - Hi-Tex textile jacket. XL, YKK zips, zip out liner, 2 pockets, corduroy collar. VGC **\$75 ONO. Phone Charles 040 0051 211**



For Sale - MotoDry textile Nitro jacket. 2XL, zip out quilted liner, 4 pockets, VGC. **\$99 ONO. Phone Charles 040 0051 211**



For Sale - Leather Triumph throw over bags. Externally GC, internal liners FC. **\$80 ONO. Phone Charles 040 0051 211**



For Sale - Genuine Triumph Oil Filters, Part No. T1210444 suit most late Triumphs that use spin-on type filters. **\$17.00 each. Phone Lawrie 0407 639 884**



For Sale - Pair of Aluminium Velocity Stacks. 55mm ID, 50mm length. **\$50.00 Phone Lawrie 0407 639 884**



For Sale - Pair of Indicators. Ex Jap bike from 70's or 80's. Possibly Yamaha. Good condition. **\$30.00 Phone Lawrie 0407 639 884**



For Sale - Chrome plated Metal Hole Plugs. Sizes to suit 5mm & 6mm female hex Head bolts. **\$1.00 each or \$10.00 dozen Phone Lawrie 0407 639 884**

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