

# TAPPET RATTLE

*July - August 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**



This issue of your newsletter is coming to you just a little earlier than usual because I am about to depart on a nine day ride to Kyogle in NSW to attend the inaugural Lions TT event being held from 4th to 6th October. Initially I thought I was going to be doing this ride on my Pat Malone however I managed to successfully coerce a fellow member into accompanying me and that was shortly followed by another member volunteering to come along for the ride which was then followed by another member deciding to meet us down there & ride back with us so now we have a full blown adventure on our hands. The organisation of the Lions TT event itself has met with numerous hurdles and some less than optimal compromises have resulted but we are undeterred and expect to have a very enjoyable weekend despite the last minute developments. No doubt I will have a very interesting story to tell on my return.

This issue of the Tappet Rattle has benefitted from many member contributions which has made my job considerably easier and for that I am sincerely grateful. It would be truly wonderful if we could continue with this expanded member involvement in the newsletter because, as you can see, it results in a much better product than I can produce if it is left entirely up to me to provide content. I know that I have tended to harp on about this and I can only hope that this issue demonstrates why have done so. I am happy to receive contributions via e-mail, by post or handed to me scribbled on the back of a drink coaster - I don't care, just keep them coming. My "assistant editor" prides herself on being able to decipher even the most obscure handwriting so don't let that deter you - we'll work it out.

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

Mark Botefuhr, Glenn Bradley, Lloyd Dornbusch, Dennis Gregor, Lucky Keizer, Daniel Koefoed, Jeff Maes, Andy Mann, Kev Miller, Rod Pike, Maurice Price, Richard Ross and Darryl Youngberry.

Best wishes guys and we hope you have a good one.

Ride safe and I'll see you next issue.

## Wolf's Law of Decision-Making

Major actions are rarely decided by more than four people. If you think a larger meeting you're attending is really 'hammering out' a decision, you're probably wrong. Either the decision was agreed to by a smaller group before the meeting began, or the outcome of the larger meeting will be modified later when three or four people get together.

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## Lake Elphinstone Ride

The ride to Lake Elphinstone on the weekend of 23rd/24th August went very well with a dozen people taking part.

Lloyd Dornbusch was kind enough to take his car out with a trailer behind as a backup vehicle and chuck wagon. Skusie thought it was a motor home and slept in the trailer so it was put to many uses. Lloyd and myself sorted out some groceries and drinks on Friday and thought that 4 cartons would do for 12 of us but Mark Botefuhr and Skusie turned up Saturday with a big thirst and requested another be added at the Retreat as they were going to have a big one. Sledge turned up on the BMW and rode to the Retreat with us and headed back when we went on to the Lake. Due to a bit of miss-communication Jeff Burt missed us at the Retreat and proceeded to the Junction but we soon got back together as a group. We pulled up at our usual spot under the big tree at the Kemmis Creek turnoff and had a couple of rounds so as to not break with tradition.

Once at the Lake we secured a large camp site all to ourselves right on the water directly in front of the amenities. Contrary to all the talk of grey nomads invading the area there were a couple of dozen spread out over a large area and not cramping anyone. We had visits from quite a few to admire the fleet of mainly older bikes.

Andy could not ride out with us in the morning so he done a run out solo and joined us about 5pm. The weather was perfect and mild but a fire was still the go so with the PIG that Mick Bugeja and Lloyd built,

along with the firewood that Lloyd thoughtfully brought along as well, we had a pleasant night under the stars. I am not sure what happened to the "BIG NIGHT" but some people went to bed early and one very early. Not sure who that was, best not to mention names so to divert attention away from that I have included a picture of Mark Botefuhr partying hard as he stated he would.



Skusie kept to his word and was last to leave the fireplace. Good one mate.

Sunday we were up at 6 to 6.30 and enjoyed Bacon and egg rolls with hot coffee for breakfast and headed into Nebo for fuel at about 8am. Stueie our prospective new member could not make it to the camp so met us at the Kemmis Creek tree on his Royal Enfield Continental GT to ride back in with us. We fuelled at Nebo and as the Retreat was not yet open we had a few more from the trailer at the Retreat rest area then headed into Walkerston to unpack at Lloyds place. By the way we had another for the road at Lloyds.





In all it was a great weekend with good food, good company and great riding and it would be great to see more members take part next time. There are new hot showers on site, clean serviced toilets and heaps of room.

I would like to thank Lloyd for his hard work and great cooking and the participating members for making it a friendly, happy weekend.

***Contributed by Bernard Cannon***

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## **Club Ride Sunday 21st September**

Our club ride for Sunday the 21st September was up the valley to the Cafe at Broken River. The weather looked a little dicey but about 16 bikes and 20 riders, (a couple of them new blokes, so good to see that) decided it was worth the risk to get a ride in. Keith and Val had trouble at Marian and turned for home while the rest proceeded up the range. Gerry had a little trouble with his "born again" Bonneville but thankfully got it going and reached the Cafe along with the rest of us. I cannot recommend highly enough the Cafe at Broken River. The two ladies running the shop were friendly, the service was great, the surroundings spot on and the homemade cakes and coffee were superb.

There were a couple of tough looking bikers got caught tidying tables and collecting dishes which could be a good thing but certainly might not help the biker image. To make a great day even better we were just about done when Keith and Val turned up on the Bonny. It was not only a good excuse to have another coffee but it is great to see that being dedicated riders that they went all the way home and swapped bikes and came the 100 odd kilometres back to join us. That's a top effort so good one Keith and Val because there is only one thing better than a good bike ride and that's to do it in good company. We were pleased to see you turn up.

We left the range and headed to Pinnacle for a couple of cordials and for some of us a pie. The sky started to look real threatening by now and Gerry warned us a few times that we might get dusted but we thought it would hold off. You guessed it, we no sooner headed down the road and it started to rain. Not heavy but enough to get wet but we were soon through it and drying out in no time.

At various stages down the valley riders turned off to head home in different directions but in all it was a great day.

Thanks to those that attended.

***Contributed by Bernard Cannon***

## PORT AUGUSTA 2014 AUSTRALIAN CLASSIC MOTOCROSS TITLES

Three bikes represented the Club at the 2014 Titles.

Phil Wilson's 125 Honda Elsinor, Ken Cullen's B441 BSA and Bob Inkson's C15 BSA. With three rounds per class of four laps in twenty seven classes. It was certainly going to be a big weekend for our rider Greg Kadatz, as we had entered in five different classes.

The road trip to Port Augustus was as usual, to these types of meetings, uneventful, apart from the hazard of thousands of goats that thrive in the outback of NSW and SA.



Upon arriving at the Port August track, one thing became quite evident, that in flat salt pan country, there are no trees, no natural terrain and after 5.00pm, no natural warmth ie. 21 degrees during sunlight hours, 0 or minus at night. None of the usual BMOA sitting around having a few beers; it was lights out at 7.30pm and into the swag to keep warm. A huge thank you to the Whit-sunday VMX Club for the use of their new tent, for without this, we would have frozen to death.

Back to the racing. Over 200 bikes and 120 plus riders from all states in Australia rolled in to compete and what a sight on Friday afternoon in the pit area with some of Australia's finest VMX machines on show and ready to compete, and compete we did, although not coming home with Gold. Ken's B441 picked up the number 2 placing in the Pre-75 Class. Not a bad effort considering we had to remove and replace the chain case, due to a clutch malfunction twice between races.



The 125 Elsinor held together and came home unscathed, apart from a broken engine bolt. The C15 came 1st and 2nd in the heats and leading on points going into the finals. It was leading in the final by half a lap, when the CDI faltered and failed. All three of us were gutted at the time, but now it is just whiskey under the bridge. Time to move on and rectify the problem. Go VMX Racing and see what unfolds at the next Australian Titles.

Just a By note. We did pick up the trophy for the Best Presented Bikes and Pit Area.

There are a few people, I would like to thank who, without their help, we would not have been able to complete. The BMOA Mackay for their Sponsorship and Norside Motorcycles for their ongoing support in keeping the bikes going. Doug Robke at Donnybrook for the use of his track, so we could test and tune and last but not least, Greg Kaddatz for the hours he put into testing and tuning the bikes, then travelling 5,200km. to ride 15 races, 100 jumps and 200 corners on a not so friendly VMX track. It was a marathon effort.



***Contributed by Bob Inkson***



**PORT AUGUSTA 2014 AUSTRALIAN CLASSIC MOTOCROSS TITLES**





## Highlands Motorsport Park, Cromwell.



If you are into high end motorsport, this is worth a look. Owner of VIP Pet Foods and new owner of Darrell Lea Chocolates, Tony Quinn, has set the bar high and created an F1 standard racing circuit, with all the trimmings. Motor museum, supercart track, café / restaurant in the beautiful setting of Cromwell, nestled on the eastern side of the Southern Alps near the banks of the Karwarau River.



The back of Pit Lane



Michael Schumacher's 1991 Benetton Ford Cosworth in which he scored his first F1 championship points.

Automotive Art



*Contributed by Bryce Bathe*

# Black Dog Ride (raising awareness of depression and suicide prevention)

-around australia 2014-



The Black Dog Around Australia Ride (BDAAR) 2014 was, for me, the chance of a lifetime. This article includes an overview of the ride, including background, activities, highlights and lowlights. I have also included a brief section on costs, which I hope will be useful for BMOA members who have or are considering such a ride themselves.

## Why we did the ride

The purpose of the ride, like all Black Dog (BD) rides, was to raise awareness of depression and suicide prevention, issues that I have a personal interest in. The funds raised, as with other rides, go to Lifeline Australia and Mental Health First Aid. Lifeline uses the funds in the delivery of frontline services to support people dealing with depression and suicide. MHFA uses their funds to run educational programs to provide skills to help people experiencing these issues. In the same way that first aid courses teach skills to provide immediate first aid in accidents and emergencies, MHFA teaches people how to encourage family members, friends and workmates to seek help when feeling depressed or suicidal. Rather than be embarrassed, or fearful of the effect that talking about suicide might have, this training provides the skills to support individuals long enough to provide them with professional help.





### The riders

Because of the popularity of the ride, over 200 people nominated. Due to logistical and practical constraints eg accommodation, 55 riders were accepted to do the ride. Many of those who missed out took part in the state and territory support rides, including 2 in Queensland.

The riders came from every state and territory across Australia. They used a variety of ways to get to the start of the ride at Bateau Bay near Gosford, Sydney. These included riding there from their homes across Australia, and

train and air travel, and shipping their bikes to the start.

For me it meant riding to Brisbane to meet one of the other riders, then trailering our bikes to Sydney and back to Brisbane. The riders, 50 men and 5 women, were from a wide variety of backgrounds and ages, the youngest being 21, the eldest 71. Various working, unemployed or retired, they had one thing in common, the desire to support the aims of the ride.

### The bikes.

13 brands of bikes were represented, the largest being a Honda Goldwing at 1832cc, the smallest a Suzuki V-Strom at 645cc. BMW was strongly represented with 12 entries. The oldest bike was a 1974 BMW R90, the newest a 1700cc Victory bought 4 weeks prior to the event. Other brands included Triumph, Harley Davidson, Yamaha, 2 Can Am Spyders and a Suzuki Burgman 650 step through. This bike initially raised a few eyebrows, but as the ride progressed its credibility rose as it almost daily cruised past other brands consigned to the support trailer.

Each bike was set up to its owner's preferences, using a variety of storage methods including hard and soft panniers, tank bags and swags to cater for the challenge of the 32 day ride. Most riders carried basic tool kits and spares, whilst bikes with shorter fuel ranges carried jerry cans for the longer legs, some of which were nearly 300 km between fuel stops.

One bike of note was a 2007 935 cc Moto Guzzi Bellagio, and sidecar. Known as the Moto-kafe, this bike was modified to include an espresso coffee machine, in response to riders concerns about where to get good coffee on the trip. Alex Kok, owner of the Yahava Coffee Company in WA, and keen biker, and his mate Brian Ross, responded to this concern by modifying the bike to neatly fit the espresso machine into the sidecar and when not in use was stowed away for the days ride. Most days Alex was up before dawn to crank up the coffee machine, then wash and stow it away, then ride the same distance as the rest of the group, before repeating the process the next day. The bike will be featured in the next issue of a coffee trade magazine, and I will try and get a copy for the TR.

### Safety

Safety on the trip was paramount. Many ride legs took us through quite remote and unforgiving regions, such as the Kimberly, Kakadu and the Nullarbor. Temperatures ranged from -2

at Glen Innes to 36 in NT. Every rider carried a minimum of 1.5 litres of water, rode with at least one buddy, and never got behind the support vehicle. All riders, although they might have had first aid kits, were issued with additional basic items including bandages and sun cream. Riders were encouraged to stop every two hours to manage fatigue.

### Support Team

The support team consisted of a Command Vehicle with admin team, and two Colorado's (donated by Holden) with trailers capable of carrying multiple bikes. These vehicles were equipped with GPS and satellite phones donated by Telstra.

### Film crew

A camera operator and photographer also completed the ride, shooting footage for a one hour documentary which on completion will be aired through community TV networks and Foxtel. The film crew travelled in a vehicle provided and driven at his own expense by the photographer.

This vehicle suffered a major engine failure, which when they heard about this was replaced with a new vehicle at very short notice by a Perth Holden dealer.



### The ride – a typical day

The total distance for the ride was 14,500 km, an average for the 32 days of 453 km. The longest day from Broome to Karratha was 839 km, the shortest 396km from Mackay to Townsville. This was in addition to the distance covered to and from the ride. My Thunderbird cruised at around 4000 rpm to average 110 – 115 kmh. It took a few days to establish a routine, which eventually consisted of being up around 6am, packed and ready to hit the Moto-kafe by 7am. Some carried cereal for a light breakfast before hitting the road between 7.30am and 9 am, depending on the day's leg. Generally the first leg was around a couple of hours to the first stop for breakfast, provided by Lions clubs, who also provided lunch, afternoon tea and dinner at many of the locations we passed through. Housekeeping also had to be done, including checking in and out of accommodation, and refuelling bikes. Most of the dinners included presentations by local Lifeline or MHFA providers, and donations from the Lions.

In addition to these activities, some of our riders delivered presentations to local schools and service providers. At some schools, including an agricultural college, the bikes rode as a single group into the school grounds for the students to check out the bikes and talk to riders about the event. There was strong support for the ride in regional centres, where depression and suicide are major issues. It was encouraging to hear young people talking openly about the effects of these issues on them personally, and initiatives running in schools to address these issues.

Five days were allocated as lay days, to allow for rest periods, laundry, bike maintenance and sightseeing. In addition, some riders had commitments to media outlets, usually radio stations, in their home towns, doing live interviews at strange hours to accommodate different time zones. For example, I did three of these with ABC Tropical North and Sea FM in Mackay. And of course most riders took the time for daily posts on social media.

## Highlights

Like all great journeys, it seemed like there was a “WOW” moment every day.

On this ride, they included:

A Police escort in WA, led personally by the NT Police Commissioner, from Katherine to Jabiru. At the ride briefing, his closing comment was “go as fast as you like, as there is a no speed limit trial on this section of the Stuart Highway, but if you overtake me you’ll have a problem”. No one was really game to test this, as the Commissioner, whose bike is capable of



speeds in excess of 200kph, led us up the highway at a comfortable 180kph. The main street of Katherine was shut down as we rode through, including a fountain from a water cannon provided by the local Fire and Rescue Service as we crossed the Katherine River Bridge. We all agreed it was a strange sensation, riding legally at such high speeds with a police escort

Riding through Kakadu National Park and a stay in Jabiru at an eco-Lodge made of corrugated iron and fabric roof, after a dinner including buffalo sausages provided compliments of the crew at the Jabiru fire station, where one of our riders is a fire officer.

The Great Ocean Road, including watching a pod of about 70 Southern Right Whales playing in the ocean at their nursery at the base of the cliffs

Meeting up with our very own Bob Inkson in Port Augusta, where he was staying for the VMX National Championships

The grand finale, a police escort on the last day of the trip, (led by the NSW Police Commissioner) the 50 or so kilometres in heavy rain from Engadine to Bondi Bay. We had the privilege of being escorted by the police motor cycle group whose only job is to escort visiting dignitaries and royalty around Sydney. Their training is highly specialised and includes high speed pursuits and traffic management. This group of 5 riders (bike rego VIP and a number) leapfrogged each other to stop traffic at every slip road onto the freeway, and every junction. It was impressive to watch as they assertively pulled into intersections to stop traffic as we approached. One officer even found the time to issue a ticket to a driver who failed to obey their direction. Like the NT escort, it was odd to watch cameras flashing as we rode through red light after red light. We really wanted those pictures for the album. Meanwhile the whole event was recorded by a Channel 9 news helicopter flying overhead, to be played on the news that night.

## Not so highlights.

The death of the WA BDR State Ride Coordinator, Les James. Les was leading the WA BD support ride, due to meet up with the AA riders the following day. Half an hour into their ride, Les was fatally injured when a semi-trailer he was overtaking attempted to turn right into the path of his bike. A traffic investigation into the case of the accident is being undertaken. This accident hit the WA group very hard. It also had a major impact on the ride founder, Steve Andrews, who as a WA “local” was a good friend of Les, having ridden together many times, and Les being a staunch supporter of the ride since it began.

Assorted animal strikes, including 1 wallaby, 2 kangaroos and 2 emus. Thankfully the riders involved were unharmed, but sadly neither emu survived. Amazingly both emu strikes were caught on video cameras by following riders. Interesting to see what happens when bikes suffer emu strikes at 110 kph. The Spyder was patched up with gaffer tape and completed the ride, while the HD suffered bent forks. (On returning home to Sydney, the Spyder's frame was found to be twisted, so the bike was written off).

### Mechanicals.

The bike trailers mentioned previously handled a total of 18 jobs. These included broken drive belt (HD), gearbox (HD), battery failure (Me!!), main bearing (BMW), wallaby strike (HD), electrics (Yamaha), suspension failure (Yamaha) and 2 cases of rider fatigue. Following a service in Broome, a 2002 Bonneville suffered a serious increase in fuel consumption, requiring regular top ups from an on board jerry can. On arrival in Perth, the problem was solved when a dealer check found the Broome service had recalibrated the timing using a sports setting.

The mechanical faults were quickly resolved either by riders or good dealer service, and most were back on the road in a day or so.

### COSTS/LOGISTICS

I guess a ride around Australia is on some BMOA members bucket lists, and one of the first questions is, what would it cost? Here are some figures based on my ride costs current at the time of the ride in August 2014. All riders were self-funded.

**Accommodation** – 32 nights \$1400 avge \$43.75 per person per night, twin share. **Bike** – 2002 Triumph Thunderbird T900

Service – pre ride \$250, oil \$60 (2 changes at 4000 km intervals \$60), filter \$20 = \$330

Tyres -Metzler Marathon \$350 fitted and balanced

Fuel based on 16500 km (includes Mackay – Brisbane return)

Fuel used 1,302 litres unleaded 91 octane

Fuel cost \$2201.82 average \$1.69 per litre  
(cost ranged from (\$1.47 to \$2.16)

Excludes:

Fuel for transport by car from Brisbane to Sydney and return

Full bike service on completion of trip

### Costs summary

Bike – service	\$330
Bike – tyres	\$350
Bike – oil	\$60
Bike – fuel	\$2,200
Accommodation	<u>\$1,400</u>
	\$4,340
Misc. (incl food)*	<u>\$500</u>
<b>TOTAL</b>	<b>\$4,840</b>

\*low cost due as many meals were provided by local Lions Clubs



### Next time

The Triumph performed very well. Fuel consumption was significantly higher than usual, at an average of around 12 – 13 km per litre due to factors including higher cruising speeds, cross-winds and the increased weight due to clothing, spares and fuel. However the bike did everything I wanted it to and I would definitely take it again. Minor issues included the loss of assorted nuts and bolts due to vibration (temporarily fixed with cable ties) and battery failure. Given that I probably did 2 years riding in 32 days, these were small issues compared to some much newer bikes which suffered more significant issues as mentioned.

If taking the T'bird again, I'd make some minor modifications. These would include the addition of forward pegs if possible for comfort; wiring for USB ports for a GPS, mobile phone, iPod or similar, and a helmet comms system.

Definitely review bike boots and the bag storage system, but that's another story.

### FINALLY

Sincere thanks to the following:

Andy Mann for your sponsorship and ride escort from Sarina into Mackay

Bob Inkson, thanks for tracking me down in Port Augusta

Bryce Bathe for your sponsorship

Lawrie Kapitzke for putting this article in the Tappett Rattle

Maurie Price, thanks for your company on the ride to Bowen

Phil and the crew at Norside for the bike services, help and advice

Steve Thompson and the Mackay HOGs for the escort from Sarina into Mackay

Steve Whykes for your offer of assistance

The entire BMOA membership for your ongoing support of the Black Dog Ride

***Charles Linsley September 2014***



# Wings and Wheels

The Aero Clubs Wings and Wheels event was well supported by BMOA members with a good line-up of bikes presented. It was a bit of a long day for us with plenty of time left to pass after having a look at the displays but with food and drink available it passed fairly painlessly. The event was well supported by the public and the bikes on display generated some interest with one in particular drawing admiration from onlookers for its "vintage" looks despite the fact that it was only a couple of years old. Thanks go to those members that presented their bikes for display.

*Contributed by Lawrie kapitzke*





## Arno Motorcycles

Arno Motor Co of Coventry were motor-cycles produced from 1906 to 1915.

1906 Arno started to produce motorised vehicles.

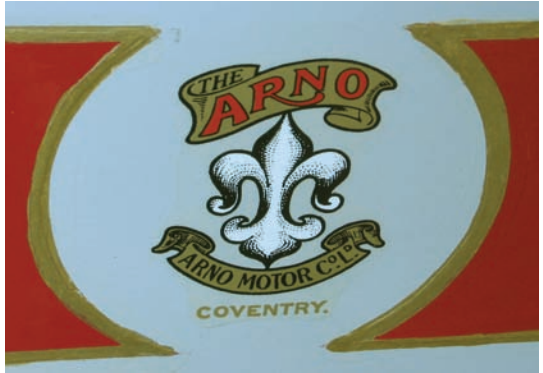
1908 Long, low singles models were exhibited at the Stanley show. These had their own 3hp or 3.5hp engines, a rear-mounted chain-driven Bosch magneto and a carburettor by either Amac or B and B.

1912 Listed in Spennell's at Gosford St (Tel. 339), Coventry.

1912 Those two models were joined by a 2.25hp lightweight and a 3.5hp TT version - a basic direct-belt driven machine.

1914 The marque took the name Red Arno after the TT model was given a red finish. Both 3.5hp and 4.5hp were available for a couple of years.

1915 There were no further listings after that year.





# 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**

**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 - 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 - 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.** 5,600Klm'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 0432 862 619**



**For Sale - 2008 Mini Cooper S Clubman Chilli,** excellent condition, all the extras you would expect from a BMW. **\$25,900 ono. Phone Gil 0432 862 619.**

**Wanted - WLA Harley Davidson Parts or Complete Bikes.** **Phone Micah 0749595597, micahbutt@bigpond.com**

**For Sale - Honda VT250 \$500.** **Phone Allan 49 551 045**

**Wanted - Royal Enfield Meteor fuel tank,** have 500 and 700 Twin spares for swap. **Phone Colin 0403 766 088**

**Wanted - Custom seat to suit Hinckley Bonneville.** **Phone Steve 0407 677 075.**



**For Sale - Genuine Triumph Touring gloves.** Brand new & unused, size XXL. **\$50.00, Phone Gerry 0407 171898**

**Garage Sale - Saturday 11th October 2014.** 22 Bucacas Drive Bucasia, cnr Shanks Street, 7 am to 4 pm. Heaps of stuff to look through !!! Funds go to help a young woman fighting/ beating brain cancer. **Phone Janelle 0438880981.**





**For Sale - 2007 Honda CTX200 Bushlander, 2200** ks near new, perfect condition, registered with RWC. **\$2,600 Phone Lex 0429 966 850.**



**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 0429 966 850.**



**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 0400 51 211**

**For Sale - 1974 Triumph Trophy TR6R.** Boyer ignition, new tyres, throw-over saddlebags. **\$6,000. Phone Alan 49 551 045**



**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 - 1993 BMW R1100RS.** One owner, purchased new in 1994, 46000km. ABS, panniers, books, spares, footrest lowering kit fitted (originals incl.). Recent update to alternator belt, drive shaft service, front brake kits and pads. Registered 'till 10/14. Good order however could probably benefit from fine tuning. Excellent Tourer. Genuine reason for sale. **\$5,000 ONO. Phone Jeff 040 728 4420**



**For Sale - 1979 Triumph Bonneville 750 T140E.** Bottom end rebuilt, new wiring harness, club rego. Some work required to finish off. Good cond. **\$7,500. Phone Steve 49 598 003 A/H**

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