

TAPPET *Rattle*



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



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'The Big Gun'

Bernie Cannon - President

Hello members and welcome to our latest Tappet Rattle. Thanks Stu once again. I have noticed quite a few new faces coming along to meetings and becoming members of our great club. This is pleasing to see and the feedback I am getting is that the new blokes are enjoying our meetings and looking forward to rides so welcome aboard and I trust your membership will be rewarding, safe and long. By the time you get this edition I will be in WA for an extended holiday to catch up with our son and get a real taste of what retirement is about. With Lawrie our Vice President keeping a safe distance for health reasons and myself out of the picture some of the others have put their hand up to help. Andy will assume the role of temporary Vice President and chair our meetings for the next few and with Dennis away for May, Gerry will cover the Secretary role. Thanks to both of you for doing this and the reassuring thing is that you are both highly experienced in these committee roles.



Some great rides are coming up, Raglan in particular at the end of May so if keen, see Tim. This will be beyond great, and I only wish I could be in on it. Micks taking the tractor and there will be quite a few of the usual suspects on board for this one. Other than rides the next big one for the club will be the 'All Bike Show' and once again in my absence Bryce has offered to be the central coordinator for this event.

After 37 past shows there is a lot of experience on board to make this event successful once again for Number 38 however it does require a central figure to keep things flowing and ensure deadlines and tasks are promised, kept, and met.

A big THANK YOU to you Bryce for doing this and I can relax knowing we are in safe capable hands and a big THANK YOU to PIRTEK for once again offering to be our major supporter.

About the Tappet Rattle, rides, and stories, we have a few members starting to put forward articles, but we need more. I am approached by different members on a regular basis that tell me about past rides, old mates, mechanical genius that was once applied to a situation etc., etc. I do not want to hear from you about any of these events, I want to read about it along with all our followers both off and online in our Tappet Rattle. It's that simple, don't say it, write it. If you can't type, scratch it in the dirt, take a photo, send it to Stu or myself and we will type it. Don't try and tell me this can't be done because

I have seen some of you lying and writhing in the dirt, so I know you're not afraid of it.

I must mention the article you will read in this edition from Les (Plummy) Martin.



I will not steal his thunder but heck, Two Old Farts on a ride like that. How good does it get, once a biker, always a biker. Plummy scratched a few notes together on the trip and sent that and a couple of pics to me and an hour later one of the best yarns I have had the pleasure of reading in quite a while. Well done to both of you, thanks for sending it in and Happy Birthday to Sis, one tough gal

So, there we have it, strong membership, new members coming through, rides on the horizon, All Bike Show looming, lies still being told and me about to retire and do a big lap. It does not get any better so get involved, stay involved, help where you can, put pen to paper or stick to dirt but most impor-



We are a club of predominantly senior members so there is always someone with a health issue to deal with so our thoughts and best wishes go out to you, and we wish you the best that can be under your individual circumstances. Never be afraid to talk openly with your fellow members if you need an ear to chew as we are all in this together. See you all soon.

Cheers Bernie.

Brian Mellin

Welcome to the club Brian hope you enjoy.

At this point BMOA, Mackay has 111 financial members
This number includes members from different parts of the state and several female members.



Well it's fast approaching and all is going to plan for 2022.

The Riverside Development project is happening. The club has been informed that this project will not interfere with the holding of the show.

Bryce Bathe has taken the reins in The Big Guns absence and will be ably assisted by other club members.



Jim Scaysbrook - Editor of Old Bike Australasia has kindly donated 150 labels / stickers for the 'All Bike Show.' These will be used in place of the



Thanks to all the club members who assisted in Corner Marking for the 2022 BDR One Dayer, Mackay. Well done Lawrie for your planning of the route, certainly avoids it turning



Lawrie Kapitzke

Vice President

Triumph Engines are a copy of Kawasaki

I have previously heard this rumour in relation to Triumph's early triple engines however recently I was told straight up that the modern Bonneville engine was in fact a direct copy of the Kawasaki KZ750 engine of the mid seventies with the only difference being restyled engine cases to make the engine similar in appearance to the early Bonneville engine. Sounds feasible on the surface, both are air-cooled DOHC 360 degree parallel twins of similar capacity that use twin balance shafts, so let's examine this "accusation" more closely. Once you delve a little deeper obvious differences start to become apparent, the KZ750 is a two valve per cylinder engine whereas the Triumph is a four valve per cylinder engine. The KZ750 uses a typical chain drive for the camshafts with a single chain traversing around the crankshaft and up and over both camshafts and back to the crankshaft. The Triumph uses a single chain that drives a centrally mounted jack shaft from which the cams are gear driven. The KZ750 uses a three main bearing crankshaft whereas the Triumph uses a four main bearing crankshaft. The KZ750's balance shafts are chain driven whereas the Triumph's are gear driven. The KZ750 utilises a Morse Hy-Vo chain for primary drive whereas the Triumph uses straight cut gears. The KZ750 uses a single Trochoid oil pump driven from a balance shaft whereas the Triumph uses twin Trochoid oil pumps driven from the gearbox input shaft. The KZ750 starter motor utilises chain drive whereas the Triumph's starter utilises a gear drive. The KZ750 clutch is mounted on the right side of the engine assembly whereas the Triumph's clutch is mounted on the left. The KZ750 drive sprocket is mounted on the left side whereas the Triumph drive sprocket is on the right. The KZ750 alternator is mounted on the left end of the crankshaft whereas the Triumph mounts the alternator on the right end of the crankshaft. I could go on as there are numerous other smaller differences however it should be obvious even to those of us that aren't mechanical design engineers that these are two completely different designs and that the "rumour" is totally false. It is surprising the lengths some people will go to when "putting down" a motorcycle that does not wear their badge of preference. If you are going to repeat these rumours at least do some basic checking first otherwise you look like a fool .



'The Scribe'

Dennis Gregor-Secretary

Interesting Motorcycle Facts

1. In 1887, Yamaha started as a piano manufacturer, but today is a multinational conglomerate that still produces musical instruments. They have added boats, car engines, swimming pools, industrial robots, wheelchairs, RVs, electronics, and golf carts, and motorcycles.
2. The record for the longest-ever backwards motorcycle ride was set by Dipayan Choudhury in Jabalpur, India on October 7, 2014, lasting 125.52 miles (202 kilometers).



3. Legend has it that the origin of the term "hog", when referring to a Harley-Davidson motorcycle, was from the early part of the 1900s Harley's racing team, the Wrecking Crew. They had a small pig as a mascot and one of the riders would do victory laps with the pig sitting on the bike's gas tank. In later years, HOG became the official acronym of the Harley Owners Group and is the trading symbol of Harley-Davidson on the New York Stock Exchange.
4. Recognized around the world as a leader in motorcycle helmet manufacturing, Arai Helmets started as a hat-making company in Japan in 1926 making gear for the construction industry. Company founder Hirotake Arai was once a motorcycle stunt rider and the company is still privately owned today and run by the Arai family.

A few of my BMOA Associates



Chris nominating himself for club
'Idiot of the Year'



Honest Tim



Finding Dory

David 'The Carer' Catchpole

Stu

You will have to play with the photos I have made this from my phone .

Glad you said photos gave up playing with it some time ago, had problems with the above. Have cheated and made up something for David. Caring person that I am.



Day 4 of 8 - Barcaldine to Yaraka (population 10) via Blackall (the black stump) & Emmet following the old bush railway line. Yaraka is the end of the old line. Fantastic day of riding. Good to be out in the real bush with salt of the earth people

BMOA 2022 LDR to Yaraka on the Outer Barcoo,



I promise to
have an article
done for the
next edition of
the
Tappet Rattle

Must remind
myself .



Tim Lucy 'Honest Tim' and 'The Mann'

The Raglan Air Show trip is at the end of May, looks like there is a few interested, couple of different routes to get there, black top option, or adventure option. Should be a good trip, whichever way you choose to get there. The opportunity for both groups to meet up at nightly stops is available, you will need a swag though. The show itself will be big, judging by all the activity on their Facebook page.

A little on the Aero Club, as several have asked me questions over time, the new President is wanting to get it back to the way it was. Whether that's a good thing or not, only time will tell. For those who were at the Aero Club AGM you would have heard Rhys speech, one thing to correct him on is that the Aero Club and Tiger Moth Museum do not have to move due to the airport changes. These changes will be happening over a period of time. Whilst the Bike Club does not have to move, it may well be in the best interest to move, only time will tell. The council lease runs out in around 6 years time, the big question, will they renew it to the Mackay Aero Club. I'm not an economist, business analyst or even a pilot for that matter, but I do recognise, that our club needs to be in a good position when the time comes. That is if it hasn't already moved to airport land, which will most likely come with a yearly lease cost,. To put a good business case forward for the renewal of the Mackay Regional Council lease. Rhys wants to reintroduce Friday meals, from outside caterers with the intent of drawing more people to the club. An extract from his presentation, more members - more turnover - more opportunity - benefit all clubs. Sounds good in theory, more turnover doesn't necessarily mean more profit, the Mackay Aero Club is in a better financial position now than it was 7 or 8 years ago This is due to the hard work of previous committee and the huge input to turnover from the British Motorcycle Owners Association. I am very confident in saying, if it wasn't for the British Motorcycle Owners Association the Aero Clubs doors would have been shut permanently a long time ago. Big is better, it doesn't matter if the Mackay Aero Club is the size of Penrith Leagues Club, I don't see how that will benefit the BMOA, we only require a building to hold our monthly meetings in and if the opportunity is there to meet outside these days for a cool refreshment, then that is a bonus. Most joined the BMOA to ride motorcycles, have a cool refreshment, and talk BS, not to be bombarded with activities outside the BMOA. That's it for me, rant over, if anyone has any concerns, or ideas, for the Mackay Aero Club, drop in one Friday night and have a chat to Rhys.

Andy Mann

Been pretty quiet at my place weather and covid kept a dampner on activities. Iv booked BARRA CRAB at Clairview have rooms for about 15 the same as last year will get names soon for 19/20 June.. Also have a fair amount of interest in Raglan Fly In 28/29 May a couple of options on this one. With weather cooling its the time to get a few day rides in so any ideas, don't be shy and suggest an idea week day short rides good I'm off to meet Mr. Lennox for a Sunday romp see who turns up. Stu and Dale the 'Swindler' turned up, Dale went home so it was Seaforth and on to The Leap Hotel for a feed.

Cheers Honest Tim



The founder of the firm that was eventually to become Associated Motor Cycles Ltd was Henry Herbert Collier, an ex Woolwich Arsenal engineering supervisor, who started manufacturing bicycles under the Matchless name at his home in Herbert Road, Plumstead in 1878. Henry Collier had three sons; Henry Albert (known as Harry) and Charles Richard (Charlie) from his first marriage, and Herbert William (Bert) from his second. It wasn't long until petrol engines were added to the pedal cycles and, when the two eldest joined him in the business, it became H Collier and Sons.

There was a most significant change for the company when production outgrew the converted stables that it occupied in Herbert Road at the end of 1912. Business had been good and a new factory was built in a much more suitable location away from the select housing near the common and within easy reach of the Woolwich Arsenal Railway Station. The factory building itself was in Burrage Grove at the junction with Maxey Road. Burrage Grove (the eastern end of which is now renamed Walker Close) runs parallel to the main Plumstead Road. New offices with a showroom were built fronting Plumstead Road which thus backed onto the new factory premises. The move was made early in 1913 and it proved to be a wise one indeed for these same premises, progressively expanded over the years, were to serve as the home for motorcycle manufacture until the factory finally closed its doors in 1969.

There had been a major slump in the Woolwich area before the First World War, caused by a shortage of work at the Arsenal and, like many other commodities, the demand for motorcycles was hit badly. As a result of this, Matchless was forced to lay off many of their staff. However, during the 1914-18 war, the Plumstead factory was occupied on munitions and aircraft parts, the latter to a degree of accuracy one would expect from a firm whose trade mark had, for so long, been two hands using a micrometer.

H H Collier (Senior) died in 1926 and the company became Matchless Motor Cycles (Colliers), Ltd in 1928. In 1928 Matchless expanded their activities by relocating their manufacture of sidecars to a separate factory at Mast Pond Wharf near the Woolwich Ferry. This had once been part of the old Woolwich Dockyard where it had formerly been the prison building. It is believed that the sidecar manufacture was managed by George Alfred Walker, father of AJS and AMC designer Philip Walker. They also made a small number of the Matchless 'Hawk' bodies for the Austin Seven there. In early '30s, the AJS concern passed into the control of the Matchless company, the models of the old Wolverhampton factory being henceforth produced at Plumstead Road.

In 1938, following the acquisition of Sunbeam, the Matchless enterprise, together with its other concerns became Associated Motor Cycles Ltd and in subsequent years James (1952), Norton (1953), and Francis Barnett (1957) came into the AMC fold.

Harry Collier, the elder of the brothers, died in 1944 and Bert (the youngest) had been killed in a road accident earlier in the war, leaving "Mr Charlie" as the last of the firm's founders, who was taken ill, whilst still working in the factory, in 1954 at the age of 70, and then taken to his office where he died.

The foresight of the Collier family in planning this building is impressive. It was at one time a two storey structure and may have initially only been just a single floor, but by the 1940's it consisted of four floors with an extension on the roof as well. The base structure must have been planned with potential expansion in mind from its inception.

In 1966 AMC went bankrupt and was taken over by Manganese Bronze Holdings (who already owned two-stroke engine manufacturer Villiers) and formed Norton-Villiers Ltd to oversee operations.

This company then formed a sub-division called 'Norton Matchless Ltd' to market the remaining models.

For a couple of years, work at the AMC factory was limited to the production of the few remaining Matchless models and the new Norton Commando, the engines and gearboxes for which were shipped down from Wolverhampton.

Then, in late 1968 the Plumstead works at Burrage Grove, were presented with a Greater London Council compulsory purchase order for a major road widening scheme, finally closing in July 1969, with the land that it occupied given over to housing development.

Wheel Meet Again

On only the second or third ride on my 1961 G12 CSR the lug on the end of the brake stay failed. Luckily the failure occurred at low speed and I was able to walk away unscathed. While trying to find replacement parts I found out that AMC modified the lug on the end of the brake stay with a much larger radius. I have seen a lot of AMC bikes still fitted with the weaker brake stay. It seems a good idea to change to the later one or at least check the stay for cracks. **Extract**



Ken Cullen

Vintage Motorcycle Tour of Tasmania

12 March - 26 March, 2002.



Twenty years has passed since members of B.M.O.A of MACKAY ventured south for a Tassie Rally. The first one for Mackay club members. 165 Bikes and 260 people travelled in a figure eight journey throughout Tasmania, about 1800 klms in total. The bikes ranged in age from 1917 to 1960. Majority from N.Z , NSW and WA. Maurice Price, on a 1958 Royal Enfield Meteor Minor. Lloyd Dornbusch on a 1953 Vincent Series 3 Rapide, with sidecar. Jim Schibrowski on a 1959 Triumph Thunderbird. Dale Kennedy on a 1959 BSA Goldstar. Bob Inkson on a 1959 BSA M21, with sidecar. Bruce Hurren on a 1951 Matchless G3LS. Accompanying the riders were Joyce Sixsmith, who drove their van, Joan Dornbusch in the sidecar, Noeline Schibrowski as pillion, Julie Inkson in the sidecar, and Natalie Hurren taking the comfort of a 41 seater supporter's bus. We left Mackay on different days, towing bikes in trailers and meeting up at the Princess' Pier. Port Melbourne Vehicles and trailers were taken to a secure lock up and we all headed to Tassie on the Ferry, arriving in Devonport early in the morning of 12th March. DAY 1 Devonport to Ulverstone via Leven Canyon. DAY 2 Ulverstone via Forth, Sheffield, Mole Creek return to Ulverstone. DAY 3 Ulverstone to Strahan, DAY 4 free. DAY 5 Strahan to Tarraleah. DAY 6 Tarraleah to Hobart. DAY 7 free. DAY 8 Hobart via Port Arthur return to Hobart. DAY 9 Hobart to Launceston via Bothwell, Longford , Evandale. DAY 10 Launceston, Scottsdale, Scamander. DAY 11. Scamander to Hobart via Swansea, Sorrell. DAY 12. Parliament Lawns, Hobart for Bikes on display day. DAY 13. Hobart to Launceston via Ross and Campbell Town. DAY 14 Launceston to Ulverstone via Westbury. DAY 15. Ulverstone to Devonport and the ferry back to Melbourne. The M21 pulled the pin a couple of days before the rally ended, meaning Joyce had company and Bruce had a wonderful relationship with his roll of spark plugs but managed to keep the bike moving. We all had a great rally . Many laughs and good times. I am sure we all would recommend a trip to Tassie.

Julie Inkson.

Mirani to Melbourne Two Old Farts.

My sister rang me up with a bright idea of hers. She will fly up from Melbourne and I can take her back on a bike for her 70th Birthday!! Me being pissed at the time thought it was a great idea. Next morning, sober, wondering what I had let myself in for? Too late to back out and after thinking it over I came to look forward to the idea, why not!

I settled on the Harley Fat Boy, better cruise bike for the trip. Picked Sis up from Proserpine Airport on the bike (test run) to home, all ok and set up for the trip.

First Day. Left Mirani Friday 4th of March approx. 6.15am. Short trip to Mt. Morgan, stopped at Tyrone's place, a good mate.

Second Day. Away from Mt. Morgan at 6.30am, fuel at Theodore, stopped at Miles for a drink and fuel and arrived at Goondiwindi at 3.30pm. Pub, beer, meal, good run approx. 620km.

Third Day. Over the border at approx. 7.50am-8.50am NSW time. Boggabilla, fuel up, Narrabri turn off to Gunnedah. Too early to stop for beer so kept on going to Coolah arriving at 3.30pm. Pub, beer, bed.

Fourth Day. Left Coolah approx. 7.15am heading to Lithgow through drizzle rain on and off to Lithgow. Arrived approx. 1.30pm wet and miserable. Room, shower, beers, and tea. Drizzled all night.

Fifth Day. Up at 7.30am, still wet and miserable, off to Lithgow Arms Factory and museum. (Reason for detour to Lithgow). Spent 3 hours at the museum, top set up and unbelievable number of items. Still raining and no letup in sight so set off at 1pm to Bathurst and through to Blaney. Arrived approx. 3pm, soaked, shower, pub, beer, and tea.

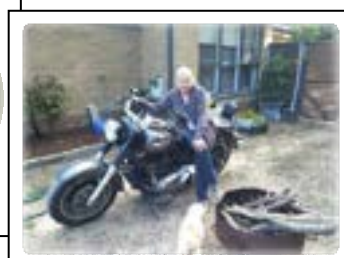
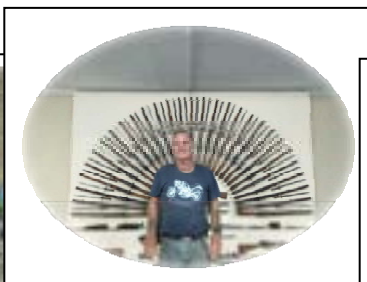
Sixth Day. Left Blaney approx. 7.30am cloudy but no rain and slowly fined up. Fuel at Young and steady run all the way to the Vic border. Pub, beer, meal.

Seventh Day. Went to Army Museum for 3 hours. Another top show, then onto Express to Seymour. Fast run, no tickets I hope, then back roads to Ferntree Gully arrived at 3.30pm then to Belgrave Heights, Sis's house!

2,800 km, not bad for 2 Old Farts.

Once a Biker always a Biker.

Plummy



NOT BRITISH



There Was A Time When The Spanish Motorcycle Ruled Supreme

The 20th century was a difficult time for Spain, with political power struggles, economic troubles, and civil war, but while most historians dwell on the negative points, 20th century Spain gave birth to a diligent motorcycle industry that included more than 80 manufacturers at its peak. Motorcycle manufacturing was big business on the Iberian Peninsula, and when the Spanish weren't building their own engines and fitting them into their own frames, they were working hard building licensed copies of foreign branded machinery too, working with the likes of Ducati, Moto Guzzi, and other

Franco's government ruled with strict anti-import policies which helped drive a bustling manufacturing industry, and after the ravages of the Civil War, the vast majority of Spain's citizens found themselves in dire need of inexpensive, efficient, and economical transportation – and the motorcycle was the obvious choice. Unable to import from abroad, Spain had little choice but to build their own machinery. This time led to a golden age of Spanish motorcycles, with brands like Montesa, Ossa, and Derbi gaining in popularity across the nation. In fact, some of these manufacturers managed to make an impression abroad, with some models being exported to the rest of Europe and the USA.

Despite the success of small displacement Spanish motorcycles in the Grand Prix races of the 60s and 70s, it was mainly Spain's off-road, trials, and enduro machines that garnered the most acclaim abroad. After Franco's death in 1975, Spain relaxed its import situation, and most small Spanish manufacturers found themselves overwhelmed by the competition from Japanese multinationals, and unfortunately, most of these brands were forced to close down. In fact, very few Spanish names still live on today. From the original big Spanish names, only Ossa still survives: sure, Bultaco has been revived, and Montesa have partnered with Honda, but only Ossa have managed to soldier on without help...sort of.



The Bultaco Sherpa T is easily one of the most famous Spanish motorcycles ever made, and a two wheeled legend in its own right. Bultaco is one of Spain's most iconic motorcycle manufacturers, and the firm is still active today, though it specialises in making small, electric and pedal powered trials bikes rather than two-stroke trail



From 1966 to 1969 Montesa made the Impala Sport 250, something which might barely be a blip on your radar. It was a time when Spanish two-stroke motorcycles were plentiful, both on the road as well as on racing circuits. While this particular bike doesn't seem exciting by today's standards, thanks to the mere 26-horsepower produced by the engine, keep in mind that in modern figures that's more like 100-horsepower. But it's not just about rocking the quarter mile, because the joy of the ride and the feel of the



The OSSA MAR (Mick Andrews Replica) was built after OSSA hired the English rider to design and ride a new trials bike – he went on to win two consecutive European Trials Championships and three consecutive Scottish Six Days Trials with it. In 1973, Andrews moved to Yamaha, but OSSA kept producing this bike into the late 70s and it was highly competitive.

Sanglas was a manufacturer of Spanish motorcycles that could trace its roots back to 1942. The company was formed by two brothers, Javier and



Martin Sanglas, who were also engineering students. With the financial backing of their textile entrepreneur father, the brothers started their company with a mission to design motorcycles that would take the best influences from both German and British motorcycles, and roll them into one unified package.



Our mate Russell Dreger

By Peter Falk and Stu



Well I met Russell and Christine back in the mid 70s, Russell was with Telecom as a Tech and Christine was working at Deguara's Supermarket. They had both come up from Maryborough, Qld. The first sighting of Russell was him on his new Yamaha XT 500 carving up Bucasia. Couldn't fail to recognise him with his hair. helmet or not the hair was there. Wheelies from Shoal Point to Bucasia along the beach was just part of his routine. In his time in Mackay he had several bikes, XT 500, Ossa 250 and a BMW R90s all of which he rode extremely well. Russell also had a Moto Guzzi 850 T3 and a Triumph Bonneville which he purchased on returning back to Maryborough. The Bonneville had the English tank and looked the part. Many great times were shared with them both and others during those Bucasia (dazes) days. Russell's 21st was a cocktail of events, a large plastic rubbish bin was the centre piece for the night. Yep bottles of all varieties was spilled into the bin and nibblies were Jatz Crackers topped with grease from the grease gun. Fantastic.

Russell took up Short Circuit Sidecar racing on his return home to Maryborough with Action Park being his home track. Russell had a couple of locals who swung for him, Peter Falk and Lance Peterson.

Stu



Russell and myself at Taree 1981 for the Australia Day Short Circuit Challenge. It was an unlimited sidecar event which was held at the Old Bar Circuit it attracted heavy entries from two states. In this four round event we finished 2nd.

Russell and I raced many tracks around the state and NSW for a couple of years. Russell had a motorcycle accident on the Hervey Bay Road in 1981 and suffered severe injuries which placed him in a wheelchair. If Russell had been able to have pursued his passion for sidecar racing I am certain he would have gone on to a much greater level in the sport. Not only could he ride a sidecar very well he did the same on a motorcycle. He was just suited to it.

I also remember, Tivoli Raceway 1 litre fuel equaled two laps a biscuit tin solved that problem.. Ended up making a 3 litre fuel tank the shape and size of the racing numbers for the front. Speedy trips home after events with Christine behind the wheel. Could go on for days, as you are aware certain forms of motorcycle racing have taken a dive. No younger ones prepared to hop in and fly the flag. I have been a member of The Maryborough Motorcyclist Club for over 40 years and also am a Life Member.



Russell Dreger and Lance Peterson on the X George Harrod, Yamaha XS650 at Action Park, June 1980. The engine was later modified to a 750cc running on methanol. A weapon, it could Rooster Tail all the way around Action Park



It didn't take long and Russell was offered a sponsorship by the late Bill Stokes on Bills first outfit, this photo was taken at the Porcupine Raceway Gunnedah where I swung for Russell on the day,

Regards Peter Falk

Maryborough Motorcyclist Club Inc. Est 1915



Ken Cullen's BSA 250 Café



What was the occasion ?

Line up of Police BSA motorcycles.
pictured in front of Frendeley Motors,
Mackay

I have been sorting out some photos
of my Dads photos he was a motorcy-
clist and fanatic. Will forward them on
as I do a stock take.

Glen Brooks



A Morning at the Farm.

What a great place, thanks to the 'Big Gun' for organising
this through a friend of a friend of a friends friend.
Positive that the boys there are related to Harold Steptoe.





No Longer Supported

Three-word phrases can be intimidating and foreboding, prescient even. “I’m leaving you”, “Oh my God”, “Make my day”, “I shall return”, spring to mind – a form of speech sometimes referred to as ‘tripling’. But lately, another has entered the lexicon, and it touches all of us, sooner or later. “No longer supported”.

In a commercial situation, often conducted across the inappropriately-named Customer Service counter, I can usually anticipate the arrival of this turn of phrase by simple observation of body language. The salesperson gives a wry smile and a barely detectable shrug of the shoulders as he or she prepares to let you down gently, but with zero recourse. “I’m sorry, but that (product, system, chain of belief) is no longer supported”. Translated, this means the company, organisation or individual responsible for the continuing supply of spare parts, information or technical support has fulfilled the statutory requirement (perhaps seven years) and henceforth washes his, her or their hands of any and all further responsibility to the product or service created and sold to you.

I still have a GE electric carving knife that works as well as the day I (we) received it as a wedding present 43 years ago, but should it fail and a part be required, you will find it is “no longer supported”. And in the electronic gadget-driven world of computers, phones and the like, there is a built-in obsolescence of ‘platforms’ that mean A, will no longer be compatible with B, like a metaphoric square peg in a round hole.

Sometimes, when you bring your camera, phone, electric drill, wristwatch or kitchen whizz to a retailer’s Customer Service counter, you may even detect a degree of sympathy from the attendant who tells you there’s an old bloke who lives in a caravan near the local tip who might be prepared to have a look at it for you (but not on a Thursday, that’s his ‘drinkin’ day’) – but, and here’s a six-worder – it would be “cheaper to buy a new one.” Look to the end of the counter and there will probably be a (recycled) cardboard bin where you can dispose of your no longer functional (or supported) implement, presumably to soon reappear as a toilet brush once it has been melted down, decontaminated and disinfected.

Remarkably, and in the face of the modern trend of no longer supporting virtually anything, you can still buy many ancient components from the original manufacturer; certain high-end (usually German) cameras for example, or parts for Japanese motorcycles made before about 1970. In the case of the latter, the Japanese, as they marched *en masse* into European and American markets in the late ‘fifties and ‘sixties, were determined not to repeat the mistake of the British factories that often found difficulty in supplying parts for even their current models. The Japanese, in those pioneering days, over-produced spares to such an extent that there are still large stocks available today. Conversely, you will often find that parts for later and more modern motorcycles are to a large degree, ‘no longer supported’.



‘THE RUNWAY BAR’

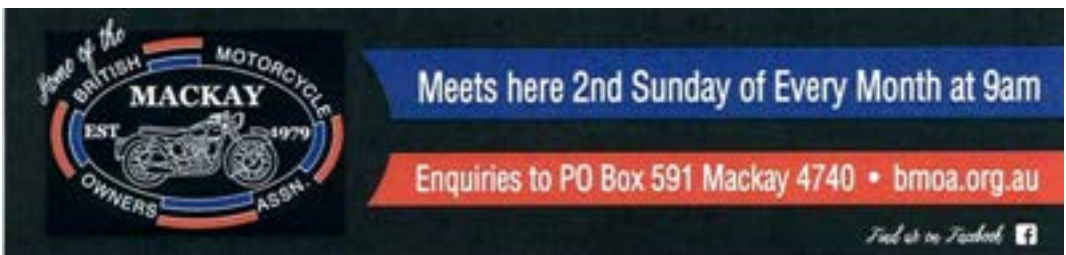
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