

TAPPET *Rattle*



January/February
2022



Rickman

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



Annual Membership \$30.00



LIFE MEMBERS

Mark Botefuhr — Gerry Dempsey — Lloyd Dornbusch — Bruce Hurren
Bob Inkson — Dale Kennedy — Tim Lucy — Andy Mann — Chris Percy
Keith Sanders — Joyce Sixsmith—Ian Skuse

HONORARY MEMBER

Alan Gascoyne

BMOA EXECUTIVE

President — Bernard Cannon * 0419 795 816
Vice President — Lawrie Kapitzke * 0407 639 884
Secretary — Dennis Gregor * 0409 648 016
Treasurer — David Catchpole * 0409 585 286
Dating Officer — Lloyd Dornbusch * 0427 561 577

GENERAL COMMITTEE

Ride Coordinator — Tim Lucy * 0438 788 739—Andy Mann * 0402 213 972
Spiritual Guidance Officer — Ian Skuse * 0437 448 590
Editor — Ian Stuart * 0456 674 009
T / Rattle contributions — istua55@bigpond.com

CLUB MERCHANDISE

Bucket Hats / Caps-\$15.00 T/Shirts-\$20.00. Singlets-\$22.00
Polo Shirts / Short Sleeve-\$25.00. Polo Shirts L/S Gray or Black-\$30.00
Machine Badge-\$25.00. Lapel Badge-\$5.00. Badge Sew On-\$8.00
Stubby Coolers-\$8.00. Belt Buckle-\$25.00

Official Address — British Motorcycle Owners Assn Inc of Mackay
PO Box 591, Mackay, Qld, 4740, Australia
Web Address — www.bmoa.org.au

'The Big Gun'

Bernie Cannon - President

Welcome to another edition of the Tappet Rattle.

Thanks again Stuie for putting the newsletter together and now that your enjoying retirement you should have more time to get around to everyone and pester the hell out of them to put some stories in. A clip under the ear for some I feel may help.

It appears the worst of covid may be behind us as restrictions start to lift but it lurks out there and will for some time so let's be mindful of our more senior members and those that are suffering illness and do our bit to protect them. The weather is warm, and riding has been good so let's make the most of it while we can as hopefully, we get some decent wet season rain our way shortly. We do not want a repeat of what our fellow countrymen and women have suffered down south, and our hearts go out to them, but we could do with some our way.



The Black Dog Ride is the next big-ticket item on our agenda and will be held on Sunday the 20th of March. Exact details will be discussed at our March Meeting on the 13th. We have quite a few volunteers for the Corner Markers but could always do with more, so we ride in pairs for safety's sake so if your available and interested see Stuie or email Dennis and jump on board. It's a great cause, it's the 10th Anniversary ride and our club has assisted in this way from day one. A big thank you to Lawrie for a massive effort on organizing the corner markers and ride route as we are all aware that he is facing some serious health issues at present. We wish you well Lawrie and thanks again.

It's hard to believe that we are into the 3rd month of the year already and apart from our weekend rides we must shortly start thinking All Bike Show. I am planning an extended trip to WA shortly and will possibly be away for a few months so will be looking to hand some duties over. Woollams have been awarded a contract to start on the Riverside Development and stage one should be started before you read this and it encompasses Carlyle Street to Burns Street and will impact Paxton's in some degree. We are in contact with Woollams to determine what effect it may have on access to Paxton's come July as the project is planned to run until Christmas.



Honest Tim and Andy are out and about at times scouting for new areas to visit and ride to and I too have been joining them with our 4WD's and getting in some camping. Not motorcycles I know but fun still the same. Expect more adventures from them soon.

Gerry has decided that he cannot retire and has put together a 7-day LDR and I believe he has a few takers already so thanks Gerry for keep-

ing the dream alive.

We should have our new Aeroclub and BMOA sign up out front shortly to give a higher profile.

Well, that's it for me, we are enjoying relative freedom, so get out get amongst it but most importantly stay safe.

Cheers and Good health. Bernie.

Lawrie Kapitzke

Vice President

The Track

It's been well over 50 years since I last rode it but a recent Google Earth Screen capture shows that my old childhood "motorcycle track" is still in use and that pleases me greatly. Like most kids of the sixties we made best use whatever resources were available to us and one of those resources was a local "salt pan" that, when dry, was perfect for blasting around on in whatever mechanical contraption you had managed to cobble together at the time. Homemade go carts, motorcycles, and the occasional four wheeler, were often seen at "the track" and were typically operated in a manner that demonstrated a complete lack of appreciation of consequences. Many a hard lesson was learned at "the track".

Bounded by Grendon Street to the west, Hamilton Street to the south, Vines Creek to the east and the original North Mackay Landfill site to the north the track still retains the same layout we utilised in the sixties. The southern end of the salt pan was the wettest and several alternative courses were utilised depending on how wet this section was at the time. It seems that common sense has dictated the continued use of this layout. Access to the track in the sixties was from Grendon Street along a track beside a drainage channel however a levee bank now blocks that access and it can be seen that access is now via O'Loughlin & Shin Streets in the Hamilton Street industrial area.

Lawrie Kapitzke





Above is the proposed new sign for both the Aero Club and BMOA Mackay.

This sign will replace the existing sign which has seen better days.

The sign will be positioned inside the boundary near the entrance on Casey Ave.



Yep here we go again for the umpteenth time
articles or photos required for the

TAPPET RATTLE

The rate things are going I feel like chucking in the towel.

The same old few contribute on a regular basis while the other 90 plus sit back and wait to be entertained. Club members should be able to put something together to make the T/R the club newsletter / magazine an interesting read and a source of compiling information. This can be looked upon in years to come and hopefully entertain and pass on history to members of that time.

The club is moving along well so lets all make an effort right across the board by helping keep it heading in that direction.

'The Scribe'

Dennis Gregor-Secretary

YOU THINK YOU'RE HAVING A BAD DAY?

A man was working on his motorcycle on his patio and his wife was in the Kitchen. The man was racing the engine on the motorcycle and somehow, the motorcycle slipped into gear. The man, still holding the handlebars, was dragged through a glass patio door and the motorcycle dumped onto the floor inside the house. The wife, hearing the crash, ran into the dining room, and found her husband laying on the floor, cut and bleeding, the motorcycle laying next to him and the patio door shattered. The wife ran to the phone and summoned an ambulance. Because they lived on a fairly large hill, the wife went down the several flights of long steps to the street to direct the paramedics to her husband. After the ambulance arrived and transported her husband to the hospital, the wife up righted the motorcycle and pushed it outside. Seeing that gas had spilled on the floor, the wife used some paper towels to blot up the gasoline, then threw them in the toilet.

The husband was treated at the hospital and was released to come home. After arriving home, he looked at the shattered patio door and the damage done to his motorcycle. He became despondent, went into the bathroom, sat on the toilet and smoked a cigarette. After finishing the cigarette, he flipped it between his legs into the toilet bowl while still seated. The wife, who was in the kitchen, heard a loud explosion and her husband screaming. She ran into the bathroom and found her husband lying on the floor. His pants had been blown away and he was suffering burns on the buttocks, the back of his legs and his groin.

The wife again ran to the phone and called for an ambulance. The same ambulance crew was dispatched and the wife met them at the street. The paramedics loaded the husband on the stretcher and began carrying him to the street. While they were going down the stairs to the street accompanied by the wife, one of the paramedics asked her how the husband had burned himself. She told them and the paramedics started laughing so hard, one of them tipped the stretcher and dumped the husband out. He fell down the remaining steps and broke his arm.





Queensland Government

Description of offence	Legislation	Points	Fine
Motorcycle rider lane filtering Improperly	<i>Queensland Road Rules— Section 151A(2)</i>	3	\$413
Motorcycle rider improperly riding on road shoulder or emergency stopping lane	<i>Queensland Road Rules— Section 151B(2)</i>	3	\$413
Motorcycle rider failing to wear an approved helmet	<i>Queensland Road Rules— Section 270(1) (a)</i>	3	\$413
Motorcycle rider failing to ensure a passenger wears an approved helmet	<i>Queensland Road Rules— Section 270(1) (b)</i>	3	\$413
Passenger on a motorcycle failing to wear an approved helmet	<i>Queensland Road Rules— Section 270(2)</i>	3	\$413

David 'The Carer' Catchpole

Treasurer

Mackay to Townsville the long way!

I was at working from home and just finished a small project, when I made a call to Gerry to see if he was keen to take his new bike up to Townsville. I had to get my German steeds computer upgraded. A couple of calls and some Facebook messages and another 3 day LDR was arranged — First day Mackay to Townsville, Nothing special just a lot of road works Second day — Townsville to Clermont via Hervey Range 608 km total (a hidden gem of a road that was well worth the extra kilometres), Before we left for the ride Gerry had tried to make contact with the Belyando Crossing Roadhouse to make sure we could get fuel, several attempts were made with no success. So it was decided that all bikes would carry extra fuel as the distance between Charters Towers and Clermont 374 km was not achievable on a single tank. As it turns out the Bonnieville ran out of fuel about 100 kms from Clermont The Triumphs gauges were on empty about 30 km out but both bikes kept running and the BMW had 10 km left. (I think we all had about 1.5 litres of fuel left) All in all a great ride with all riders finding out what there machines are truly capable of. That was the highlight for the day as when we turned up to the pub to check in we were told the pub does not open until 4 pm. Third and final day—Short ride Clermont back to home via the Retreat, back to reality and crappy roads, still lots of road works still happening on the Peak Downs Hwy, one day they will be finished!. All in all very short exciting ride with a little bit of everything in it. Not bad for something made up in a couple of days. Suggest anyone who is keen to put some kilometres on there bikes to talk to Gerry and get on to one of these rides.



David and Ricks
or
Ricks and David's.

BMOA Mackay 38th 'All Bike Show' 2022

Well it's fast approaching and hopefully it all goes to plan for 2022. Bernie mentioned the Riverside Development project happening soon, investigations have been set in place as to see if this interferes with the 'All Bike Show'

A theme for this this years show needs to be decided on over the next couple of months, so Gerry can get the design team happening. The design is also used for flyers and promoting the event. Give it a go and just let us know.



RACQ CQ Rescue

What on Earth

198,108 km



That's the total number of kilometres flown by [#RACQ](#) [#CQRescue](#) in 2021. An amazing 34,000km and 73 missions more than what we achieved in 2020.

That's almost five times around the world. The distance around the Earth at the Equator.

Circumference is 40,075 km

What's happening in Bryce's Shed ?

Completed an upgrade of the TSS



This is the last of the Meriden Bonnies. 1982, 750cc, 8 valve twin. You've seen it around for a few years. This thing goes like a rocket for its design. Equipped with twin AP alloy racing calipers gripping cast steel discs up front and a large diameter swing arm with Mazocchi rear shocks to keep the alloy wheels on the straight and narrow through the twisties. All this, including an electric starter, standard from the factory. Bought it from Alabama USA, 2011, one owner in original condition, having only travelled 5000 miles from new. It is one of 112 TSS's exported to the USA. Differences include the red "Princes Wings" on the tank, optional alloy wheels, Lafranconi mufflers and Bing carburetors to comply with USA environmental legislation. Did a comprehensive tidy up and have put another 15,000 miles on it. Laid it up last year with a broken electric starter drive train which is curiously connected to the valve drive train and consequently bent a pair of inlet valves. Four teeth broke off the crankshaft pinion. Nothing serious as it all happened at cranking revs before the engine fired resulting in a 0.003" deflection to the pair of inlet valves and no visible marks on the piston crowns.

Noting that there was an amount of excess piston clearance in the bores, I had it rebored by Curtain Engine Reconditioning to 0.010" oversize. Fortunately, I had sourced a set of NOS piston kits from Norway some years ago to fill the holes. Fitted a set of new valves supplied by TMS in England.



I identified an issue with the oil supply to the OHV gear. It was not up to the demands of the 8-valve twin in the heat of the tropics. The exhaust rocker shaft was lightly "Blued" when I stripped it down. Scratching around in my shed, I rediscovered a new Morgo rotary oil pump which I have now fitted, to replace the standard piston pump. This required removing the starter motor gear train for it to fit. It's a first kick starter, so no concerns there.₁₁



I identified an issue with the oil supply to the OHV gear. It was not up to the demands of the 8-valve twin in the heat of the tropics. The exhaust rocker shaft was lightly "Blued" when I stripped it down. Scratching around in my shed, I rediscovered a new Morgo rotary oil pump which I have now fitted, to replace the standard piston pump. This required removing the starter motor gear train for it to fit. It's a first kick starter, so no concerns there.



Additionally, I cross drilled the pressure relief valve to allow more oil volume to return to the crankcase and opened up the drillings to the crankcase and timing case to suit. The Morgo pump easily scavenges and pushes this back to the OHV gear and Oil in Frame oil reservoir. Fitting a Morgo pump was an upgrade used for Bonnies raced in the '60's. I also opened up the drillings in the Tappet Blocks so that the additional oil in the rocker area would drain back to the crankcase. This also provides more direct lubrication to the cam lobes and cam followers. Adapted an oil cooler supplied courtesy of Harley Davidsons spare parts department



Next was a Cartridge Oil Filter kit, which I sourced from British Spares in NZ. It fits to the main frame spine in front of the rear wheel. These were originally made for Norton Commandos.

So, there you have it. I am happy to report that after another 1,000 miles, half of which over a hot summer, the upgrades have achieved the desired outcome. Using a 20W50 high zinc fully synthetic oil, cold start oil pressure is 68 psi at 3,000 rpm and hot running is 65 psi at 3,000 psi. There is no sign of the exhaust rocker shaft blueing as was previously observed at its external end. Riding at highway speeds, there is a clear difference in the inlet and outlet oil cooler temperatures when felt with a bare hand.

With only 434 of these TSS's built in late 1982 to early 1983, I am indeed very fortunate to be the custodian of one and enjoy its unique riding qualities for the era. Light weight, torquey, smooth power, great handling, and brakes that are not mere speed retarders.

The TSS is testimony that the Meriden workers co-op had no intention of giving up. It's been a fun journey of refinement and it's a blast to ride.

The Inside Story: Z Development

50 Years

During the 1960s and 70s, rapid motorisation and growing environmental concerns in the U.S. led to demands for four-stroke models with high-speed performance and lower environmental impact.

In response, Kawasaki began development of a high-performance 4-stroke model to replace the 2-stroke 500 Mach III, then the dominant machine in the high-performance motorcycle market. The development targets for the “ultimate” motorcycle that would become the Z1 were simple: performance and styling that surpassed the Mach III by far.

Spanning the Pacific Ocean, the development of the Z1 was a joint effort between Kawasaki engineers in the U.S. and in Japan. Engine development focused on high power output, but durability, ease of maintenance and environmental friendliness were also high priorities. A high-rigidity frame was designed to harness the massive power, and weight was pared wherever possible to ensure responsive handling.

The flowing lines of the tank, seat and tail cowl represent the distillation of hundreds of preliminary sketches.

The result was a motorcycle as powerful as it was beautiful, expressing in every detail the passion of its creators.



Tim Lucy 'Honest Tim' and 'The Mann'

Ride Coordinators

16/1/2021 Monthly Ride

A decent size group, around 20 bikes, gathered at the Old Info Centre for a 9.30am departure. Ride briefing given, little bit different route, Glen will lead faster group, slower group will catch up at Eton Pub. Once again some don't listen, plenty turned left just over the railway line onto Maraju Yakapari road, instructions were go through to Farleigh / Dumbleton road. I guess it's hard to teach old dogs new tricks, or perhaps the name in the proposed route sums it up. Regrouped at Eton pub, pub windows open, doors shut, lady informs us don't open till 11.30 today, you just missed out on 20 sales lady, all decide to move on to Hay Pt Tavern. Couple of faster riders took the Plane Creek road and stopped at Sarina Hotel for a refreshment. Eventually all gathered at Hay Pt Tavern for a refreshment, and most had a meal, then it was time to head out into the heat and ride towards home. Decision was made, by a few, to stop at Bakers Creek Tavern for a cool refreshment. 4 riders stopped there, only to discover it's not open today, bugger, its hot, and we are thirsty. Quick decision, lets go to Boomerang, yes, its still open during renovations, couple of thirst quenching ales, and all headed home. Good ride, even though it was stinking hot Andy.

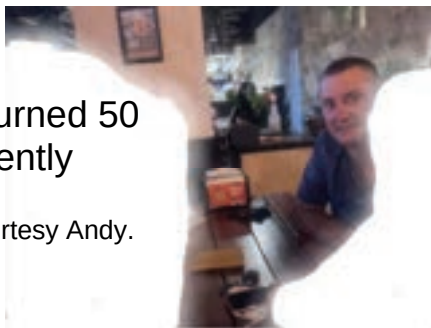
Tim

A successful Sunday ride, most had lunch at Kinchant Dam all went well. Nobody got lost, second rider marker worked well then there is always one. One rider thought he was an Adventure Bike rider and holed the sump on his bike, hopefully repairable RACQ pick up they were very good. Wont mention any names but is best to keep road bikes on the road, hope your bike gets better soon Rushy. Im off south this week will check out back roads for BACKROAD RUN to Raglan Air Show 28/29 May so if interested in a couple of days away keep this in mind. Camp on grounds option for road bikes to travel highway and camp as suits. Also check Collaroy Station with Andy and The Gun soon, hopefully can get that going as was very successful last year. Will try and get some mid week rides going The Mann has some ideas there. Don't be shy and volunteer to run the 3rd Sunday Rides as there must be lots of options. 100 members in club must have ideas and put a plan together. I gotta go now as its Beer o'clock and IV over extended my think power. Cheers Tim



David turned 50
recently

Photo courtesy Andy.



The BMW R80 G/S

The World's First Adventure Motorcycle



As BMW was tumbling down the hill they decided to go ahead with the R 80G/S; funding was very tight and they couldn't make a motorcycle from scratch. They took parts from what was available in the BMW attic and churned out quite the Frankenstein. BMW used a modified boxer engine from the R80/7 in the R80 G/S.

But they shaved out 9.9 pounds by swapping the clutch, flywheel, nickel-lined aluminum cylinders, and a Bosch electronic ignition system. It was a 797.5 cc. unit that pumped out a healthy 50 HP and 56 lb-ft of torque. It packed a twin-loop steel frame that was derived from a BMW R65. Even the suspension bits were shared, but all were modified for more endurance.

Despite Being A Risky Move, There Was No Dearth Of Innovation

The R80 G/S packed quite a few clever innovations that added to its simple yet enduring character. The most notable was its modified rear end that packed a mono-shock. It had a single-sided swingarm called the Monolever that also integrated the heavy-duty Boge shock on the right side. This setup helped shave off 4 pounds. This also helped the rear 18-inch Akront alloy rim with a redesigned rear hub to be easily worked upon, as it was held together by 3 lug nuts.

This Beamer was also the first enduro motorcycle to come equipped with disc brakes. This was also the first bike to utilise dual-purpose tyres, and so the first-ever ones were produced by Metzler that had a highway speed rating of 110 MPH and were also off-road capable. On the topic of speed, the R80 G/S has a top speed of 104 MPH.

The Fusion Of A Tourer And A Dirt Bike Was Taken With A Lot Of Salt, Initially

New things are always doubted until proven otherwise. This was also the case with BMW when it launched the R80 G/S. Before its debut at the Cologne Motorcycle Show in the autumn of 1980, BMW had previewed their new creation to a bunch of motorcycle journalists at the city of Avignon, in the South of France.

All of them were quite intrigued at what they saw the crowd had mixed reactions. It looked like an enduro machine but packed a huge engine. It didn't make sense for many until they rode it. When the dust of confusion settled, all hailed the R80 G/S.



My Bit Stu



Follow up to a previous story, this is a brief rundown of my 1984 BMW R80/GS. This bike replaced my ill-fated Honda VFR 750 and boy what a great move. This bike was purchased new from Orm Snell, Townsville in 1984. I traded the VFR in on the BMW and on the trip back to Mackay after doing the deal, I knew I was on a winner.

I had the G/S for over 10 years and the bike is still running around in the Rosewood area and still owned by the buyer. The reason behind me parting with it was, I wanted an Honda XR 600 to further my off-road journeys. Well, you live and learn. The BM took me on numerous journeys; a couple of highlights would have to be Birdsville 1985 with Mark Humphrey and Weipa 1989 this was a solo trip.



Returning from a trip to Brisbane one year I met a young Dutchman, Bernard Spulmer, who had ridden overland to Australia from Holland. Bernard took up an offer to stay on his way through Mackay; he was riding an R80 G/S decked out for the long haul.

My Track

In response to Lawrie's T/R article.

Many a weekend and any other time we could find was spent at the track. Actually Bucasia Beach, the one good thing was and still is that it gets levelled and watered down every 24hrs. Would be great to just get down there again with the lads from the 70s/80s and carve.



Rickman Motorcycles

Rickman motorcycles were produced from 1961 to 1976, by brothers Don and Derek Rickman, who started their company in 1957 and formally incorporated Rickman Bros Ltd. in 1962.

The brothers had had many successful years in scrambles but wanted better machines to ride. As a result they combined the Triumph twin engine with BSA frame to form the Tribsa, fitted with Norton forks.

1961-1964 By 1961 their machine, known as the Metisse (French for mixed heritage), had been developed to have their own light and elegant frame, nickel plated with glass-fibre tank, seat base, tail unit and air-filter panels. The brothers then offered their design to the industry who turned it down, so they manufactured complete machines and kits themselves. A choice of engines could be used, the most usual being Triumph, BSA and Matchless. The standard of manufacture and finish was top class, so the machines were highly popular and a competition success.

1965 Other projects had come the brothers' way, including the Bultaco Metisse scrambler. That year they had their first involvement with road racing and built frames for an AJS 7R and a Matchless G50 and fitted them with disc brakes following the involvement of Lockheed on that aspect.

1969 The Street Metisse appeared as a very sleek and road-racing-styled machine, usually fitted with a Triumph-twin engine unit.

1970 There was also a model with a Royal Enfield Interceptor engine. A quantity of those motorcycles were made and sold in the UK as the Rickman Enfield.

A lightweight was built for the American market, powered by a 125cc Zundapp engine unit. After that came a version with a 250cc Montesa engine. Some machines were also sold to police forces. Further versions of the Street Metisse were designed to carry the larger Japanese engines. Honda CB750 Four and Kawasaki 900Z. Following on from that they produced accessories such as fairings, top boxes and crash bars. The original scrambles design was passed on.

1976 At about that time, the production of Rickman motorcycle came to a stop, although the other products continued.

In the 1980's the Rickman enthusiast Pat French created the company MRD Metisse and continued production of Rickman machines until the end of the 20th century.

The names Adrian Moss entered the Rickman story - his company, Rickman Motorcycles has a site at rickman-motorcycles.com



A few more Rickman's



My mate Russell Dreger

Getting together for the next edition a story on some of Russell's exploits.



Russell Dreger & Lance Peterson on the X George Harrod, Yamaha XS650 at Action Park, June 1980.



NOT BRITISH



BAJA 100

In the late 1960s, the market for small-bore two-stroke trail bikes was exploding. When Harley-Davidson realized that Hodaka was selling 10,000 bikes a year, they decided to jump into the 100cc trailbike market. Since Harley owned the Italian Aer-macchi factory, they had them build an Italian-sourced Harley dirt bike. It was called the Harley Baja 100 and was hopelessly tall, short wheel-based, underpowered and ill-handling.

But Harley didn't give up on the Baja 100. They had their race team hire some of the best desert racers in SoCal. The riders included Bruce Ogilvie, Terry Clark, Earl Roeseler, Larry Roeseler and Mitch Mayes. As you would expect, Baja 100s were soon dominating the trailbike class and selling like hot cakes.



Unfortunately, what the customers were buying wasn't what the Harley team was racing. The stock Baja 100 had rigid footpegs, no horsepower, a huge overlay sprocket on the rear wheel (that often came loose), a tank shaped like a lunchbox and a very hard seat. Oh, did we mention stupid handlebars and street-bike grips? The Bajas did, however, have Baby Ceriani forks, abundant ground clearance and racy Italian looks. Harley-Davidson's entry into the offroad market coincided with the arrival of Honda, Yamaha, Suzuki, and Kawasaki on the scene. It didn't take long for Baja customers to realize that they had been duped. Harley-Davidson tried to enter the dirt bike market twice after that — once in 1976 with the rear-forked 250 and again in 1978 with the ill-fated MX250.



Gum Valley Veterans and Natural Terrain Motorcycle Club Ultimate Australian Dirt Bike Weekend



This year's Queensland Dirt Track Championships, Proserpine are approaching like Jarred Brook into Turn 1 at MDR, Therese from Whitsunday Dirt Riders Club warns it would be wise to square your accommodation away sooner rather than later.

Racing is scheduled for Friday, Saturday and into Sunday 15th-17th April 2022, with Monday the 18th set aside in the supp regs as a rain day.

According to Therese, accommodation is filling up quickly in the region, and she has kindly rounded up some available accommodation options to help prospective visitors find a place to bed down.

‘THE RUNWAY BAR’

Mackay Aero Club

Casey Ave—Mackay

OPEN FRIDAYS - 4PM

“PUBLIC WELCOME”



Mackay

Sunday

20th March



BMOA, Mackay has supported this cause for many years and assists by Ride Route Planning, Corner Markers and promoting the ride through our Facebook page and club magazine the Tappet Rattle.

This journal is produced six times per year and distributed at odd numbered monthly 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.