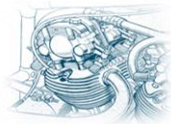


Tappet Rattle



Official Newsletter:

**British Motorcycle
Association Inc.
Mackay**

Issue 2: 2026



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Honorary Members: Alan Gascoyne,
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Life Members.

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

From the President:

Hello members, and welcome to our second edition for 2026.

Firstly, on behalf of the BMOA I would like to offer a huge thank you to the Petersen Family for their kind donation of \$500 towards the club in memory of Alan. The gesture is very much appreciated, and Alan would be very proud.

In Edition 1 we mentioned the passing of Charlie Muscat and touched on the fact that Charlie loved his bikes and showed them at our shows. The family sent through a couple of photos of Charlies sons proudly standing alongside his bikes which have been handed down to the lads. The bikes were on display at Charlies wake and certainly make a fitting tribute to the man. As mentioned, two of his sons, Joe and Tony will be joining the club. The legacy continues. Welcome fellas.



Word from across the ditch:

I was recently contacted by a Gentleman (Murray Seen) from Burnie in Tasmania whereby he was googling for info on motorcycles and our BMOA site came up on his computer search. Muz (as he likes to go by) along with some mates founded a club in Burnie in the very early eighties and they called it the British Motorcycle Owners Association (BMOA). Imagine his surprise when he saw the same name. Their club is no longer running but Muz's interest in bikes still is. We had a good chat and Muz emailed me the following.

Interesting chat last evening. How you blokes came up with the BMOA bit amazes me, they say great minds think alike 😊 I'll be in town sometime next week and will get that badge away for you.

The Triumph I have now which my son bought and left here to be attended to is a 1956 T110, engine number T110 78650 which matches the frame. This puts it earlier in 1956 as I think in June or July that year the numbers reverted back to 00 to avoid running into six digits. I owned it in the early 1960s, and it underwent a rebuild in 1974 when it was put in a shed and not ridden again. We acquired it back in Dec 25 from the estate of the bloke who bought it off me in '63. Funny how the world works at times. Surprisingly the 52 year old tyres have no sidewall cracks and are holding air, don't make 'em like they used to.

Have attached a couple of old pics which may be of interest.

Cheers, Muz



1955-ish 1948 Francis Barnett Merlin
125cc

1950-ish BSA A7 on tour in
outback NSW early '60s



1980-ish Norton Mk III

Then it was farm bikes till
retirement in 2000.

As you can see mentioned in the email Muz sent he is sending a club badge through, so I have sent him a lapel badge and club shirt.

It's great to see how web sites can put likeminded people in touch and rekindle great memories. I will also send Muz a copy of this edition of the TR.

All the best Muz and thanks for contacting us.

Member Profile

Keith Pearce

Member since 2002

Quite often you only see the club members out on rides, however if you have been in the club for a while you would have seen Keith out and about but more often than not, his wife Valerie, or Val to most of us, would be on the bike too.

Keith grew up on the family dairy farm just out of Ballarat and had an interest in bikes from an early age. His Dad raced bikes in the 20's and 30's and



according to Keith was very competitive. He loved speed and when he purchased a new Triumph in 1928 and found that his mate's bike was a tad faster, immediately got rid of it and updated to a Norton that could outpace him.

Keith first learnt to ride at a very early age on what was his first bike, a BSA Bantam. His father put two railway sleepers down parallel on the ground so Keith could stand on them with the bike in the middle so he could take off and return to them so his feet could reach to get off.

Being a dairy farm and the cows allowed to wander freely after the morning milking session, Keith was given a task each day. He would ride the BSA Bantam to school, (yes primary school) each day and at lunch time head out on the Bantam to find where the cows were grazing. At the end of the school day, he would then head to that location and round the cows up and herd them home.

The Bantam was kept up until Keith and Val were married. In the interim Keith purchased a 1948 AJS 500 as his daily rider to go to work.

Keith and Val moved to Mackay in 1972 and due to work and family commitments was without a bike for some 40 years.

Keith worked in Mackay with Bob Inkson, (our Past President) and Graham Townsend (past member) and told Bob that he was in the market for a motorcycle as he wanted to get back to riding now that the family had grown up. Bob continually said that he could get him a bike, but it never eventuated. Those of us that knew Bob well can understand this. He told Val that he wanted a bike as a gift to himself to celebrate their 40th wedding anniversary and felt that it may be a bit of a selfish decision, but Val replied with "no its not as I will come too".

Eventually Keith was put onto Dave LeGarde who at the time was selling all his bikes but by the time he got to him he only had one left and didn't want to part with it, so Dave put him onto Lloyd Dornbusch. It was from Lloyd that Keith purchased a 1957 600 Twin Matchless. A bike he still has and calls his favourite and the machine that gave Val a real interest in riding as well.



Over the years Keith has had a few bikes some of which were the 1948 AJS, a 1944 Royal Enfield, a 1960 Velocette, the 1954 DOT, a BMW and about 4 Matchless machines. He considers that none of them were a bad machine but on his wish list for the ultimate dream machine was to own a Vincent. You never know, there is still time. British bikes have always been the focus for Keith but if it's got two wheels and puts air on your face then Keith is happy with that.

His current stable consists of the DOT, the Velocette, a 1930 BSA 500 Sloper, a 2007 Triumph Bonneville and of course the 1957 Matchy.

Over the years Keith and Val have attended many rallies, and Val was Pillion for about 15 years at those outings. Their first rally was to Biggenden.



Their rally attendances have taken them to Tasmania, NSW, WA, SA and throughout Qld and they both speak fondly of the good times had travelling with fellow club members. Following are a couple of stories from some of those trips.

Keith; We attended a rally in Tasmania and while at the Salamanca Markets we noticed a river cruise which we decided to go on. There was too much wine and food involved, and we got back just on dark. My bike had no lights, and we had about 100km to go to get home so it was decided that Bob and Julie Inkson ride up front, myself and Val in the middle and Mick and Tracey Bugeja ride behind. The plan worked well until up the road a bit with still a long way to go, Bobs light gave out so we rode the rest of the way with Mick weaving all over the road to shed light for all of us. We were pulled up at a set of lights, and a bloke wound his window down and shouted to Mick to tell his mate he forgot to turn his lights on, and Mick shouted back "he has never had any". The car driver looked a little stunned.

Keith; In 2011 we attended the Bay to Birdwood rally in SA and once again with Bob and Julie. Bob had a great idea to book into a Motel about 8km from the finish at Birdwood so at the end of the rally we didn't have far to go to get home. The downside was we had to get up extremely early to ride to the Bay, about 120km for the start. You guessed it, frost in the morning and we just about died getting to the start. Good idea Bob.



Val: Recently the boys decided to take Mick Bugeja's Tractor to Cape York and ride the bikes as well. There was Mick, Skusie and Keith. Well as we all know the track is mighty long and mighty rough and Keith was on the old bike with no modern suspension.



He rang me one night and said he was sore as hell and could hardly walk and was looking for sympathy. I told him, "Don't be a wimp". He replied with "I hope that bike doesn't start tomorrow and it can go on the trailer behind the tractor. I found out later that it fired first kick.



♪♪It's a long way to the top if your bikes too bloody old. ♪♪

There are many more stories to be had but most are best told over a coldie, but the bottom line is that both Keith and Val have enjoyed a wonderful time together with their fellow club members and wives and cherish all the memories.



The safest way to do a wheelie these days.

Hook it up to the crane.

Keith and Val also have a keen interest in water skiing as well and Keith was a founding member of the Mackay Ski Club. They had been involved in water skiing for a couple of years when the club was then formed and recently the club celebrated its 50th year. Keith is the current Commodore of the club. A position he has held for the past 10 years.



Thanks for sharing some of your memories Keith and Val and I think there could be more to be made in the years ahead.



Joslyn

Blast from the Past

Donations Given to Some Wonderful Charities From BMOA

PAGE 18

LOCAL NEWS

www.dailymercury.com.au

Rescue encourages club to donate

RACQ-CQ Rescue has welcomed the British Motorcycle Owners Association to the Rescue 100 Program with their contribution of \$1000.

President Bob Inkson and treasurer Gerry Dempsey called in to RACQ-CQ Rescue yesterday to present their cheque to duty pilot, Captain Alex Wisken.

Mr Inkson was on his BSA 1961 Super Rocket and Mr Dempsey on his 2011 Triumph Thunderbird.

Each year the club hosts the All Bike Show with proceeds benefiting local deserving charities.

At a recent meeting, the

club voted for RACQ-CQ Rescue to become a recipient of some of the funds raised at this event.

"One of our club members has needed to use the services of CQ Rescue after he was badly injured during a ride at Pine Vale in the Pioneer Valley so there was no doubt among us that CQ Rescue was a worthy charity to support," Mr Inkson said.

The British Motorcycle Owners Association is the first club to become a participant in the Rescue 100 Program and Mr Inkson said he hoped their commitment would encourage other clubs

to become supporters regardless of whether they were motorcycle clubs or other sporting clubs.

During their visit to RACQ-CQ Rescue, Mr Inkson and Mr Dempsey discussed the importance of equipping their riders with an EPIRB during long-distance rides.

Often the members of the British Motorcycle Owners Association's rides take them to remote and isolated areas in various parts of Australia and although they have never carried an EPIRB on previous rides, both gentlemen realise it is a vital piece of equipment that they should invest in.



HELPING HAND: Captain Alex Wisken, BMOA president Bob Inkson and BMOA treasurer Gerry Dempsey.

PHOTO: CONTRIBUTED

Mayte Sanchez, Relationship Manager for the Mackay Hospital Foundation

The British Motorcycle Owners Association Of Mackay donated \$500 to the "Mad Hogs Ride for Oncology" in support of this worthy cause.



British Motorcycle Owners Association Of Mackay (President Bob Inkson & Treasurer Gerry Dempsey) present the Mackay Mad Hogs and Mackay Base Hospital Oncology nurses with a Cheque towards the purchase of 2 Naso-Endoscopes for use at the Mackay Base Hospital Oncology Ward.

Donation a major boost for Riding for the Disabled school

THE Mackay Riding for the Disabled school gratefully received a cheque for \$1000 from the British Motorcycle Club recently. Mary Steel from the school said every donation made to Mackay Riding for the Disabled is put to good use.

"This donation will help purchase some much-needed equipment and assist with ongoing running costs, such as horse food, vet bills and far-

rier costs," she said.

Mackay Riding for the Disabled relies solely on the generosity and support from Mackay and surrounding region for their running costs.

"All donations are tax deductible and 100% goes towards the organisation running costs," she said.

"We would like to send a huge thank you to the British Motorcycle

Club for their support - helping a disabled child achieve their dream of borrowing freedom by your very kind donations."

The school's grounds are located at 11 Loughane Ct, North Mackay.

Lessons are held every second Tuesday and on the last weekend of each month, from 9am to 2pm.

For information contact 49440 066 and leave a message.

ALL ABILITIES:
Jessica Homes
from the
Mackay Riding
for the Disabled
school, with
Bucko the pony.

PHOTO: PETER
HOLT





Queensland
Government

Enquiries to: Heather Skien
NUM
Ambulatory Care/ Cancer
Services
Telephone: 07 4885 6157
Facsimile: 07 4885 5057
File Ref: File number

Mr Andy Mann
Secretary,
British Motorcycle Owners Assn. of Mackay
PO Box 591,
Mackay, 4740

Dear Andy & Members

We are writing to say thankyou to you and the members of the British Motorcycles Owners Association of Mackay for your kind donations of 'Book Cases and \$200 Coles Gift cards' to our Oncology Day unit.

The Book cases have been well received by both staff and patients; they are being used to display patient resources in the rooms that we use to provide patient education and support. The Gift card was used to purchase consumables including new coffee cups and cutlery for the kitchenette that is used by patients, carers and staff.

Thankyou again for you kind donations and considering our organisation to help us improve our patient care and management.

Yours sincerely

Heather Skien
Nurse Unit Manager, Ambulatory Care/Cancer Services
Heather.skien@health.qld.gov.au
Mackay Base Hospital,

14.10.2015

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Mackay Mail Centre
Qld 4741

Phone
Insert Phone No.

Email
Email

An Underwater Motorbike.

Have you ever heard of anything so absurd. There could only be one name that comes to mind when you speak of this. Lucky Keizer. As most are aware, Lucky had a crack at this a while back but encountered some difficulties so it was back to the drawing board. Fast forward a few months and with no fanfare or a support crowd, the club's own Gyro Gearloose succeeded in getting the beast to successfully take the plunge with the Mark Two machine.



Mark One was an engine modified to drive the piston via compressed air. This prototype blew up.

Mark Two was High pressure Compressed Air blasted through specially designed exhaust tubes similar to a rocket engine. Note the top of the rear guard.

With Mark Two it was out of the shed, across the road and straight into the creek at Slade Point. First attempt he went too deep too fast and went straight over the handle bars. Second attempt was into the shallows and progressed to the deep with an all up run of 30 yards completely submerged while he held his breath.

Congratulations Lucky on chalking up another wild scheme.

Lucky tells us to watch this space as he converts the bike from High Pressure Compressed Air propulsion to a cocktail of Hydrogen Peroxide and Hydrazine. Not sure about watch this space, maybe watch the hole in the ground left by the blast.

Can't wait for Mark Three. Interesting times ahead.

New for 2026

BMW R 12 G/S



Inspired by the BMW R 80 G/S of the 1980's, the new 2026 BMW R 12 G/S puts an off-road spin on the existing R 12 roadster. Its engine remains the same air-oil cooled, 1,170cc boxer with DOHC, and it comes with a 6-speed and shaft drive. Also carrying over from the R12 Family is the one-piece tubular bridge steel frame bolted on. The R12 G/S's footpegs are positioned under the flat solo seat and the aluminium tube handlebar is positioned high and close to the rider, and standard seat height is 33.9 inches. The G/S rides on 21-inch front and 17-inch rear cross spoke wheels, and suspension is fully adjustable with 8.3inches of travel up front and 7.9 inches in the rear. Ground clearance is 9.4 inches. The bike includes ABS Pro, three ride modes, Engine Drag Torque, traction control, full LED lighting, a round instrument display, and a 12V socket.

Rodgers Family in Mackay



Snap Shot



FAMILY CYCLE: The Rodgers family (from left) Eric, Ted Jnr, Ivor, Ted Snr, Eileen Snr, Daisy, Keven, Doug, Eileen, Jack, Elaine and Marie cycling in 1937.

The Rodgers Family was a well-known group of motorcyclists. Edward Henry "Teddy" Rodgers was born in NSW; he married Eileen Smith. Edward a successful national cyclist from about 1910, competed in cycling races. Edward "Teddy" worked at the Sugar Experimental Station and Bulk Terminal in Mackay. The Rodgers family was also noted for their cycling prowess, with accounts of family members riding from Mackay to Melbourne to compete in the Melbourne to Warrnambool race. Teddy Snr introduced the cycling sideshow to the locals, and to other North Queensland towns, travelling the show circuit. The Rodgers family were notable Wall of Death riders performing at sideshows in Queensland, Australia, during the 1930s to 1940s. They performed stunts, with the Rodgers boys riding motorcycles around the walls of the cylindrical structure.

In the mid- 1930s, the Rodgers family moved to a small home at Cremorne, North Mackay, about 1940, a larger, very unusual home was built for the family using the wooden frame of the Wall of Death sideshow as the inside cylindrical structure of the "Round House". The second floor's interior room and the third floor's rotunda room are circular and connected by a winding staircase. The home took an Asian influence, rendered and at one time painted pale green with red-framed windows, and the building is still a prominent landmark at the northern end of Forgan bridge.

"Rodgers family home, Barnes Creek Road, Cremorne"



Mackay Regional Council Libraries Image No: 00298



**Ivor Rodgers,
ca.1921**

Mackay Regional Council Image No: 02433

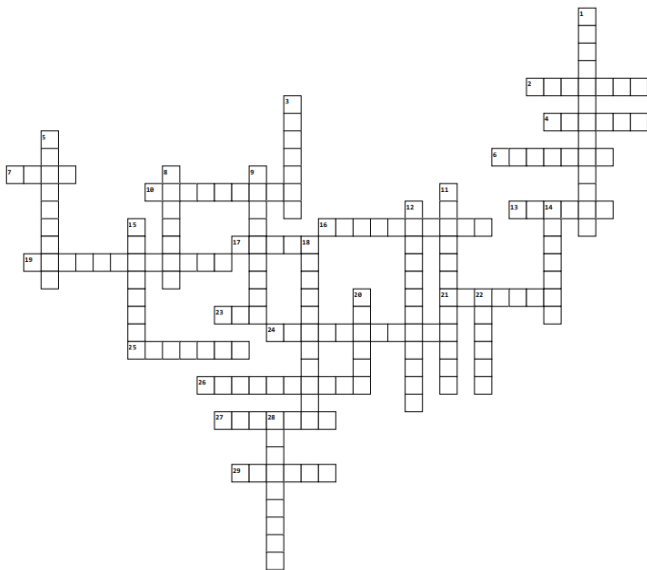
Crossword Puzzle Questions

Across

- 2. Device used to inflate tires.
- 4. Type of wheel preferred by off-road riders.
- 6. Longer and wider ones of these help rider stability.
- 7. These are often brighter and use less power than the halogen type.
- 10. Designed to protect the bottom and lower front of the engine.
- 13. Rear mounted container.
- 16. Riders often install a taller one of these to reduce buffeting.
- 17. Equipment that can come in clear, smoke and dark colors.
- 19. - Manufacturers like Cardo and Sena make these.
- 21. "Twist and go" clutch mechanism.
- 23. Electronic means of navigation.
- 24. Made to keep brush and other trail hazards away from a rider's hands.
- 25. Keeps the tire's tube from spinning inside the wheel. (2 words)
- 26. Brand of folding mirrors. (2 words)
- 27. Some motorcyclists install one of these to make themselves known to other road users.
- 29. New technology for motorcycle riders activated during a crash.

Down

- 1. Worn to protect the spine. (2 words)
- 3. Waterproof and breathable fabric use in higher end motorcycle gear.
- 5. Flashes a motorcycle's headlight to attract attention of motorists.
- 8. Easily reachable container in front of a motorcycle rider.
- 9. Accessory that alters handlebar position. (2 words)
- 11. Upper body equipment that often holds armor and a backprotector. (2 words)
- 12. The poor man's cruise control. (2 words)
- 14. Side mounted luggage holder.
- 15. Worn when precipitation is falling. (2 words)
- 18. One piece motorcycle suit.
- 20. A type of tire tube that you do not inflate.
- 22. A type of tire specifically designed for off-road use.
- 28. Backpack water carrier. (2 words)



Answers at the back.

From the desk of Chris Percy.

I came across this article in Australian Old Bike; Les Alan was a member and club treasurer for quite a few years back in the 1980's until he and his wife Bernice moved to Buderim.

• 28 September 2025 – Glamorgan, Qld.

100 years plus

Report Gaven Dall'Osto and Chas MacDonald Photos Gaven Dall'Osto

104 riders assembled at the Bottletree Hotel, Glamorgan Vale, 60km west of Brisbane for this year's Centurion Run, where the combined age of rider and machine must be at least 100 years (hence the name). HMCCQ riders came from the Brisbane, Childers, Mt. Tamborine, Ipswich, Toowoomba, Pine Rivers, Warwick, Lockyer Valley and Gold Coast areas.

There were two routes; a 60km route for the older machines and 100km for the newer machines. Both rides converged to a rest stop at Aitkinson's Dam before heading back to the Hotel which was inundated as it was also the lunch stop for the Distinguished Gentleman's Drive. While we were riding the organisers were busy going through the sign-on sheets to accumulate data for the awards and certificates.

Ride organiser, Chas MacDonald took the microphone for the debrief. Significantly, 36 of the 104 Centurions tallied over 150 years and each was presented a printed certificate. Extraordinarily, 4 entrants achieved a tally of 200 years. Les Allen and his 1912 Bradbury, Bert Skuce and his 1910 FN, Barry Deeth and his 1907 Triumph and Dave Dettmar and his 1911 Triumph all received certificates as 'Double Centurions', with Bert and Les both completing the event.

A birthday cake was presented for HMCCQ president Doug Jolliffe and Gavin Ritter's (soon to be) birthday before Ian Rennie drew the raffle giving thanks to the prize donating sponsors. A fantastic day, thanks to the tireless input by HMCCQ worker bees who supported and executed this very special event. ➤



Les Allen gets his Double Centurion 200 year Certificate.

Winner of the Frank Hack Trophy and Presidents Choice was Arthur Scott, another long term past member of our club.

HMCCQ Centurion Run Judging Results

AWARD CATEGORY	RIDER	BIKE	AGE
Youngest Centurion Rider	Dwayne Rennie	1915 Indian	42
Oldest Centurion Rider	Les Allen	-	87
Oldest Combination	Bert Skuce	1910 FN	200
President's Choice	Arthur Scott	1915 Royal Enfield Outfit	-
Publican's Choice	Ray Smith	1942 Harley Davidson WLA	-
Frank Hack Trophy	Arthur Scott	1915 Royal Enfield Outfit	183

OLD BIKE AUSTRALASIA : 103

RALLY REPORTS CENTURION RUN



Four entries with of combined age of bike and rider of over 200 years.

Good to see Les still motorcycling at 87.

We acknowledge Old Bike Australia as the owners of the story and photos.

Burger

Ingredients

2 onions

400 g lean beef mince

100g mushrooms, finely chopped (optional)

2 teaspoons dried mixed herbs

1 tablespoon olive oil

1 avocado, coarsely mashed

4 iceberg lettuce leaves, shredded

1 large tomato, thinly sliced

125g fresh cooked beetroot, drained, sliced or tin sliced beetroot

2 tablespoons tomato chutney or other sauces

4 wholegrain bread rolls or other bread rolls



Step1 – Thinly slice one onion and set aside. Finely chop the remaining onion and place in a large bowl with the mince, mushrooms and herbs. Season with pepper. Mix with clean hands until well combined. Divide into four even portions. Shape portions into 1 cm-thick patties.

Step 2 – Heat oil in a large, deep non-stick frying pan over medium heat. Add sliced onion. Cook, stirring, until golden. Transfer to a plate. Cover with foil to keep warm.

Step 3 – Add patties to same pan. Cook for 4-5 minutes on each side over medium-high heat, until evenly browned and cooked through.

Step 4 – Split rolls in half and toast lightly. Spread avocado over cut-sides of rolls. Top bases with lettuce, patties, tomato, beetroot, onion and chutney. Cover with rolls to serve.

(4) serves

Mackay Kawasaki puts on a Show and Shine.

Saturday the 28th of March saw about 30 to 40 dedicated riders turn up at Mackay Kawasaki in the drizzling rain to show off their pride and joy machines and enjoy the company of fellow riders and a sausage sizzle. Once the light rain eased quite a crowd turned up



which was great to see. It was an opportunity to mingle with the staff, support those that support us and spread the word about our upcoming All Bike Show.

Never too early to promote.

One of our members was on hand with his Z900 to fly the flag and have a chat, as he has been known to do.



Good on ya Oxy.

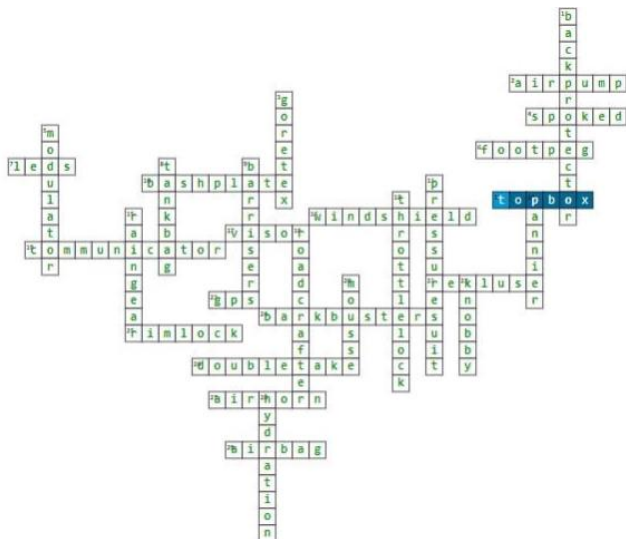


Brian's Grandson Lincoln was along for a look as well and checking out what he would like for his next Birthday. Maybe Grandad could get him into motorcycling sooner rather than later. Hint, hint.



Turned out to be a great morning with stunning bikes to look at and a range of sleek looking new machines on display inside and out of the dealership.

Well done Mackay Kawasaki.



Crossword Puzzle Answers.



*"That's not exactly how I intended
you to use the treadmill."*

Please note that the May meeting has been changed back to the Sunday and WILL BE HELD on MOTHERS DAY, MAY 10.



British Motorcycle Owners Association of Mackay Inc

2026 Ride Calendar

January	3	Ride TBA.	4	Ride TBA.
1 st New Year	10	Ride TBA.	11	Monthly meeting @ Aero Club.
1 st to 26 th	17	Ride TBA.	18	Monthly Club Ride, Time & Destination TBA.
26 th Monday	24	Ride TBA.	25	Ride TBA.
	31	Ride TBA.		

February			1	Ride TBA.
	7	Ride TBA.	8	Monthly meeting @ Aero Club.
	14	Ride TBA.	15	Monthly Club Ride, Time & Destination TBA.
	21	Ride TBA.	22	Ride TBA.
	28	Ride TBA.		

March			1	Ride TBA.
	7	Ride TBA.	8	Monthly meeting @ Aero Club.
	14	Ride TBA.	15	Black Dog Ride.
	21	Ride TBA.	22	Ride TBA.
	28	Ride TBA.	29	Ride TBA.

April	4	Ride TBA.	5	Ride TBA.
3 rd to 19 th	11	Ride TBA.	12	Monthly meeting @ Aero Club.
3 rd to 6 th	18	Clairview Ride.	19	Clairview Ride.
25 th Saturday	25	Ride TBA.	26	Ride TBA.

May	2	Ride TBA.	3	Ride TBA.
4 th Mon.	9	Ride TBA.	10	Monthly meeting @ Aero Club.
	16	Ride TBA.	17	Monthly Club Ride Time & Destination TBA.
	23	Ride TBA.	24	Ride TBA.
	30	Ride TBA.	31	Ride TBA.

June	6	Ride TBA.	7	Ride TBA.
18 th Show	13	Ride TBA.	14	Monthly meeting @ Aero Club.
27 th -12 th July	20	Pinevale. TBC?	21	Pinevale. TBC?
	27	Ride TBA.	28	Ride TBA.

Associate Events. Modern Long-Distance Ride. There is **NO** LDR scheduled for 2026.

Note: Members not wanting to complete the overnight rides are quite welcome to participate and day ride only.

Any member that has ride destination or venue ideas please contact the Ride Co-ordinator.

TBA = To be advised.

Orange = School Holidays

Purple = Public Holidays

ALL EVENTS ARE SUBJECT TO CHANGE.

THE RUNWAY BAR MACKAY AERO CLUB

Casey Avenue Mackay

Open Fridays 4.00Pm.

PUBLIC WELCOME.



**MEMBERS MEET AT THE
RUNWAY BAR FOR A
SOCIAL DRINK ON THE 1ST
FRIDAY OF THE MONTH
FROM 4PM ONWARDS.**

=====

**Club Merchandise is available. Talk to
the Treasurer.**

Bucket Hats and Caps \$15.00, T-Shirts
\$20.00, Singlets \$22.00, Polo's Short
Sleeve \$25.00, Polo's Long Sleeve \$30.00,
Machine Badge \$25.00, Lapel Badge
\$5.00, Badge Sew On \$8.00, Stubby
Coolers \$8.00, Belt Buckles \$25.00.