

TAPPET *Rattle*



September / October
2021



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The magazine of the British Motorcycle Owners Assoc, Inc, Mackay, Qld, Australia



Annual Membership \$30.00

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'The Big Gun'

Bernie Cannon - President

Welcome to another edition of the Tappet Rattle.

Thanks again Stu for putting the newsletter together as I know you have been out and about getting a few rides in. We are fortunate in these covid times up our way to be enjoying relative freedom and still getting to enjoy rides as we did recently to the Retreat Hotel. Its good to see the pub reopened and we can vouch for the quality of the service and the counter meals. They are both spot on so if you're looking for a nice ride with a coldie and a burger it's the go. Lawrie has recently hosted club members up to the Tablelands on the week away ride and I am sure he will fill us in on that trip. Honest Tim and Andy are out on Lloyds run with small group from the club and going by Andy's Facebook reports they are having a great time. Bruce has partnered up with Tim in the support vehicle which goes to show that if you're not riding you can still be enjoying the trips. We are about to depart on the Mini LDR with Gerry so its all

happening and good to see.

I recently rode to Bowen on a Family Members only ride that Les (Plummy) organised and we scraped together 12 riders just from the family. We had a great ride up and back (except for road works) and enjoyed the hospitality of a friend from Bakers Creek that we grew up with. For a while there I thought we would never get there as there are too many pubs on the way.

The photo above was taken at Kuttabul pub and replicates a picture taken 5 years previous taken in the same spot with almost the same riders. The addition this time was my Niece (Somma) rode up on her KTM 390 Duke as she had obtained her license in February. Good to see the beginners enjoying the open road and more ladies getting out and doing it. As a footnote she rode extremely well, led from the front at times and enjoyed a soft drink only at the pit stops. (Go Girl)



One lesson learned from the ride was to never befriend the dogs at your mate's place. Plummy made that mistake, being an animal lover at heart and you guessed it, he ended up in the doghouse literally. Yes, that's his swag there, and yes, he had to share. They would not move.

Lake Elphinstone is coming up soon so get on board for that one as its one of the best weekends away and that will be followed by Bowen, so lots still on. Well, that's it for me, its great riding weather, we are enjoying relative freedom, so get out get amongst it but most importantly stay safe.



Lawrie Kapitzke

Vice President

We Might Not Have it All Together But Together We Have it All

Another successful Week Away Ride was enjoyed by 8 participants with a variety of road types and conditions being covered. I am sure that the ride to Chillagoe in particular is firmly embedded in most riders' memories. The weather cooperated and Covid 19 did not intervene so we made the best of the opportunity and covered some 1,500 Kilometres travelling the Atherton Tablelands area. Many interesting places were visited and many interesting people met along the way. Once again I was very impressed by the ability of our club members to overcome adversity and rise to the occasion when difficulties presented and amazed by the resources carried by riders and their willingness to share them in assisting others. Most of all I was impressed by the technical capabilities of some riders in particular. Least impressive were our collective navigation capabilities with those claiming to know the way and even those with GPS capabilities all leading us astray at times however we always found our way home.

Day one saw us heading through extensive roadworks between Tolga & Mareeba and passing through an RBT with all riders being cleared before continuing on to Kuranda where we sampled a coffee in the rainforest. We then proceeded on to Cairns where we enjoyed some "unplanned" riding through the back blocks before heading to Gordonvale for fuel, a break and a history lesson from Mick. From there on to the Mountain View Hotel to regroup before heading up the Gillies Range and back to home base at Lake Tinaroo. Smiles all round at the end of the day. Dinner for most was enjoyed at the Kairi Hotel that night.

Day two and we headed over to Malanda to visit an interesting gentleman by the name of Mike Pullman and to inspect his collection of Ducati's etc. More than a couple of hours were spent ogling some desirable bikes and listening to Mike relating some of his life story. It was here that Graham Elliott finally caught up with us and joined the planned ride to Ravenshoe. Unfortunately the gremlins struck and Trevor's always reliable Honda Varadero died enroute necessitating an assembly of the brains trust and raiding of available resources to get him going again. With part of the crew accompanying Trevor back to camp to attempt a more permanent repair the balance of the group continued on to Ravenshoe for lunch after which it was decided to head down the Palmerston Highway and up the Bruce Highway to Gordonvale before taking another blast up the Gillies. The evening was spent applying a more sophisticated "hot wire" to Trevor's bike after which most of the party ventured out to the Tolga pub for dinner.

Day three we again tackled the roadworks between Tolga and Mareeba as we headed for Mossman, stopping for coffee and a snack at the Lobo Loco Cafe in Mt. Molloy, which proved to be very entertaining, before heading through Jalatten and down the Rex Range to Mossman. After fuelling up we then headed for Daintree Village for lunch after which we retraced our steps back up the Rex Range encountering some road rage from a local tradie who did not seem to appreciate the ability of motorcycles to quickly overtake traffic on the range.

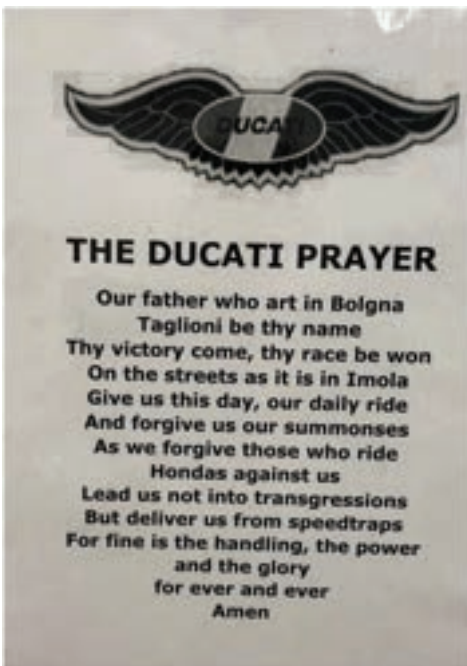
Another quick stop was enjoyed at the Lobo Loco Cafe Mt. Molloy before once again tackling the roadworks back to Tolga. Some of the party continued on to Atherton to source parts for a further repair of Trevor's bike while the remainder continued back to camp. The evening was spent applying a more permanent "hot wire" to Trevor's bike, this time incorporating an on / off switch, before takeaway pizza's were procured for dinner.

Day four saw us heading for Chillagoe via the Channel Road to avoid the roadworks which saw some dodgy navigation splitting the riders once more before we regrouped at the Camp 64 Cafe in Dimbula. The mini museum, including the world's fastest Velocette, at Camp 64 was very much enjoyed before we mounted up and headed for Chillagoe. The memory of the excellent road west of Dimbula is unfortunately soon overshadowed by the horrendous corrugated gravel sections between Almaden and Chillagoe which I am sure shook many riders' fillings loose. Thankfully we all made it to the Post Office Hotel for a well earned drink and a hearty lunch after which we headed round to Tom Prior's Ford Museum, which unfortunately is normally closed between Noon and 3pm, however we plied Tom with a substantial combined purchase of fuel and some "sweet talk" which saw him relenting to show us around. This visit proved to be well worthwhile and Tom soon warmed to us so much that it became difficult to break off the engagement when it became necessary time wise to leave. The gravel sections appeared to be worse travelling in the opposite direction however this may have just been an illusion – my brain was so rattled it became difficult to make a judgement. We regrouped at the first pub in Dimbula for a drink to settle the nerves before remounting and experiencing yet another navigational error through the Channel Road on the way home. We all made it back to camp eventually with some stopping to refuel in Tolga and others heading to the pub for refreshments. It was a tough but very enjoyable day after which some of the party headed over to a pub in Atherton for dinner.

Day five, the final day, saw us heading for Atherton where access to a bank was required by one rider however the bank was still shut so we continued on to Herberton. A coffee and a snack was enjoyed at The Gallery Coffee Shop before paying a visit to the Mining Museum which proved to be very worthwhile as we enjoyed a guided tour that was both educational and entertaining – highly recommended. We then headed for Watsonville for the customary photo of bikes parked under the windmill before heading back to Atherton to catch the bank where, due to heavy main street traffic, riders became separated. Thankfully the bank transaction was successful and riders managed to find their way to the next destination at the Yungaburra pub where lunch was enjoyed. An early end to the day was called and we headed back to camp to pack up & load vehicles before enjoying an evening meal of fish & chips while reminiscing recent past events and telling more than a few lies. Once again, despite a few hiccups, a very successful Week Away Ride had come to an end.



Week Away 2021



'The Scribe'

Dennis Gregor-Secretary

This is a very brief overview of my motorcycling history

Became interested in bikes as I had friends on bikes.

My first machine was a 1968 Honda C90 the reason for this purchase was it was the cheapest I could find. I had the 90 for about 1 year and unfortunately I still don't have it. Listed are some bikes I have owned, borrowed or maybe stolen 1956 BSA 500 Single, 1967 BSA Goldstar, 1974 Cossack, 1992 Honda something, 2008 BMW R1220gs, 2011 BMW R1200gs and a 2009 Triumph T/Bird 1600.

My favourite would have to be the 2011 BMW 1200gs and the worst the Triumph.



Above is the machine I would most like to own the 2021 BMW 1250gs.

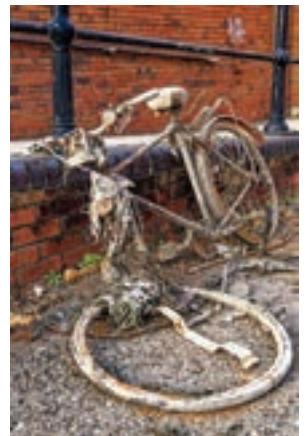
I personally enjoy all bikes. The most memorable experience on a motorcycle was the semi circle around Australia. The best part of being a motorcyclist is the quiet and more quiet.



Tim Lucy 'Honest Tim'
Ride Coordinator

ABSENT

Tim and Andy have been away on 'Lloyd's Mystery Tour'. During the journey they came up with the idea of cycling the 'Kilkivan—Kingaroy Rail Trail'. It is a 180km round trip. After hours of searching for their bikes on returning home they have sent me photos of the bikes they will be using for the 2022 ride.



David 'The Carer' Catchpole

Treasurer



GT 750 Part 3 The rebuild continues! So things have stalled a little on project GT750, As a new German lady has caught my attention!

The original wheels and tyres were stripped (the tyres had to be cut off with an angle grinder, as they were rock solid from sitting for so long) and after a couple of hours cleaning, polishing the wheels are now back to a usable state and now that they have been fitted with a new set of Michelin tyres another part can be ticked off the list as complete. The forks have been stripped and rebuilt, given a polish and reinstalled back in to the frame with new gators. A new (made in Vietnam) front fender – unfortunately the original fender was too far gone to be saved, has been installed – I was pleasantly surprised with the quality, fit and finish of the Re-pop fender

Front brakes have been stripped and rebuilt using NOS seal kit – not sure the Suzuki designers thought too much about stopping, as four x 50 mm brake pads on two 38 mm hydraulic pistons will be interesting. A couple of new braided stainless steel brake lines and the front end is ready to go Time for some power The motor with the help of a couple of strong lads was gently fitted back into the frame, so next on the list is to reinstall some wires!



Basically a Suzuki T500 Titan a 2-stroke 492cc parallel twin with another cylinder grafted on, the GT750 was an oddball from the go. But the bike's inline triple engine wasn't the only reason it drew such a curious eye from the general public. Nor were the disco esque colours namely Candy Lavender, Candy Yellow Ocher and Candy Jackal Blue.

The real difference between this Suzuki and other motorcycles of the day was it's liquid cooling. The Suzuki GT750 was the first mass production Japanese motorcycle with a liquid cooled engine and Suzuki was the first motorcycle company to apply liquid cooling to a serial production bike since the Scott two strokes of the 1920 / 30s



JOKE

The wind was so strong last night I really struggled to light my cigarette. Eventually, after 20 minutes of trying, I gave in and stopped my motorbike on the hard shoulder.

The 'Bike of the Show' 2021 and well deserved.

Ronnie Stayt's ZX12 Kawasaki 'Land Speed World Record Holder'

Other Class Results Peoples Choice—Ashley Taylors, 1973 Kawasaki Z1900

Best 3 Wheeler—Micah Butt, 1942 Harley WLA,

Best American—Richard Campbell, 1929 Henderson Excelsior

Best British—Bryce Bathe, Triumph T160

Best European—Ian Hill, Mike Hailwood Replica Ducati

Best Oriental Ashley Taylor, 1973 Kawasaki Z1 900

Best Paint—Mick Hamill, Harley Shovel Chopper

Best Competition—Russell Keate, Panda 175TR

Best Custom—Damian Muscat, Harley FL Knuckle Chopper

Post 1970—Paul Kerlin, Honda CB750,

Pre 1970—Steve Hammer Norton Fastback,

Pre 1942—Anne Higgins Triumph 3.5Hp Roadster,

Best Club Display—Mumma's Boys Choppers.

Best Royal Enfield—Arthur Scott 1915 Model 180.

The BMOA, Mackay "All Bike Show" is more than just bikes, it is also a very social event catching up on old mates and remembering past times and experiences. Plus being able to see many different and varying engineering accomplishments, a very special thanks to Ronnie Stayt and Paul Kerlin who were very welcoming and open to all and sharing their success and in some case failures of their past motorcycling experiences. A big thanks to the public that came along and supported this absolutely amazing display of motorcycles. 106 motorcycles were displayed and 580 people came through the doors, well done.

Best Competition Winner 'Panda 175TR'

Russell Keate

This bike is believed to be the only one of its type in Australia.
and one of very few in the world in this condition.

A very rare breed indeed.



Peter Mills

I became involved in motorcycles at the age of 16 when I lived close to a Trials / Scrambles track in country Victoria. Started out on a well worn RT360 Yamaha Scrambler. The first road bike was a 1973 850 Norton Commando, black with gold pinstriping. I bought this because I liked the look and sound of British bikes, raw in comparison to the new wave of Japanese machinery. Also lighter and better handling than Honda 4 or Kwaka 9. I had the Commando for two years as sole transport, pretty much rode it into the ground as I lacked the experience to keep it maintained. Some other bikes that I have owned are 73 Trident, 72 Bonneville, 73 Tiger 750, 68 TR6 and Bonneville, 63 T20 Cub Trials, 71 T100c, 70 Trident and a 2005 Thruxton. My favourite machine is the 1970 T150T it was a North American variant model. So a very early 68 build, 4 speed also a quick bike and a fantastic exhaust note. Had no real worst bike, they all served their purpose. The 72 Bonnie wiring loom went up in smoke in the main street early 80s fine once rewired. My riding days are over so, 1966, 4 barrel, 4 speed, Mustang next best thing. Have sold down bikes over the past few years, two to go. I enjoy all bikes and rode with guys on Triumphs, Norton's, BSA's and with 650 Yamaha's, Kawasaki 900's and Honda 750 4's in my younger days. A couple of my most memorable experiences, British Triples Rally 2016 in Northern NSW and the 2019 BMOA Mackay "Extra Long Distance Ride" through Central Australia, as back up. Finally the best part of motorcycling has to be comradery, trips away plus the tall tales and the true at the bar.



I am selling my 2005 Triumph Thruxton 9,000km, single seat rego, M Bars and risers, Staintune Exhaust and centre stand - \$7,750.

If interested give me a call on 0436 034 187.

Peter Mills





TVS 
Norton



India was once said to be the jewel in Great Britain's crown, that has long ceased to be the case. Likewise Norton was once the jewel in Britain's motorcycle industry but has met an ignominious end too many times in its long history. Few of those disintegrations have been as seemingly dishonourable as the most recent suffered under the stewardship of the now largely disgraced Stuart Garner. Garner was the great new hope for Norton when he bought the rights to the Norton brand in 2008 but in January of this year those hopes were dashed. And with that downfall it seems that dozens of customers that have paid for motorcycles will never receive them. The misery continues with pension funds also allegedly defrauded and workers left without entitlements.

The next re-birth of the Norton brand will be under Indian stewardship via the 42 year old and very successful TVS Motor Company. Based in Chennai, TVS is India's third largest motorcycle company with revenues approaching US \$3 billion through annual sales of 3 million units. It is also India's second largest exporter with footholds in over 60 countries for TVS Motor, while the umbrella TVS Group is present in 129 countries with total revenues of US\$8.5 billion. The company has manufacturing plants located at Hosur in Tamil Nadu Mysore in Karnataka and Nalagarh in Himachal Pradesh.

TVA also has a manufacturing facility in Indonesia at Karawang near Jakarta. TVS was the first Indian company to produce a four-stroke motorcycle (complete design, development and production in India – Royal Enfield was British), the first Indian motorcycle brand to employ ABS and catalytic convertors and more recently debuted India's first bluetooth equipped scooter in the TVS Ntorq 125.



We're pleased to announce that Norton Motorcycles has a new home! Our state-of-the-art facilities based in Solihull, West Midlands will create a stable, long-term future for Norton. We are creating a world class manufacturing facility that's designed (initially) for building the orders we have for the current product line-up, and then the range of new products that we'll be launching in the future.

The new Norton site at Solar Park, Solihull, will be the most high-tech and advanced production facility that we've ever had. Whilst the turn-around of the build has been incredible, we're now focusing on the finer details so that we're fully functional by the end of March (Covid-19 permitting). Huge in both scale and ambition, our new home will be the central hub for all Norton activity, from the showroom and sales floor, to design and engineering, and the marketing and support teams in the offices, too. Our specialist tools have been brought with us, and we've invested in brand-new, cutting-edge equipment for our skilled production team to begin manufacturing the best Norton motorcycles in history. It's an exciting time! We're truly looking forward to welcoming you to our stunning new headquarters later this year.

Looking Back



Awguri tal-birthday Mick



Lost your tea cosy?



Rules for riding on road shoulders

If you hold an open licence for the motorcycle you are riding, you can ride on road shoulders and in emergency stopping lanes on major roads—such as highways, free-ways and motorways past stationary or slow-moving traffic if:

- the speed limit is 90km/h or more
- your speed is 30km/h or less
- you give way to bicycle riders or other motorcycle riders already using the shoulder
- you are not riding on any unsealed parts of the road
- there are no roadworks
- you are not in a tunnel
- it is safe to do so.

Road shoulders are the sealed area to the left or right of a road's edge line.

If a variable speed control sign has been used to reduce the speed limit of a road normally 90km/h, you are permitted to edge filter.

Engine replacements and modifications

A replacement engine is acceptable if it is a manufacturer's option for that model, and the replacement engine does not reduce the effectiveness of the brakes and suspension.

The fitting of any other alternative replacement engine, superchargers or turbochargers will require an engineer's report to be submitted for approval by the Department of Transport and Main Roads. Engaging the services of an Approved Person Engineer with the LO1 code before starting the modifications is strongly recommended. Find an approved person in your area.



'THE MUMMAS BOYS' MACKAY

Mummas Boys started with just a bunch of mates hangin out in each others sheds speaking shit with one thing in common .we were all building rigid choppers.



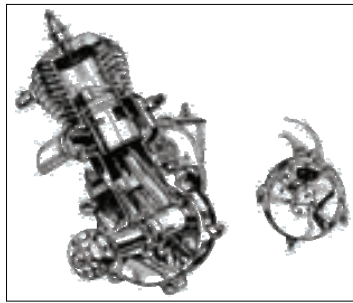
MUMMAS BOYS CHOPPA SHOW 2021

NORTH QUEENSLAND'S ONLY MOTORCYCLE SHOW DEDICATED SOLELY TO PRE 84 ORIGINAL MOTORCYCLES AND TRADITIONAL STYLE CHOPPERS.



The 'Mummas Boys' have been keen supporters of the BMOA Mackay "All Bike Show" over the years. To repay their allegiance a group of club members attended their show recently.

SUN Motorcycle



The brand has its origins in James Parkes & Son, a brass foundry making, amongst other things, incandescent lamps - hence the eventual "SUN" brand name. When cycles became popular they diversified into cycle fittings and in 1907 they formed a limited liability company as "The Sun Cycle and Fittings Company". By that time they were already producing the Sun Spider bicycle (a penny farthing) and they continued to produce bicycles alongside the production of complete motorcycles, which started in 1911/12 using initially Villiers IOE engines before settling on Precision. Sun were also prolific manufacturers of parts for other UK and overseas motorcycle companies, 1913 saw the introduction of the first Villiers powered 2 stroke model, a relationship that continued through to the demise in 1959, but 4 stroke JAP and (briefly) Blackburne engines were also used by Sun well into the 1930s.

If that were the whole story Sun would be just another brand of motorcycle that somehow managed to survive throughout the "Golden Age" in spite of the recession, but alongside the proprietary engine range they developed the VTS engine following the acquisition of the Valveless Two-stroke Company. These were advanced single cylinder 2 stroke engines of 269cc with an excellent performance. First introduced in 1916 alongside the Villiers and JAP models, initially these VTS engine machines were largely exported to such places as Portugal and Australia until war work ended production at the end of the following year. Production of the engine recommenced in 1920 with a changed layout and a model name change from Sun VTS to Sun Vitesse. The previously vertical engine was inclined forwards, and although the regulation flat tank frame initially remained the same, that too soon changed with a more sporting triangulated shape taking over. This redesign coincided with the introduction of the an even more advanced 247cc Rotary Valve sports version of the Vitesse of which two competed in the 1921 Tourist Trophy on the Isle of Man, doing very well with a 9th and 10th place in the Junior (350cc) event. This encouraged an entry in the new 250cc "Lightweight" class in 1922 but the over-lightening of engine components gave rise to excessive vibration, which caused the fuel lines to fracture. Nevertheless Gus Khun and L J Lord finished in 12th and 13th places after wrapping handkerchiefs around the fuel pipes to staunch the leaking. This lack of success ended Sun's involvement in racing but the models continued and a rotary valve Vitesse lapped Brooklands at over 70 mph in the hands of Kaye Don.

The brand name was eventually acquired by Raleigh industries, who used the Sun name for their "Sun Wasp" scooter during 1960/61, but that was just a post-script to nearly 50 years of successful motorcycle production. Although this was largely centred on utility 2 strokes, it must be acknowledged that the Sun Cycle and Fittings Company always produced machines with their own distinctive styling.



NEW TRIUMPH TIGER SPORT 660 REVEALED

Last year Triumph quietly showed its dealers drawings of a trio of upcoming 660cc three-cylinder models. The first – originally dubbed simply ‘roadster’ – became the Trident 660 (full test here) and now the second – first called ‘adventure sports’ – the Triumph Tiger Sport 660 LAMS-compliant sports tourer is on the verge of its official launch. Triumph has released images of a disguised version of the new machine and confirms that it will go under the name Tiger Sport 660 when it goes on sale. At the moment, the firm isn’t revealing any technical details or even a projected timescale for production, but says the new model is ‘coming soon’ and that it will reveal more information in the next few weeks. Even without any confirmed specs or details, though, the pictures reveal a lot about the new bike.

The engine is clearly the same unit used in the Trident, which means it’s a LAMS-compliant 660cc version of the old wet-liner 675 triple as opposed to a sleeved-down version of the latest dry-lined 765cc unit. In derestricted form it makes around 60kW and 64Nm in the Trident, and the indications are that the Tiger Sport 660 has the same spec – the exhaust system on the new bike is identical to the Trident’s, which is a good hint that the engine hasn’t been retuned for its new home.

Like the old Tiger Sport 1050, the new 660 is a pure road bike despite its Tiger nomenclature. So, the wheels are the Trident’s 17in alloys, with 120/70 front and 180/55 rear rubber, and there’s no intention to be usable off-road. Instead, it’s a sports tourer, with a tall screen and provision for quick-release panniers; Yamaha’s Tracer 7 is surely the main rival, although the Tiger Sport’s three-cylinder layout means it’s also likely to steal some customers from the Tracer 9.

In terms of price, it’s likely to slot between the two Yamaha models, and sit below the more adventure-style Tiger Sport 850 in Triumph’s range.

Riders wanting a cheap, entry-level Tiger with real rough-ground ability to compete with the likes of Yamaha’s Tenere 700, don’t despair. The third model in the firm’s planned 660cc trio is a Tiger Adventure model, with off-road suspension and wire wheels along with styling to match the bigger Tiger 900. It’s likely to be a few months behind the Tiger Sport in the development pipeline

Lloyds 'Mystery Ride'

My Bit



There were quite a few rides on over the past couple of weeks, The BMOA 'Week Away Ride' - Gerry's 'Quickie Ride' and Lloyds 'Mystery Ride'. I opted for the Mystery Ride after being contacted by Lloyd. The riders were Lloyd, Harold, Glen, Andy and myself with Honest Tim and Bruce riding shotgun in the Toyota chuck wagon. Originally Tim was supposed to ride but had a fall and stuffed his shoulder before the departure date. Tim then volunteered to drive as support and had a spare seat, so Bruce sat in it and came along. This is a very brief overview of the ride and it's all true. Mackay to Clermont—Cracow—Chinchilla—Wondai—Monto—Marlborough—Mackay. Clermont not much to report. Cracow was a great stopover and a very friendly little place, the Hotel Cracow provided rooms for a couple of the group while others camped opposite the pub. On arrival at Chinchilla Showground where we were camping, Harold made a grand entrance riding across the caravaners Bocce court while they were playing. This was not our only contact with the caravan club members. Certain people in the group asked if they could join the caravaners around their fire later that evening, not enough room was their response. So they decided to build their own, once the chief caravan man saw this he rapidly secured their stash of timber and a do not touch speech. Wondai camped in an area near or rather on and around the old railway weighbridge. Setting up the kitchen, Harold decides to tumble over after tripping over some old rail line. Skinned to the bone on one leg it was off to the local hospital for a clean and patch up. Great staff. Not long after our return to camp Tim and Andy roll in after checking out one of the local pubs. The talk was they had seen a giraffe behind the bar at the pub and a dwarf also. You will have to question them on that one. Monto was cold and windy and had limited camping facilities so we all booked a room for the night. Yet another friendly place with good meals. Marlborough we camped behind the pub for the night then off to Mackay the following day. By the way Lloyd fell out of his cot after a leg gave way, with cries for help that no one heard. Andy we all thought knew where we were off to and which way to go, wrong. On a previous page you would have read about Tim and Andy's up and coming cycling adventure, I wish them well. All in all it was a great trip 2,500km covered, great blokes who provided a variety of entertainment along the way. Thanks men.



NOT BRITISH



Superdual **T**



SWM was best known through the 1970s and '80s for its trials, enduro and motocross bikes, and went on to collect an impressive resume of victories across several off-road racing disciplines. SWM produced a range of motorcycles until it ceased production in 1984. Thirty years later, the SWM name was resurrected in 2014 by Ampe-lio Macchi, a former engineer and technical manager of Aprilia, Cagiva and Husqvarna, with financial backing from Chinese businessman Daxing Gong, who heads up China's automotive giant, Shineray Group. Macchi oversees production at SWM's manufacturing facility in Lombardia, Italy. The plant, formerly occupied by Husqvarna, recently received a major refurbishment under the watch of BMW prior to the sale of Husqvarna to KTM. The majority of SWM staff are former Husqvarna employees who previously worked under Macchi.

Today SWM produces an array of enduro, supermoto and adventure models which, for Australia, includes the RS 300R, RS 500R and Superdual X respectively.

‘THE RUNWAY BAR’

Mackay Aero Club

Casey Ave—Mackay

OPEN FRIDAYS - 4PM

“PUBLIC WELCOME”



The Mann Said

A little girl asks her mom, "Mom, can I take the dog for a walk?"

Her mom replies, "No, because she is in heat."

"What does that mean?" asks the child.

"Go and ask your father. He's in the garage."

The little girl goes there and asks, "Dad, can I take Lulu for a walk? I asked mom, but she said the dog was in heat."

He took a rag, soaked it in gas, dabbed the dog's backside to disguise the scent, and said, "Ok, you can go now, but keep Lulu on the leash."

A few minutes later, the little girl returns with no dog on the leash.

Surprised, dad asked, "Where's Lulu?"

The little girl said, "She ran out of gas halfway around the block, so another dog is pushing her home!"

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.