

TAPPET *Rattle*



May - June / 2021

ROYAL ENFIELD



120 YEARS



Annual Membership \$30.00



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'The Big Gun'

Bernie Cannon - President

Welcome to another addition of the Tappet Rattle and thanks once again to Stuie for his efforts.

It has been a great couple of months with good rides had by most and it was pleasing to see so many attend the ride to Al's Garage.

Thanks to Ken for the memento we presented to Alan on the day. Photo of the master craftsman and his creation below for those that have not seen it as yet. For those that missed the ride up to Alans we will be returning sooner rather than later.

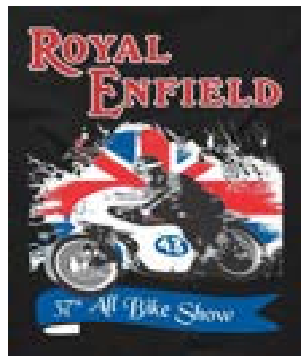
For those who have not seen my creation from the old beer bottle base from Schnieders Inn I have included a photo as well. Showing off a bit here but what the hell.

On the horizon now is planning for the All Bike Show and lets keep our fingers crossed that we can hold our favorite event this year.

I write this from the Northern Territory as Bruce Hurren and I are out chasing Zircons again. I can tell you that riding bikes is a lot more fun than digging holes so do just that. Get out, get on them and stay safe.

My apologies for the short note but I had to bum a computer to get this in.

Till next time. BC



Lawrie Kapitzke

Vice President

Modern Manufacturing Tolerances

For those of us that are “old school” dealing with rebuilding a modern motorcycle engine can be a bit of a stumbling block because we are used to dealing with tolerances measured in thousandths of an inch and required tolerances were usually quite “generous” in the amount of leeway you had. Basically, a thou or two difference here or there was of no great consequence in the overall scheme of things. Modern engines differ in that tolerances are measured in thousandths of a millimetre and the tolerances required are far tighter. Regrinding of crankshaft journals in 10 thou increments with the availability of oversized bearings to suit is a thing of the past. These days a worn or damaged journal means the crankshaft is a throwaway item and the difference between a serviceable crank and a throwaway can be as little as half a thousandth of an inch. The specifications for a modern Triumph Bonneville engine are an example of this.

Crankshaft Specifications:-

Crankshaft big-end journal dia. 40.946 to 40.960mm (40.932 service limit)

Crankshaft main bearing journal dia. 37.960 to 37.976mm (37.936 service limit)

The difference between a serviceable big-end journal and a “non serviceable” journal is 0.014mm or roughly half a thousandth of an inch.

The difference between a serviceable main bearing journal and a “non serviceable” journal is 0.024mm or roughly just under a thousandth of an inch.

Main bearing choice is dictated by journal diameter and crankcase bore diameter.

	CRANKSHAFT JOURNAL DIA' (mm's)	
CRANK-CASE BORE DIA'	37.960 - 37.968	37.969 - 37.976
41.104 to 41.112 mm	RED	WHITE
41.113 to 41.121 mm	BLUE	RED
41.122 to 41.130 mm	GREEN	BLUE

Main bearing shells are colour coded with four sizes available.

Big-end bearing choice is dictated by journal diameter.

Models from engine number 197183		
	CRANKSHAFT JOURNAL DIAMETER	
	40.946mm to 40.953 mm	40.954mm to 40.960 mm
BEARING SHELL COLOUR	RED	WHITE

Again the bearing shells are colour coded with two sizes available. Earlier engines also had two different conrod sizes (A or B) which are etched on the rod.

Models prior to engine number 197183		
ROD SIZE GROUP	CRANKSHAFT JOURNAL DIAMETER	
	40.946mm to 40.953 mm	40.954mm to 40.960 mm
A	RED	WHITE
B	BLUE	RED

In this case three sized bearing shells are available. This type of arrangement for bearing selection is common with modern engines. In the case of the modern Bonneville all bearing shells are sold individually (2 required per journal) with each shell costing around \$16.00. For this twin cylinder engine with a four main bearing crank that's a total of 12 shells or an outlay of \$192.00 for a full set so you had best get your sizes right first time and therein lays the "problem". Try asking your local machine shop if they have equipment capable of measuring to a 0.001mm resolution and I would bet that their answer is "no way", at least that is the response I got up here in north Queensland. Those in larger population areas may have more luck. Outside micrometers with a resolution of 0.001mm capable of taking the journal measurements are available and range in cost between \$130 and \$320 however measuring the internal crankcase bores requires a bore gauge with 0.001mm resolution and one of those costs \$450 to \$550. These may be best quality Mitutoyo tools however I'm not sure that my budget can stretch that far despite my tool fetish and especially considering they will likely only be used once.

'The Scribe'

Dennis Gregor-Secretary



WELCOME

To our new members Suzanne Gill and Ashley Collinge

The following is a very brief CV from new BMOA, Mackay member Ashley:- My name is Ashley Collinge and I have been in Mackay for 20 yrs. I am a Fitter and Turner and have been interested in Triumph motorcycles for as long as I can remember, I've had my Bonneville T100 for about 6 months and like to ride every chance I get. I've owned a few 4 cylinder Jap bikes over the years but have finally got the Triumph.

I hope to have something in the way of a CV from our other two new members in the near future so we can get to know them better



She wants to join the Club !!

"If you ever cut your grass and found a car, you might be a redneck."

"If you think the stock market has a fence around it, you might be a redneck."

"If you think 'loading the dishwasher' means 'getting your wife drunk', you might be a redneck."

How did the redneck die from drinking milk? - The cow fell on him.

Two reasons it's so hard to solve a redneck murder.

1—The DNA is all the same. 2—There are no dental records.

Tim Lucy 'Honest Tim'

Ride Coordinator

Hi all, club ride for April went well left Tourist Info Center a bit of interference when the route was being outlined. Col got side tracked a little and found the group at Campwin Beach Lookout. Then the culprit who caused the slight mix up bugged off and visited friends at the prawn farm and was not to be seen again. Had lunch at the Kick Start Saloon about a dozen bikes. In May a group will be away with LD Ride 10th / 23rd of May. I am off to the Ariel and Moto Guzzi rally's both being held in the border area. Next meeting will need numbers for the Clairview O / Night Ride dates have been changed and will be on the 26th / 27th June. Plenty of accommodation and camping available that weekend so will be similar to last year. Also a group of members will be heading off to the Atherton Tableland area in early June, so plenty on. Not a lot from me so catch ya later. Cheers Honest Tim.

1961 GREEVES 325CC 32DC SPORTS TWIN



The company founded by Bert Greeves ,MBE soon after WW2 was the same Invacar company that won a major contract to provide motorised, three-wheeled, invalid carriage vehicles to the UK Government Ministry of Pensions and National Insurance. The invalid carriages sold well and established a firm foundation for the factory, based in Essex. The factory possessed its own foundry and very soon, became expert in the new technology of fibreglass moulding. As a keen trials rider, Bert Greeves soon indulged his interest and started to build motorcycles for trials and scrambles, and in 1954, a roadster joined the range. Using Villiers or British Anzani engines, and suspension based on the invalid cars' rubber units, the frames illustrated another Greeves innovation. In place of the normal tubular front section and steering head was a single enormously strong aluminium alloy H-section beam. Roadster production centred on a range of modest 250 and 325cc lightweight twins. By the 1960s, the Sports Twins had become probably the best of their kind, thanks to Greeves handling and quality build. An indication of the regard in which they were held was their adoption as police bikes

David 'The Carer' Catchpole

Treasurer

The latest project (Sorry It's not British)
Lucky I have a very understanding wife!

GT 750 project 2021

Recently I had the luck to be offered a 1976 Suzuki GT750 two stroke project
"I use the term project very loosely as these bikes are notorious for major problems"

I was sent a photos of the bike and was told a "story" about how the original owner had parked it against a wall in the shed. The motor had seized some 20 years ago. To say the chrome was rough is an understatement, what was chrome in 1976 was now a mixture of rust and 20 years of dirt.

But the rest of bike while rough had everything it should have including a bubble type faring, and with no rips in the seat and 20 year old air in the tyres a deal was struck and transport from the Sunny Coast was arranged



The strip down begins

Removing the fluids provided a bit of an insight into any future problems that I might encounter. I was very happy to find clean purple coolant in the radiator, the gear box oil was clean and metal free, the fuel tank still had a flammable liquid in it although it did not smell very nice.

Strip down of the power plant

The barrels are notoriously hard to get apart, most times a jacking plate has to be made and copious amounts of heat needed to get the pistons freed.

Once again a couple of timber blocks and medium hammer and the pistons were out of the barrels. Once the pistons were out it was easy to see what had seized and caused the motor to stop.

"Right hand piston top gudgeon bearing had failed and jammed the motor. Lucky for me the previous owner was not trashing the motor when it stopped and very little internal damage was done.



The rest of the motor still looked fantastic for the age and showed very little signs of wear. With the motor stripped the crank will be sent off to have new bearings and seals fitted. A job that could require up to a 50 tonne press to get the plates separated The crank took 17 tonne to remove the plates!

Currently new bearings, seals and new rods have been installed on the crank and all gearbox bearings have been replaced, Just waiting for cases to be water blasted and polished so the reassembly can begin! TBC.

David 'The Carer'

The Suzuki GT750 Water Bottle

The 1969-1972 era brought some of the biggest advances in performance motorcycles seen in motorcycling's 80 year history. The 750cc displacement became the standard and Japanese and British makers rolled out three and four cylinder "Superbikes," with the GT750 late to the competition. The GT750 was manufactured through 1971-1977 replaced by the four stroke GS series which arrived late in 1976 first as a 750 four cylinder. With a rubber mounted water cooled engine, a plush seat and comfortable suspension, the GT750 was a comfortable fairly fast bike. But in 1971, numbers counted and the Kawasaki H1 and Honda CB750 were one and two in quarter mile times for Japanese makes, with the Norton Commando, Triumph and BSA triples strong competition. The Harley Davidson Sportster was still competitive as well. In 1972 Kawasaki would release the 750cc triple H2 it became the quarter mile king. So the GT worked well, with the spotlight on horsepower was relatively docile. It was never part of the performance wars. Yamaha had little to offer in the early 1970's, but in 1973 Kawasaki would move to the four stroke Z1. In 1976 Suzuki offered it's first four strokes in the GS ultimately 1000, 750 and 550 fours plus 500, 400 and 450 twins. In general two strokes offer simpler, lighter engine construction, more horsepower per cubic inch and to a degree, lower maintenance. But of course in the 70's, emissions were of concern and two strokes typically lack efficiency and are not so clean burning. Kawasaki also went down the path of a high performance three cylinder two stroke, though air cooled but it was the first two stroke company to "defect" with the 903cc DOHC Z1 in 1973.

STANLEY MICHAEL BAILEY HAILWOOD

MBE, GM

9 - World Championships / 76 - Grand Prix Wins
14 - Isle of Man victories

2nd April 1940 - 23rd March 1981



Few sportsmen have made an indelible impact on the fast moving worlds of motorcycle and car racing as the legendary MIKE HAILWOOD®. The son of a millionaire who bought him the best machinery that money could buy, he quickly cast aside the 'rich man's kid' image which had been thrust upon him to earn the respect and admiration of his peers through the enormity of his talent, the strength of his personality and his outrageous sense of fun. He won nine motorcycle World Championships between 1961 and 1967, then turned to motor racing, following in the wheel tracks of John Surtees, with whose cars he became European Formula 2 Champion and began his Formula 1 career. In time he might well have added a Formula 1 World Championship to his list of achievements, but his motor racing career ended abruptly in 1974 when he crashed his McLaren on Germany's daunting Nurburgring. Disabled by his leg injuries, he retired to New Zealand, where he quickly became bored, and by 1978, at the age of 38, he was back at the Isle of Man, the scene of so many of his earlier triumphs, not only to race bikes once again, but to take on and beat the entire field. His victorious return to 'The Island' has been described as one of the most emotional moments of 20th century sport.

Local Lad—Dave 'Radar' Cullen and Mike the Bike

The other part of his professional life saw Dave 'Radar' Cullen get out on the roads working for the likes of Crosby under the watchful eye (literally) of Pops Yoshimura.

Dave 'Radar' Cullen was a new arrival at Suzuki GB in the spring of 1979. While building an engine in their Croydon shops, he was told that the engine he was currently working on was for Mike Hailwood. "I didn't realize what they were on about when it sort of dawned on me that Mike must be riding a Suzuki at the Isle of Man. So, I did the Isle of Man with Hailwood." Racing on the roads was an incredibly dangerous occupation, at the previous year's TT in 1978, Pat Hennen had his career ending accident on the Suzuki GB machine. Radar's big opportunity had also come in the immediate wake of Tom Herron's death riding a Texaco Heron Suzuki GB bike at the NW 200. Radar: "The Suzuki highlight was probably Hailwood's win in the Senior TT. Mike was a really great guy – there was no superstar stuff and he would call and see us on his way out in the evening. He'd drop in just to see how things were going and we really did enjoy working with him. "Practice went pretty good and we put in the good race engine but it smoked. It had pushed the spring off the main oil seal beyond the drive gear, and it's one of those things where once you press the gear on you can't see. We had to pull it out, strip down the engine and put some other cranks in. We worked through the night, went straight to the race and he won, so that was pretty good. It was all a bit surreal, like being intoxicated when all you really wanted was a bit of sleep.

"Ray Battersby was doing a really good story called 'Suzuki Sayonara' about Hailwood and he was in the garage with us covering the trials and tribulations. He wrote how there was 'Rex and Martyn and a mechanic :I'm not sure of his name but they call him Radar.



'At the Secret Spot'

Bob and Julie with their nose bags on. Whose feed is that on the right?
Dudley the photographer?

'Kens Shed'

This is where you will generally find Ken amongst his beloved Bikes and Bits. It is a bit like McGinn's store of days gone by. Kenny gave up the grog and fags many years ago, but his next step and most difficult one will be the ice cream.



Ken has an assortment of makes and models stowed away and in pieces.
But he knows what he has and where.

Royal Enfield Since 1901

The Key Years

In November 1891, entrepreneurs Bob Walker Smith and Albert Eadie buy George Townsend & Co. of Hunt End, Redditch. Townsend's is a respected needle manufacturer of almost 50 years which has recently begun manufacturing bicycles.

1893

The duo win a contract to supply precision parts to the Royal Small Arms Factory of Enfield, Middlesex. To celebrate this prestigious order, they rename their firm the Enfield Manufacturing Company Ltd. and call their first Bob Walker Smith designed bicycle, the Enfield. The following year, their bicycles are renamed Royal Enfield and the trademark 'Made Like A Gun' is introduced.

1898

B W Smith designs the first motorised vehicle. Known as a quadricycle, it is built around two sturdy bicycle frames and uses a proprietary 1 1/2 hp De Dion engine. The company finalises its trading name as The Enfield Cycle Co. Ltd., a name it is to use for the following 70 years.

1900

Royal Enfield delves into motorsport when one of its quadricycles enters the inaugural 1000 Mile Trial. Following a torturous cross country route from London to Edinburgh and back, the event does much to convince the British public of the viability of motorised transport.

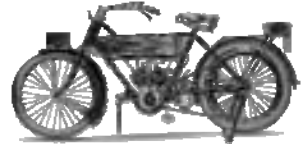


1901

The first Royal Enfield motorcycle is produced. Designed by Bob Walker Smith and Frenchman Jules Gobiet, it is launched at the Stanley Cycle Show, London. The 1 1/2 hp engine is mounted in front of the steering head and the rear wheel driven by a long rawhide belt. **Cover Photo**

1909

Royal Enfield's first V-twin, using a 297cc Swiss-made Motosacoche engine, is launched at the Stanley Cycle Show. The model achieves numerous competition successes the following year.



1914

Royal Enfield's first 2 stroke motorcycle goes into full production. As Britain becomes embroiled in World War I, production of the company's biggest motorcycle, the 770cc 6 hp V-twin, takes precedence. During the conflict, the company supplies motorcycles to the British, Belgian, French, United States and Imperial Russian armies.

1924

More development results in a range of 8 models, including the launch of the Sports Model 351, the first Royal Enfield 350cc OHV 4-stroke motorcycle with foot operated gear change. A unique 225cc 2-stroke step-through 'Ladies Model' is also introduced.

1925

A major fire breaks out at the 18 acre Redditch factory. The company's fire brigade manages to fight the flames which threaten to engulf the entire plant.

1928

Royal Enfield adopts saddle tanks in place of out-moded flat tanks. It is also one of the first manufacturers to change its front fork system from a Druid design to centre sprung girder forks.



1930

The decade begins with an 11 model range, from the 225cc 2 stroke Model A to the 976cc V-twin Model K. New 350 and 500cc side valve and overhead valve machines with dry sump lubrication are also produced.

1932

The legendary "Bullet" motorcycle is born. It is first displayed in November 1932 at the Olympia Motorcycle Show in London. Three versions are produced: 250, 350 and 500cc, all with inclined 'sloper' engines, twin-ported cylinder heads, foot operated gear change and high compression pistons.



1933

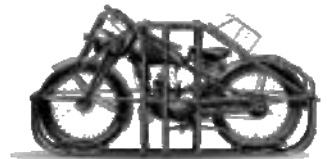
The groundbreaking Model Z 'Cycar' goes on sale. Aimed at commuters, this 148cc 2-stroke features a fully enclosed engine and leg shields to protect riders from the worst of the elements.

1936

The 500cc Bullet is radically changed with the release of the Model JF. It features an upright engine with a 4-valve cylinder head. A sports model with bronze cylinder head, is available to special order.

1939-1945

Royal Enfield produces large quantities of military motorcycles, bicycles, generators and ant aircraft gun predictors during World War 2. The most iconic model is the 125cc motorcycle known as the Flying Flea. The 126cc 2 stroke can be loaded into cradles and dropped with paratroops behind enemy lines.



1957

Johnny Brittain wins the Scottish Six Days Trial on a Bullet for the second time and also finishes top of the British trials championship. The 250cc Crusader model is launched in Britain. Producing 13 bhp, the motorcycle features a unit construction engine and alternator electrics with coil ignition.

1964

The Continental GT 250 Café Racer is launched. The GT features a fibreglass racing petrol tank, clip on bars, rear sets, race seat, rev counter and a swept back exhaust.

1967

With only two models in production the 250cc Continental GT and the 736cc Interceptor, Royal Enfield's Redditch facility closes. Production of the Interceptor continues at their underground facility at Upper Westwood, until its closure in June 1970.

1993

Enfield India produces the world's first and only mass manufactured diesel motorcycle. Known as the Enfield Diesel, it uses a highly fuel efficient 325cc power unit installed in the standard Bullet rolling chassis.

2009

The 500cc UCE engine is launched in India. The retro styled Classic immediately achieves cult status and sales grow rapidly.

2013

Forty eight years after its first production café racer, Royal Enfield rolls out a new Continental GT. A cradle frame designed by Harris Performance and a 535cc engine.

2015

The company acquires Harris Performance, a renowned British motorcycle design and fabrication firm, to enhance its engineering and product design capabilities.

2016

Royal Enfield debuts the Himalayan, 411cc SOHC engine its first adventure bike.

2017

The new 650cc Royal Enfield Interceptor and Continental GT twins are unveiled at the EICMA Motorcycle Show in Milan, Italy, and at Rider Mania in Goa, India.

2020

Production of the 500cc UCE engine comes to an end. Its swansong is the limited edition Classic 500 Tribute Black.

Charles Linsley

How did you become involved in motorcycling? - Bought a bike for a cheap commute to work.

What was your first machine? - Honda CBF 125.

Did you buy or inherit this bike? - My trainer Ross Gee had the Honda for sale.

Did you have this bike for? - Long enough to know I wanted a bigger one.

List of other bikes you have had? - Honda Shadow 750, Triumph T900 and Suzuki 650 V Strom x 2.

Your favourite? - The Triumph T900.

Which was the worst? - None enjoyed them all.

The bike you would like to have? - Window shopping, Royal Enfield 650 Interceptor.

Is your passion British motorcycles? - Enjoy them all but Brits are my favourite, must be my upbringing in the UK.

Most memorable experience? - Black Dog Ride around Australia and New York to LA.

Best thing about being a motorcyclist? - Sense of freedom and camaraderie with other riders.

Other? - Thanks for asking.



For the past century, every Moto Guzzi motorcycle has been built at its headquarters in Mandello del Lario, on the idyllic shores of Lake Como. The company's long history includes numerous milestones and firsts, such as Giuseppe Guzzi, brother of founder Carlo, riding a 1928 GT 500 Norge to the Arctic Circle, and the introduction of the Galletto in 1950, which contributed to mass motorization in the postwar period.

'The Mann'

Andy that is.

How did you get interested in motorcycles? - Bought a bike to ride to work, due to parking issues.

What was your first machine? - Suzuki GSX 250.

Did you buy or inherit this particular bike? - The GSX was the 2nd fastest 250 at the time and I could afford it. Yamaha RD 250 was fastest.

How long did you have this machine? - 12 months.

List of other bikes you have owned, borrowed or stolen? - Borrowed AG 100 and a Suzuki 175. Owned Suzuki 125, Harley Roadster, Honda CB750 K9, Harley FXRS, Thunderbird Sport, T100 x 2, Harley Road King and a BSA M20.

Your favorite? - Nearly all, each had own characteristics.

The worst? - Ag 100.

The bike you would most like to own? - Not fussed, any bike is good.

Are you just into British bikes? - All.

Your most memorable experience on or with motorcycles? - Too many to mention Broadford Concerts, Bathurst at Easter, Lake Elphinstone, WOGS, St Lawrence to name just a few.

What is the best part of being a motorcyclist? - Just enjoying the ride, oh! and a pub stop or beer stop.



Almost Famous: The 1958 Ariel Cyclone



In May 1958, Buddy Holly and the Crickets, Joe Mauldin and Jerry Allison had just returned to Dallas, Texas, from a world tour. *That'll Be The Day* was tearing up the charts and they decided to buy three Harley Davidsons to ride the 320 plus miles back home to Lubbock, Texas.

The story might have ended there, because the Harley dealer failed to recognize Holly and his band mates, and, thinking they were just time wasters, refused to sell to them. Instead, the trio ended up at Ray Miller's Ariel/Triumph dealership on West Davis Street in Dallas. Miller knew who the teens were, and sold bass player Mauldin a Triumph Thunderbird and drummer Allison a Triumph Trophy TR6A. Holly chose a new 1958 Ariel Cyclone 650cc twin. Whether or not he knew how rare the Cyclone was even then is lost to history, but it must have made a big impression. It's said the trio returned to the Harley dealer to do burnouts in their parking lot before riding to Lubbock in a thunderstorm.

It was early on the morning of Feb. 3, 1959, that Holly, together with Jiles P "Big Bopper" Richardson and 17year old Ritchie Valens climbed on board a Beechcraft Bonanza for a flight from Clear Lake, Iowa, to Moorhead, Minnesota. All three and the pilot died when the plane crashed in a snowstorm. The Crickets had broken up late in 1958, and Holly's new band featured bassist Waylon Jennings. Jennings opted to travel to Moorhead by road, avoiding the crash and for many years suffered from survivor guilt. The Cyclone stayed in Holly's family until 1970 before passing along to a new owner and then being purchased by the two remaining Crickets in 1979 as a 42nd birthday gift for Jennings. In October 2014, 12 years after Jennings death, his family listed the Holly bike for auction. An unnamed buyer paid \$450,000 USD for the Cyclone, which is now displayed in the Buddy Holly Center in Lubbock, Texas.



KLG designed special plugs for specialist requirements such as the aircraft needs of Royal Flying Corps (later the Royal Air Force). KLG plugs were reliable when used in aircraft and were in demand during the First World War. Kenelm joined the Royal Navy at the outbreak of war but his spark plug work (marketed as KLG taken from his initials) was considered more valuable so he was asked to resign from the Navy.

NOT BRITISH



1974 250
PHANTOM

Ossa was a Spanish motorcycle manufacturer which was active from 1924 to 1982 and from 2010 to 2015.

The writing was on the wall by the early 1970s for all to see motocross was the future for motorcycle manufacturers. Even the top Ossa rider, Dick Mann, had started taking a motocross bike along with him while he campaigned the AMA Grand National circuit. It didn't take long for U.S. Ossa importer John Taylor to realise that the stakes in motocross were rapidly rising. The arrival of the 1973 Honda Elsinore CR250 was the trump card that every European manufacturer had been dreading. To survive, Ossa needed to restack the deck quickly.

By mid 1973 Ossa was developing a radical, lightweight bike with the powerful and durable Stiletto motor wrapped in an ultra light, state of the art chassis. Dubbed the Phantom, it was regarded as the first sub 200 pound production 250cc motocrosser. It was 15 pounds lighter than the Elsinore. The Phantom was one sweet package. Its Cyan Blue and Orange bodywork adorned a chromoly frame that featured an all aluminum swingarm. The best European components were used, including Betor forks and shocks, Akront shoulder less rims and Pirelli tyres. The 33 HP engine only weighed 60 pounds and utilised a Bing carburetor and Motoplat CDI ignition. An under slung, snakelike, thin wall exhaust system added to the impression that this was a serious race machine.

In the declining years of Generalissimo Franco's reign, Spain's economy couldn't remain closed to the outside world anymore. The arrival of less expensive Japanese motorcycles, as well as the crippling employee strikes of 1977, spurred the downfall of Ossa. In 1979 the company merged with Bultaco, but this didn't help, and Ossa closed its doors in 1982, only to be revived again in 1985. The company has limped along since then and was dealt a cruel blow when it merged with Gas Gas for three years, who then filed for bankruptcy. Gas Gas found new owners, but not Ossa

My Bit



I enjoy putting this publication together and thank those who provide input and put it online etc. The T/R takes many hours to put together and I generally start the next edition not long after the previous edition has been circulated. I am always seeking contributions no matter how large or small even photos would be great.

Whether you read it on the dunny or via email I hope you enjoy and I am open to ideas and constructive criticism. Through the Tappet Rattle we are recording a piece of history of BMOA, Mackay. Joyce is seeking 6 x 4 photos of Club outings, members, bikes, events etc to add to the BMOA archives. Due to todays technology the 6 x 4 photo is becoming a rarity. Would members make an effort and provide copies and those on USB sticks could you get a few printed for her. Thank you Joyce for your passion to keep the Clubs archives alive and for future reference.

Stu



Queensland Government

Rear vision mirrors

- Motorcycles built before 1975 must have at least 1 mirror on the right-hand side. Motorcycles built from 1975 onwards must have at least 1 mirror on each side.
- Mirrors must be fitted so that the rider can clearly see by reflection the road behind the vehicle and any following or overtaking vehicle.
- Mirrors can be flat or convex. Convex mirrors must have identical curvature on both mirrors, with a minimum radius of curvature of 1200mm.
- Additional mirrors, such as wide angle or blind spot mirrors, are allowed, and may have a smaller radius of curvature.
- Motorcycles built from 1991 onwards also have a minimum size requirement of 80cm² for flat mirrors, and 64.5cm² for convex mirrors.



'THE RUNWAY BAR'
Mackay Aero Club

Casey Ave—Mackay

OPEN FRIDAYS - 4PM

This journal is produced six times per year and distributed at the even numbered meetings.
Contributions to the Editor by the 25th of the month prior to the distribution meeting.
Opinions contained in this magazine are those of the contributors and do not necessarily reflect the opinions of the BMOA of Mackay.